



**PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
May 28, 2020**

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 Avenue, Park City, Utah 84060 for the purposes and at the times as described below on Thursday, May 28, 2020.

ATTENTION:

This meeting will be an electronic meeting as permitted by Park City Open and Public Meeting Resolution 18-2020, adopted March 19, 2020. This meeting will not have an anchor location at City Hall and the Council Members will connect remotely. If you are interested in listening and/or giving public comment remotely, please go to www.parkcity.org

SPECIAL MEETING - 4:30 p.m.

I. ROLL CALL

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

III. NEW BUSINESS

1. Consideration to Adopt Resolution 12-2020, a Resolution Acknowledging Linda Perkins' Retirement from the Park City Cooperative Preschool and Recognizing Her Many Contributions in Providing Service to Park City
(A) Public Hearing (B) Action
[Linda Perkins Retirement Staff Report](#)
[Exhibit A: Linda Perkins Resolution](#)
2. Consideration to Approve a Level 4 Special Event Permit for Temporary Activation of City-Owned Property within the Downtown Business Improvement District, Including Car-Free Use of Main Street on Sundays, to Facilitate a Phased Re-Opening of Business in Accordance with Utah Leads Guidelines and Social Distancing Requirements in an Amount Not to Exceed \$80,000 per Special Event Fee Reduction Process and Municipal Code Section 4A-2-9; AND Delegate Authority to the City Manager to Approve Reasonable Modifications to Operational and Logistical Plans Associated with the Permit
(A) Public Hearing (B) Action
[Special Event for Temporary Use of Public Sidewalks, Rights of Way and Public Spaces Staff Report](#)
[Exhibit A: Park City Dine, Shop, & Stroll Draft SEP](#)
[Exhibit B: Park City Dine, Shop, & Stroll Draft Event Operations Plan](#)

Exhibit C: Public Comment Received Regarding Car-Free Main Street

IV. CLOSED SESSION

To Discuss Property, Personnel, and Litigation

V. 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 28, 2020

Submitted by: Jonathan Weidenhamer

Submitting Department: Sustainability

Item Type: Resolution

Agenda Section:

Subject:

Consideration to Adopt Resolution 12-2020, a Resolution Acknowledging Linda Perkins' Retirement from the Park City Cooperative Preschool and Recognizing Her Many Contributions in Providing Service to Park City
(A) Public Hearing (B) Action

Suggested Action:

Attachments:

[Linda Perkins Retirement Staff Report](#)

[Exhibit A: Linda Perkins Resolution](#)



City Council Staff Report

Subject: Linda Perkins Retirement
Author: Jonathan Weidenhamer, Economic Development Manager
Lynn Ware Peek, Community Liaison
Department: Economic Development & Community Engagement
Date: May 28, 2020
Type of Item: Administrative

Summary Recommendation

Enact the resolution for the retirement of Linda Perkins after more than 20 years of work with the Park City Cooperative Preschool (COOP), an anchor tenant within the Park City Library.

Background

Economic Development and Community Engagement staff would like to inform City Council of the retirement of Linda Perkins, known as “Miss Linda” to her students, as of May 28, 2020. Hired in fall of 2000, Miss Linda has directed the preschool program; teaching children (and sometimes parents) to think, play, collaborate, and become respectful community members.

The COOP has been an anchor tenant within the Park City Library since the 1990’s, bringing together families and future community leaders. The COOP’s model of learning by a play based curriculum as directed by Miss Linda has left an indelible mark on numerous children and parents within our community.

Department Review

Legal, Recreation & Library and Executive

Attachments

A Linda Perkins Retirement Resolution

RESOLUTION ACKNOWLEDGING LINDA PERKINS' RETIREMENT FROM THE PARK CITY COOPERATIVE PRESCHOOL AND RECOGNIZING HER MANY CONTRIBUTIONS IN PROVIDING SERVICE TO PARK CITY

WHEREAS, it is with great reluctance that the Park City Cooperative Preschool accepted Linda Perkins' resignation after 20 years of extraordinary service; and

WHEREAS, since 2000 Linda Perkins has directed the preschool program there, teaching children to think, play, collaborate, and become respectful community members.

WHEREAS, Miss Linda has left an indelible mark on numerous members of the community and their children who are now forging their own paths, and along the way also taught parents many tricks of the trade; and

WHEREAS, Miss Linda worked diligently in her daily duties over the past 20 years as a highly qualified educator and role model, striving for excellence at all turns. She has excelled in teaching kindness and creativity through a play-based curriculum all while having the undeniably herculean task of teaching children to put on snow coats, boots, and pants to sled outside; and

WHEREAS, the Park City Preschool has been a community anchor in the Park City Library since the 1990s, a safe place that promotes community values by bringing Parkites of all kinds together; and

WHEREAS, the Park City community has benefitted greatly as children whose growth was fostered by Miss Linda have become community leaders, high school and college graduates.

NOW, THEREFORE, BE IT RESOLVED that the Mayor and City Council hereby deem it appropriate to acknowledge Linda Perkins for her diligence and tireless work, endless patience, love for teaching children, and for making Park City a better community for the past 20 years. Her performance in our community speaks to continued success in any future endeavor she chooses.

PASSED AND ADOPTED this 28th day of May, 2020

PARK CITY MUNICIPAL CORPORATION

Mayor Andy Beerman

Attest:

Michelle Kellogg, City Recorder

Council Agenda Item Report

Meeting Date: May 28, 2020

Submitted by: Jenny Diersen

Submitting Department: Sustainability

Item Type: Staff Report

Agenda Section:

Subject:

Consideration to Approve a Level 4 Special Event Permit for Temporary Activation of City-Owned Property within the Downtown Business Improvement District, Including Car-Free Use of Main Street on Sundays, to Facilitate a Phased Re-Opening of Business in Accordance with Utah Leads Guidelines and Social Distancing Requirements in an Amount Not to Exceed \$80,000 per Special Event Fee Reduction Process and Municipal Code Section 4A-2-9; AND Delegate Authority to the City Manager to Approve Reasonable Modifications to Operational and Logistical Plans Associated with the Permit
(A) Public Hearing (B) Action

Suggested Action:

Attachments:

[Special Event for Temporary Use of Public Sidewalks, Rights of Way and Public Spaces Staff Report](#)

[Exhibit A: Park City Dine, Shop, & Stroll Draft SEP](#)

[Exhibit B: Park City Dine, Shop, & Stroll Draft Event Operations Plan](#)

[Exhibit C: Public Comment Received Regarding Car-Free Main Street](#)



City Council Staff Report

Subject: Special Event for Temporary Use of Public Sidewalks, Rights of Way and Public Spaces
Author: Jenny Diersen
Department: Special Events
Date: May 28, 2020
Type of Item: Administrative – Level 4 Special Event Permit Approval

Recommendation

Hold a public hearing and consider approving a Level 4 Special Event Permit for temporary activation of City-owned property within the Downtown Business Improvement District, including car-free use of Main Street on Sundays, to facilitate a phased re-opening of business in accordance with Utah Leads Guidelines and social distancing requirements in an amount not to exceed \$80,000 per [Special Event Fee Reduction process and section 4A-2-9 of the code](#). Further, delegate authority to the City Manager (CM) to approve reasonable modifications to operational and logistical plans associated with this Permit.

Background

The COVID-19 Pandemic has had an unprecedented impact on our community and local economy. [Municipalities are considering alternatives to support small businesses by repurposing use of City rights-of-way and other public spaces to facilitate social distancing](#). Additional outdoor areas can provide businesses with an increased opportunity to meet spacing and social distancing constraints as recommended by health authorities.

On May 19, 2020 [PCMC received a formal letter from the HPCA \(Historic Park City Alliance\)](#) requesting a car-free Main Street on Sundays from 11 a.m. to 10 p.m., from June 14 to September 6, 2020. HPCA may wish to explore expanding the number of car-free days if Sunday spending is strong and applicable health and safety regulations are followed by individual businesses, staff and patrons.

HPCA's letter encompassed additional requests, to be considered separately, such as:

- PCMC pursue DABC changes to allow alcohol service on public spaces/rights-of-way within city approved designated areas;
- Observe parking time limits but keep all parking in the downtown core free;
- If necessary, develop a transit/park and ride plan that allows customers and employees to reach Main Street conveniently at a regular frequency while maintaining social distancing; and
- Lead a discussion with County Council to support HPCA and the Chamber to expand marketing efforts.

Staff also received a request for expanded business use of private parking and internal travel lanes at the Snow Creek Market area. Staff is coordinating with Snow Creek businesses to help support local businesses reopen. Staff believes this and other similar uses of common/HOA areas will be Level 3 events and within current administrative authority to review and approve. If other business districts in Park City are interested in a similar arrangement, staff is excited to work with them to facilitate a similar operations

model under separate Special Event Permits (SEP). Staff plans to process requests as Special Events as applicable to the City Code (Level 1, 2, 3) but will return to City Council for approval if additional closures of public right-of-ways for vehicular traffic are proposed for Level 4 and 5 events.

Analysis

The temporary use of City-owned property to facilitate phased reopening of businesses in a safe manner is consistent with the [Utah Leads Plan](#) and the [Phased Guidelines for the General Public and Businesses to Maximize Public Health and Economic Reactivation](#). Staff reviewed alternatives and determined that a SEP is the most flexible and nimble process to temporarily authorize the use of City property to support a pedestrian only Main Street. In lieu of a number of Land Management Code changes or Temporary Zoning Ordinance, staff recommends Council delegate limited authority to the CM to process HPCA's request in accordance with the standards in [Municipal Code section 4A-2-4 Standards For Permit Approval](#), and other future requests.

Staff will finalize an operational and logistics plan for this SEP (see Exhibit B). Specific high-level points are below, addressing items including transit, parking, public safety, reducing impacts on residential districts, signs, code enforcement, baseline sanitation, outreach, noticing, etc. Throughout the entire process, staff will monitor and collect data and costs to remain fiscally responsible.

- **Parking** – Free parking will be available on Swede Alley and China Bridge for the public. If parking reaches more than 80% of capacity, staff may consider alternative pricing structures. Staff estimates forgone revenue of \$250,000 as compared to 2019 Sunday trends. Post Office parking will be reallocated to Swede Alley on Sundays during the event. Businesses should strongly encourage employees to carpool and remind staff not to park in residential areas to maximize parking for patrons. Staff will relocate 2 ADA parking spaces to Swede Alley behind Dolly's and make additional ADA accommodations in Brew Pub Lot (per past event plans).
- **Transportation** – Transit will run a shuttle to help move pedestrians from Heber Ave to the top of Main Street via Swede Alley. Carpooling, biking and hiking/walking to Main Street will be highly encouraged.
- **Traffic Plan** – Focus will remain on protecting residential areas while facilitating business. Patrons of Main Street should continue to enter the historic district from Deer Valley Drive and Marsac Avenue to access parking areas. If residential streets become congested, staffing and enforcement will need to be increased. Staff is supportive of HPCA's request to have traffic on Swede Alley will remain two-way but prohibit vehicles from traveling south past Brew Pub Lot, which shall be used as a turnaround. Vehicles traveling west from Hillside will be allowed to use the Brew Pub drop off area but will continue to travel north on Swede Alley. Staff explored a one-way circulation pattern, but at this time does not find that such changes are necessary at this time. Instituting such a traffic pattern one day per week will create confusion.
- **Drop, Load, Curbside Pick Up** – Various streets will be used to continue to allow curbside delivery and drop-and-load areas including the Brew Pub lot, the south section of Bob Wells Lot, Heber Ave, and the 9th Street turn around. In these areas, double-parking shall be prohibited and drivers shall remain in non-idling vehicles.

- Public Safety – After conducting a Risk Assessment, Public Safety will deploy 4 officers within the venue with additional patrol officers and civilian staff to assist as needed. This level of service can be met with existing resources. This plan allows staff to be shifted from regular services with regular pay in an effort to offer merchants and visitors with a high level of customer service.
- Building – The Chief Building Official (CBO) is confident that fire and emergency access lanes and safe social distancing measures can be maintained. Code Enforcement will focus on egregious and health and safety violations and staffing will be amended to provide Sunday enforcement within department budgets.
- Building Maintenance – Staff will support with COVID-19 increased level of service including restroom attendants from 12 to 8 p.m. on Sundays at the Transit Center and Miners Park. Staff does not anticipate opening Museum restrooms.
- Parks – Staff will maintain an increased level of sanitizing service for commonly used City property such as benches and handrails from 12 to 8 p.m.
- Community Engagement – A compiled list of public comments received by City Council is included in the Exhibit C. HPCA conducted outreach with their membership and while there is strong support, there is also opposition and concern that the removal of parking will harm businesses already negatively affected by COVID-19. If approved, HPCA and the Chamber will develop an appropriate marketing plan that focuses on safety, sanitation, and support of local businesses and the community.
- Business Extension of Premise – Merchants that want to extend outside their physical premise, add signage, or use other public spaces will be required to receive affirmation to proceed from HPCA's Executive Director prior to submittal to Special Event staff. Participants of the event will be limited to businesses on Main Street; outside vendors will not be allowed. No requests for noise exceptions are included in this application (section [6-3-9 of the Municipal Code](#)).

Funding

Staff anticipates total costs to PCMC are \$59,075 (\$4,545/week) and covered within existing departmental budgets. No budget adjustment is required at this time. Per [SEFR process and section 4A-2-9 of the code](#), staff requests City Council to delegate authority to the CM up to \$80,000 and within existing department budgets for unanticipated needs.

Attachments

Exhibit A: Draft Park City Shop Dine & Stroll Special Event Permit
 Exhibit B: Park City Dine Shop & Stroll Draft Event Operations Plan
 Exhibit C: Public Comment Received Regarding Car Free Main Street



DRAFT SPECIAL EVENT PERMIT

Type of Permit: Level 4 Special Event
Event Name: Park City Dine Shop and Stroll
Event Date(s): Sundays, June 14 to September 6
Event Location: Main Street Park City
Permittee: Park City Municipal Corporation
Contact Person: Jonathan Weidenhamer
Approved By: City Council of Park City
Approval Date: May 28, 2020

The Park City Council has approved the Level Four Special Event Permit Park City Dine Shop and Stroll event. The Park City Dine Shop and Stroll Event is to be held on Main Street in Park City Sundays, June 14 to September 6 from 11 am to 10 pm. This Level Four Special Event Permit has been issued under the authority described within the Park City Municipal Code Section 4A based on the following Findings of Fact, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. Park City Dine Shop and Stroll is a unique activity occurring for a limited duration that impacts the City by involving the use and having impact on City Property and requiring licensing for City property beyond the normal scope of business as defined by section 4A of the municipal code and creates public impacts by interrupting the flow of City Streets and public rights of way which include full closures of Main Street to allow businesses to extend into the public right of way and for pedestrians to patronize businesses with proper social distancing. The event also requires public safety beyond their normal scope of business and is an outdoor temporary event that does not normally occur with the permitted venue use, specifically including removal of parking.
2. A Pre Application Form and Special Event Permit was submitted to the City on Friday, May 22. The applicant has requested a waiver of application deadlines including Special Event Permit and Special Event Fee Reduction due to the immediate need of this activity to support the local businesses and the community. Due to the nature of the event and impacts stemming from the impacts of COVID19, the application could not be filed within established specific deadlines per section 4A of the municipal code.
3. Upon review of the Special Event Application staff has determined the activity is a Level 4 Special Event due to estimated attendance between 500 and 5,000 people in a non-consecutive series; the event has moderate impact to surrounding areas; the event has moderate transportation needs including removal of parking and requires a transportation mitigation plan, short term road closures and moderate residential mitigation and change of services regarding transportation; and requires public safety staffing needs beyond normal operations including support in the venue and some traffic control.
4. Park City Dine Shop and Stroll will be held on Main Street in Park City Sundays, June 14 to September 6 from 11 am to 10 pm. Use Area, Operations Plan, Transportation and Parking Plans, as required of this permit shall be attached as an exhibit to this permit. The Park City Dine Shop and Stroll event shall operate for 13 non-consecutive days.
5. Park City businesses are vital to the community as well as economic, cultural and

community value and aligns with the goals as outlined in the Park City General Plan. Due to COVID related impacts, the event creates opportunity to temporarily activate outdoor areas, some public spaces as well as pedestrianizing Main Street to facilitate a phased reopening, consistent with Utah Leads Guidelines. Furthermore, the event is consistent with the Park City General Plan in that it supports core values of our complete community through facilitating partnerships with between the businesses and residential communities while supporting community gathering opportunities.

6. The event does not unreasonably restrict existing public access or adversely impact shared space or the public due to the number of events, the nature of the event, or locations. The event is not primarily retail in nature and provides economic benefit to the City through sales tax, overnight visitation, marketing and branding as compared to community impacts and costs of services.
7. The conduct of the Special Event will not substantially interrupt or prevent the safe and orderly movement of public transportation or other vehicular and pedestrian traffic in the area of its venues as attached to this permit.
8. The conduct of the Special Event will not require the diversion of so great a number of police, fire, or other essential public employees from their normal duties as to prevent reasonable police, fire, or other public services protection to the remainder of the City.
9. The concentration of persons, vehicles, or animals will not unduly interfere with the movement of police, fire, ambulance, and other emergency vehicles on the streets or with the provision of other public health or safety services.
10. The Special Event will not substantially interfere with any other Special Event during the timeframe, or with the provision of City services in support of other events or governmental functions. There are other Special Events during the Park City Dine Shop and Stroll timeframe including the Arts Festival. Staff and Arts Festival are coordinating regarding event operations to substantially mitigate impacts of both events. While the Kimball Art Center has not defined their 2020 plans due to COVID19 impacts, if the event proceeds forward on Main Street, the City will withdraw their request for the Park City Dine Shop and Stroll event on August 2.
11. The event provides sufficient traffic controllers, signs and other City required barriers and traffic devices, monitors for crowd and safety, safety, health, sanitation and facilities to reasonably ensure that the event will be conducted without creating unreasonable negative impacts to the area with due regard for safety and the environment. Additionally, the event provides adequate transportation, off-site parking, and traffic circulation. The event has provided any other services or facilities necessary to ensure compliance with City ordinances.
12. The event does not create the imminent possibility of violent disorderly conduct likely to endanger public safety or cause significant property damage.
13. The permittee will obtain approval of other public agencies as required, within whose jurisdiction the event or a portion thereof will occur, and the applicant has obtained approval of private properties of which the event or a portion thereof will occur.
14. The Permittee has been working with City Staff and applicable departments to address operations of the event. The Permittee demonstrates an ability and willingness to conduct the event pursuant to the terms and conditions of this Chapter and has not failed to conduct a previously authorized event in accordance with the law or the terms of a license, or both.
15. Staff finds the Park City Dine Shop and Stroll is consistent with section 4A-2-4 of the municipal code and promotes the City Council's Goals of creating a sense of place. The event furthers Park City's role as a world-class, multi-seasonal destination resort while maintaining a balance with our sense of community. The event helps to support the continued success of the multi-



seasonal tourism economy while preserving the community character that adds to the visitor experience.

Conclusions of Law:

1. The application is consistent with the requirements of the Park City Municipal Code, Title 4A.

Conditions of Approval:

1. The permittee, unless otherwise affirmatively agreed in writing, at its' cost, shall incorporate such measures as directed by the Special Event Manager in order to ensure that any safety, health, or sanitation equipment, and services or facilities reasonably necessary to ensure that the event will be conducted with due regard for safety are provided and paid for by the Permittee.
2. The permittee, is required to provide supplemental documents including a Transportation and traffic control plan, Contingency plans, Site Identification and Private Property Use Permission, detailed map showing specifics of event operations as described in section 4A-2-11. Such documents shall be reviewed and approved with conditions administratively by the Special Events Manager in coordination with from the Chief of Police, Transportation Manager, Chief Building Official and City Manager.
3. The permittee is required to provide a sufficient number of traffic controllers, signs and other equipment as required by City, not limited to barriers, fencing, traffic devices, monitors for crowd control and safety, and such measures as directed by City, County or State Staff in order to ensure that any safety, health, or sanitation equipment, services or facilities reasonably necessary to ensure that the event will be conducted with due regard for safety and the environment, adequate offsite parking and traffic circulation in the vicinity of the event and other services or facilities as necessary to ensure compliance with City ordinances in a plan approved by the Transportation Director, Chief of Police and Chief Building Official in accordance with the Transportation Demand Management Plan, Park City Risk Assessment and International Building and Fire Code.
4. The permittee is required to submit a waste and recycling plan which will be reviewed and approved in accordance with the PCMC Event Sustainability Standards.
5. In accordance with the Transportation Demand Management Plan, the permittee is required to distinguish a transportation and parking plan, including obtaining private property permission or executing lease agreements for such public property use, that utilizes available public parking and can accommodate the anticipated attendance numbers. Parking for shall be identified, managed and secured for ADA, Staff and Curbside Pickup and Drop and Load Lot, as well as Transit Services provided and managed by the permittee. Offsite parking areas for spectators are required with Transit Service secured by the permittee. The Permittee must obtain permission from private properties such as the School District or resorts the permittee must provide such proof of permission to the City. Such plans shall be reviewed and approved by the Chief of Police and Transportation Planning Manager. Access to area businesses, public facilities residential homes must be maintained at all times.
6. The permittee has not requested an exemption to the noise ordinance 6-3-9. Any sound shall be kept to the noise levels as outlined in section 6-3-9 of the Municipal Code. The permittee shall work to orient noise activities to minimize sound impacts to the neighboring residents, businesses and public facilities. If a complaint is received by Park City Police Department, the police department will investigate the complaint. If asked by the Park City Special Event staff



or Police Department, the permittee shall turn noise down to mitigate concerns of noise from surrounding residents, businesses or public facilities. The permittee shall provide on-site management for each aspect of the event and shall be responsible to ensure that the sound system maintains level adjustments not to exceed provisions of the Park City Noise ordinance unless otherwise requested per section 6-3-11 of the municipal code.

7. The permittee shall provide with a final plan for the Park City Dine Shop and Stroll, which includes final site plans, transportation, security/public safety and parking management plans including details of the operations for venues as required by the Economic Development Manager, Chief of Police and Transportation Planning Manager no later than the Friday before each Sunday of the event for any changes.
8. All plans for tents, stages and other temporary structures as well as flammable materials shall be submitted and approved by the Building Department each Thursday proceeding each Sunday during the dates as outlined in this permit.
9. The permittee is responsible for securing all City, County and State permit approvals required for this event shall be secured by no later than June 12, 2020.
10. The permittee is responsible for maintaining a staff plan. Such plan shall be provided to the City Manager or their designee.
11. The permittee's use of barricade and signage will be in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) for the duration of the event.
12. All third party approvals including the Park City School District, Summit County and State of Utah, permit approvals required for this event shall be secured by Thursday each week of this event submitted to Park City Municipal Corporation.
13. The Permittee will provide an official participant list and sign plan for the event. All handouts, flyers, banners and other signage, shall be approved by the CM or their designee of the HPCA prior to implementation. or approved by the Special Events Department.
14. The Permittee estimates overall attendance of the Park City Dine Shop and Stroll Event in accordance with normal Main Street occupancy levels and with social distancing measures. Staff modify operations to address any substantive change in conditions created by the growth in attendance to the event with regards to maintaining public safety, traffic and transportation impacts to the City.
15. The Permittee will address any requirements from the Chief Building Official, and Public Safety Personnel regarding placement of emergency staff and equipment. The Permittee will submit an Emergency Operations Plan to be coordinated with Park City Police, Emergency Management and Park City Fire District.
16. The Park City Special Events, Police, Fire, Building Official/Fire Marshal and Emergency Management Departments have the right to cancel the event upon any condition, violation or weather that jeopardizes the life, health, safety, welfare or property of the residents or visitors of Park City.
17. The approval identification provided with the approval of this permit must be in possession of the permittee at all times and must be made available for inspection when requested by City authorities or the public. The permittee is responsible for providing a schedule of events, and access to any site for purposes of Code Enforcement or Public Safety as outlined by Park City Municipal Code 4A-2-4.

PASSED AND APPROVED this Thursday, the 28th Day of May 2020.



PARK CITY MUNICIPAL CORPORATION

City Manager, Matt Dias

Attest:

Michelle Kellogg, City Recorder

Approved as to form:

Mark D. Harrington, City Attorney

Attachments:

A Park City Dine Shop and Stroll Operations Plans – Transportation, Parking, Site Map etc...

DRAFT

Exhibit B: Park City Dine, Shop & Stroll Draft Event Operations Plan



Exhibit B Park City Dine, Shop and Stroll Draft Event Operations Plan

Draft City Operations Plan

Parking – Free parking on Swede Alley, Swede Alley surface lots and China Bridge . If parking exceeds 80% of capacity, staff may consider alternative pricing and/or time limit structures. Staff estimates forgone revenue of \$250,000 as compared to 2019 Sunday paid parking trends (\$5/hour/max \$18 per day). Post office parking will be relocated to Swede Alley on Sundays during the event. Carpooling will be strongly encouraged as will reminders for staff not to park in residential areas to maximize parking for patrons. Staff will relocate 2 ADA parking spaces from 5th Street post office spaces to Swede Alley behind Dolly's and add incremental ADA accommodations in Brew Pub Lot (per past event plans).

Transportation –Transit will run a shuttle to help move pedestrians from Heber Ave/Transit Center to the top of Main Street via Swede Alley. Carpooling, biking and hiking/walking to Main Street will be highly promoted.

Traffic Plan – Focus will remain on minimizing impacts on adjacent residential areas. Patrons of Main Street should continue to enter the historic district from Deer Valley Drive and Marsac Avenue to parking areas. If residential streets become congested, staffing and enforcement (and cost to do so) will need to be heightened. Staff is supportive of HPCA's request to have traffic on Swede Alley will remain two-way, and limit vehicles from traveling south past Brew Pub Lot, which shall be used as a turnaround. Vehicles traveling west from Hillside will be allowed to use the Brew Pub drop off area, but will be required to exit downtown by continuing north on Swede Alley. Staff explored a one way circulation pattern, but at this time does not find that such changes are necessary at this time. Instituting such traffic pattern one day per week will create confusion.

Drop, Load, Curbside Pick Up - Various streets will be used to continue to allow curbside delivery and drop and load including Brew Pub lot, south section of Bob Wells Lot, Heber Ave and 9th Street turn around. In these areas, double parking shall be prohibited and drivers shall remain in non-idling vehicles. The areas include:

- South Brew Pub
- South Bob Wells
- Curb at Bob Wells on Swede
- Parking areas behind Dolly's
- Heber Ave (no parking in firelane)
- 9th Street Turnaround

*As a note there are also other 15/30 minute parking areas on Swede and Park Ave that can be used by patrons.

Bollards and Perimeter safety – Continuing to be fiscally responsible, staff is coordinating with HPCA and requested they place vehicles marked with Main Street business branding to block streets and create perimeter safety. These vehicles will not be able to be moved during the entirety of the event unless for an emergency. Police

Exhibit B Park City Dine, Shop and Stroll Draft Event Operations Plan

will provide oversight of placement and operations. If the streets cannot be blocked with such vehicles, this will increase cost for Police and Streets departments to use vehicles and/or hire a contractor for bollard installation.

Streets – Streets is supportive of the plan and does not anticipate needing additional staffing. Sweeping will be completed on Mondays (regular schedule).

Public Safety – After conducting a Risk Assessment, Public Safety includes 4 officers within the venue with additional patrol officers and civilian staff to assist as needed. This level of service can be met with existing resources. This plan allows staff to be shifted from regular services with regular pay in an effort to offer merchants and visitors with a high level of customer service.

Building – The Chief Building Official (CBO) is confident that fire and emergency access lanes and social distancing can be maintained. Code Enforcement will focus on egregious and health and safety violations and staffing will be amended to provide Sunday enforcement within department budgets.

Building Maintenance – Will support Main Street and public City owned property with COVID-19 increased level of service with restroom attendants from 12 to 8 p.m. on Sundays at Transit Center and Miners Park. Staff does not anticipate opening Museum restrooms.

Parks – Offer an increased level of service sanitizing commonly used City property such as benches and handrails from 12 to 8 p.m.

Community Engagement – A compiled list of public comments received by City Council is included in Exhibit C. HPCA conducted ample outreach with their membership, culminating with a vote of the Board of 8-1 to pursue this approach. While there is strong support for the event, there is also opposition and concern that the removal of parking from the street will harm businesses already negatively affected by COVID-19 and create more traffic on residential streets. There are also others who think this event should be extended to include additional days. Upon approval, HPCA and the Chamber will develop a marketing and branding plan that focuses on safety, sanitation and support of local businesses and our community.

Approval of HPCA– Any participating merchant that wants to extend outside their physical premise, have signage, use other public spaces or communal programming will be required to have approval from the HPCA Executive Director prior to submittal to Special Event staff. Participants of the event will be limited to those businesses within the Main Street Business Improvement District; outside vendors will not be allowed. No requests for noise exceptions are included in this application (section [6-3-9 of the municipal code](#)).

Planning – At this time no additional resources are needed from Planning, but they are in support of the event and will assist if additional permits are needed.

Exhibit B Park City Dine, Shop and Stroll Draft Event Operations Plan

Costs – Current anticipated costs to PCMC is \$59,075 (\$4,545/week) and covered within existing department budgets. Per [SEFR process and section 4A-2-9 of the code](#), staff requests City Council to delegate authority to the CM up to \$80,000 within existing department budgets for unanticipated needs or other business districts. Such request does not require budget adjustment at this time.

Item	Estimated Cost
Police	\$32,175
Transit	\$6,500
Residential Mgmt	\$6,000
Building Maintenance	\$7,400
Parks	\$7,000
Total Costs	\$59,075

Exhibit C Public Comment Received Regarding Car Free Main Street

From: "doug illman"

To: "council_mail@parkcity.org" <council_mail@parkcity.org>

Sent: Tue, May 26, 2020 at 2:13

Subject: main street closure

To the wonderful humans that are faced with the daily task of pleasing everyone.

20 years ago, on my first adventure in Park City with Harry O's at 417 Main street, I made it plain to the city council at the time as well as anyone that would listen that main street was beautiful. It deserved to be closed and landscaped and parking garages should be built along swede alley with a transportation center to compensate for the parking loss along main street.

It was a resounding success during the Olympics without the parking garages.

Well, we are halfway home.

I have returned to your wonderful community to spend my twilight years at 412 main.

I have not changed my stance in all that time. Our downtown is one of the prettiest in all the land. And believe me I have travelled all across this wonderful country in the interim, opening businesses in 4 different locations.

The main reason I believe in this closure is threefold.

I saw the dynamic transformation in Santa Monica with the 3rd street promenade as I lived in Manhattan Beach from 76 until 98 when i moved here.

The Development of retail at the base of the canyons, and the plans for the development at the base of Park City by Vail

We must enhance the downtown area to make it a must destination not only for the community, but the Wasatch front and the nation as well.

The Last reason is more personal. The less exhaust and noise on the street is my desire as I believe our nation and the world is in denial about the impact of carbon on our environment. Let us be a leader in this regard as I know all of you concur .

I have other ideas in this regard but another time and place.

I support you whatever the decision as I know your passion for this community is sincere and you have devoted a lot more time and effort in it's furtherance than I have.

One more thing. I have had relationships with many city halls across this country and Canada in my career. Your people are some of the best I have ever experienced.

Sincerely, Doug Illman - Crystal Park Cantina

Exhibit C Public Comment Received Regarding Car Free Main Street

Date: May 21, 2020 at 9:29:11 AM MDT

Good Morning Tim:

Having been a merchant on Main Street for over 34 years now, I have been through a lot of highs, lows, and ideas some good some not so. The last couple of years I have found to be quite challenging. We have had a change in customer base I think due to the ski passes being sold. There has been a change in parking fees and China Bridge. There are now many chain stores. All of this is noticed by customers who have been coming for years and they have expressed their sadness to see Main Street changing from the boutique stores they have loved and can't find wherever they are from. I'm not sure this has ever been fully recognized but I believe it is one of the big draws to come to Park City. I constantly hear them talk about how they hope it doesn't change completely.

The parking situation on Main Street has been an ongoing issue since the beginning of the Main Street Association. We continually worked with the chamber and the city to find the best solution and many ideas have been tried. The current parking fees on Main Street have in my opinion kept the locals from shopping as much. Attracting the locals has always been a problem and I can't guess how many times over the years I have heard "I just don't come to Main Street unless we have visitors". I have asked many times to make the free all day parking in China Bridge more obvious as so many locals and visitors are not aware that it is available. Seems signage would be so easy and yet it has not been done. What is there is hard to read and not obvious to those trying to park. China Bridge has never been more empty than it has in the last couple of years and yes that means you can park but no cars mean they aren't.

The idea of a walking street has been addressed many times over the years and was really proven not to work when it would close for minor events such as car shows, etc. Events such as the Olympics and Art Festival don't count due to the people they attract. Even the Art Festival didn't make merchants happy until it was staged down the middle of the street to give us all more exposure. As we have become very dependent on tourists and it appears that is going to be severely affected this year I am very concerned for Main Street. If tourists are not able to come visit, we must become more dependent on locals and they already don't like the parking. They are just that locals and we are the local shopping area where they can drive up, run in and buy a gift and get out quickly. Or they can come for lunch and stroll. Either way, we want them to come and shop and buy. There have been a lot of changes to Main Street and the world now and I believe any more changes are very detrimental at this time. We are all dealing or learning to deal with a new normal. We need a big campaign to get our locals to support the local businesses and am sure all of us are very open to ideas to make that happen. A walking street is not going to work, I don't think.

I have often wanted council members to walk the street and talk to visitors or come stay in one of the shops and hear what we all hear daily. Unfortunately there will be changes in businesses due to the virus and most of us are hanging on because we are determined to make the street viable during this. Each time I came to Main Street during the stay at home rule and saw no cars I would honestly get in my car and sob. Such a sad site. We all work very hard daily to do everything we individually can do, but we can only do so much without some support. Please don't change the traffic pattern on the street and again we need to work harder to bring locals back.

Thank you,

Jane Schaffner
La Niche

Exhibit C Public Comment Received Regarding Car Free Main Street

Date: May 19, 2020 at 1:56:00 PM MDT
May 19, 2020

Greetings Council members:

As a long time gallery owner on Main Street (Artworks established 1984) I would like to share my voice on the subject of the closure of Main Street 1 day a week. While I do support this move I would go a step further and turn Main Street into a pedestrian mall. My experience during the Olympics first planted this seed and as I traveled to other resort towns and observed many of them who had followed this path I often wondered why park City did not do the same. I know it has been discussed but never really went far. Perhaps it is time to revisit this issue.

Patti Larrabee, owner

Artworks Gallery

461 Main Street

Exhibit C Public Comment Received Regarding Car Free Main Street

Date: May 19, 2020 at 1:33:31 PM MDT

Subject: Car-free Main Street

To Council,

Gallery MAR does not support a car-free Main Street, neither the whole week nor a single day.

Expanding the number of days Main Street is car-free creates additional uncertainty for my business and our Main Street economy -- and everyone's tax dollars (is your budget). I am cautious about starting with one-day a week, and am open to a trial, with the idea that we would close it if we do not see a large increase in visitation on the Sunday.

The loudest people who are asking for Main Street (and harassing Alison) to close do not have businesses in the district and have no idea about the actual ramifications. Please listen to the people who are actually here on Main Street, working our tails off, trying to keep our businesses open and pay our employees.

It's also important to me that parking stays are until December 15th.

It's also very important to me that both the City and the County get behind marketing measures to visitors outside of our county. Our businesses simply cannot survive without out of state guests.

Thank you for your time and service,

Maren

--

Maren Mullin

GalleryMAR.com

Park City, Utah

Exhibit C Public Comment Received Regarding Car Free Main Street

From: Beth Rossi

Date: May 19, 2020 at 1:24:42 PM MDT

Subject: Support of Car-Free Main Street

Good Afternoon,

I just wanted to email regarding the support from Bill White Restaurant Group for a car-free Main Street. We believe, at a minimum, a one-day a week closure on Sundays is a vital tool to try to move forward for Main Street businesses, including Grappa, Chimayo and Wahso. We also support the HPCA returning to the City requesting additional car-free days.

Many locals and visitors alike look for our constant discounts and locals nights to get them to come to Main Street, but those marketing efforts alone first will be hard to survive off of, so we believe something like these car-free days will be crucial in an effort to get more people to Main Street to shop and dine. We also hope it will encourage more people riding the buses, and therefore less environmental impacts of tourism.

We look forward to reopening all of our businesses and continuing to serve Park City community soon. We are deeply grateful for your hard work and support of all of the small businesses in Park City. We wish you and your family's good health. Let me know if you have any additional questions or concerns-

Thank you,

Beth Rossi

Communications + Programs Director

Bill White Restaurants + Farms

Exhibit C Public Comment Received Regarding Car Free Main Street

Date: May 19, 2020 at 1:16:11 PM MDT

Subject: Car free main st

I am aware that Sunday's might be car free. As I told Alison, it will be interesting to see how it is but I am not a supporter of a full time shut down of cars on main.

I can say that almost all my clients wouldn't come to main if they didn't have the option to park our front. Our town was not built that way and China bridge isn't large enough to support all the parking. I'm sure there are some individuals in the community that might think it sounds cool to experience it but I think they would soon realize it's not convenient.

Our town was not built like Vail, Whistler, or the Santa Monica promenade. It's a driving town and there is nothing wrong with it.

I am strongly against a car free Main Street as a business owner and as someone who lives in old town as well.

Billy Cregger
Billy's Barber Shop
509 Main St

Exhibit C Public Comment Received Regarding Car Free Main Street

On April 22, 2020

Hello Friends:

I hope you are staying healthy during these challenging times. I share your commitment and support of our local businesses and economy.

I believe it would be a waste of a great deal of our community's time and money if we were to ignore the hard and thoughtful work of the 2020 Visioning process as we strive to reopen our local economy.

We have the opportunity now to rethink and restructure the look and feel of our beloved Main Street so that when it reopens it is ready to thrive in a world where people will want a little more social distance for years to come. As I read the article in today's Park Record, I wanted to applaud the idea of encouraging locals to return to patronize Main Street businesses. But I urge you to consider that it's not parking that keeps locals away: it's crowds of people. By focusing on bringing back local clients, you will recreate the charm and sense of community that we feel when we meet our friends and neighbors.

Yours,

Cheryl

Cheryl Fox | Executive Director
Summit Land Conservancy

Exhibit C Public Comment Received Regarding Car Free Main Street

On Wed, Apr 22, 2020 at 9:14 AM Mary Christa Smith wrote:

Dear HPCA members,

I am writing to you as a resident of Park City and a frequent customer on Main Street.

I would like to voice my support of **paid parking and a pedestrian only Main Street.**

I was an engaged participant in the Vision 2020 process and sat in numerous sessions with members of the public across the community. The results of the Vision 2020 process were clear and resounding. There were 2 issues that jumped out of the Vision 2020 process that pertain directly to the Main St. commercial district - reduce car traffic and create a pedestrian only Main St.

There is **a mandate from our community to reduce car traffic.** HPCA has a role to play. Paid parking is a proven method to do so. Please align your policies with the desires and vision of the community. I am MORE inclined to go to Main St. with less traffic. More cars and free parking on Main St. is a concept that is out of alignment with the residents of our community. Paid parking is working as evidenced by robust sales tax numbers since it's implementation - it is reducing traffic and making for a more pleasant experience on Main Street. Paid parking has never hindered desire my visiting Main St. What does hinder my desire to go is traffic and cars.

The second plea from the community is for a pedestrian only Main St. Many of us have traveled to places like Boulder where Pearl St. is an example of a "walking Main St" and it is THE most desirable commercial district in the town, and maybe the State as evidenced by the shift to pedestrian only districts in Denver. The pedestrian aspect is a benefit, not a hindrance, to business and vibrancy. I am dismayed when I continue to hear the resistance from the HPCA to evolve in alignment with the community.

There is an opportunity in your response as a business district to **COVID -19 challenges to think creatively and take the bold action** mandated by the community to evolve. What would make Main St. more appealing to me and the citizens who gave input during Vision 2020, and draw consumers, is a pedestrian only Main ST. It allows for greater social distancing, thereby supporting the health and safety of your customers. We would be free to spread out on the street, rather than side by side on the sidewalk. I am much less inclined to go to places where I am in cramped quarters with the public. A pedestrian only Main St. is a draw during Covid and beyond.

Please share this email with the entire board of the HPCA.

Kindly,

Mary Christa Smith

Exhibit C Public Comment Received Regarding Car Free Main Street

On April 24, 2020

Hi Craig,

I'm sending this reply as a courtesy so you know your email was received. I respond on behalf of Council as one of my assigned roles. You may or may not hear directly from individual members.

Thanks for your timely input and comments. We are receiving similar, in some cases identical, sentiments from other residents and citizens with regard to how they would feel safe and be more likely to return to Main Street as patrons. We are also hearing resistance from the HPCA. I would like to invite you, as a potential patron of Main Street, to share your comments with them about what would entice you back to the street.

Best,
Tim Henney
On Behalf of Council

From: Craig Elliott

Sent: Thursday, April 23, 2020 9:35 PM

To: Andy Beerman; Becca Gerber; Tim Henney; Steve Joyce; Nann Worel; Max Doilney

Subject: Next Steps for Park City

Mayor and Park City Council:

As you are working to make it possible to open up Park City to business and activity, there is something that I would like to suggest. Our sidewalks are so narrow on Main Street, that it will be impossible to create any kind of distance between people walking and create any sense of safety. It might be a good time to discuss a closure of Main street to vehicular traffic from 11AM to Midnight or later. This would allow deliveries in the mornings and cleanup late after business closures. It would also allow people to more comfortably and safely use our most important physical asset in town.

It may even be possible to move some of the activities that currently take place inside our stores, restaurants and other businesses onto the street. With a little planning, this could become a positive experience for our community.

I don't have the information to understand when this should happen, but when the time is right this idea may have some merit. If there is anything that I or my team can assist with, please don't hesitate to contact me.

Craig Elliott, AIA
ELLIOTT WORKGROUP

Exhibit C Public Comment Received Regarding Car Free Main Street

On April 27, 2020

Hi Shannon,

I'm sending this reply as a courtesy so you know your email was received. I respond on behalf of Council as one of my assigned roles. You may or may not hear directly from individual members.

We at the City Council agree with the Summit County Manager and Director of Health that there are likely creative ideas that will come from the community to allow for patrons to return to The Main Street commercial district, while still complying with the physical distancing protocols of the Health Order, sooner and in greater numbers than any of us can currently envision.

Thanks for sharing just such ideas from the perspective of a local who has the desire to remain both safe and healthy while supporting the Park City business community. These are just the sort of creative actions that might contribute to helping us get through what now appears to be a long phase of peeling back layers of restriction, by enticing the locals to visit and support Main Street businesses while satisfying their (your) need to feel safe.

I've taken the liberty of including Alison Kuhlow, ED of the Historic Park City Alliance, and John Kenworthy, President of the HPCA in this reply so they are aware of your input.

Best,
Tim Henney
On Behalf of Council

From: Shannon Runyon
Sent: Sunday, April 26, 2020 1:45 PM
To: Council_Mail
Subject: Main Street Idea - Summer 2020

Hi City Council!

First of all, I want to thank you for working so hard to steer us as a community through this crazy world we now live in!!

Considering this crazy world, I've been having a lot of creative discussions with folks on the entertainment and hospitality side of things and talking about how to make this a fun and memorable summer in spite of restrictions and precautions.

I sent this idea to a number of restaurant and bar managers on Main St. and reached out to Nann who recommended I share this with the entire council so here is what I shared (she did state this has been recommended by other locals but to email to show my support):

Exhibit C Public Comment Received Regarding Car Free Main Street

I've been thinking about how different this summer will look and how bars and restaurants are going to operating with limited space and park city won't be pushing to have people visit and we won't have Silly Market and other big events and I was wondering what the possibilities were of shutting down Main Street to cars and make it essentially an open space this summer (or maybe just Thur-Sun) for businesses to spill out onto the street and give them more space to 'work with' to keep their numbers up? Obviously this would need a ton of discussion and refining but a lot of cool ideas could come from this. I was even wondering about leaving one center lane open for the Trolley to roll up (for those who don't wish to walk uphill) and it could roll down Swede Alley. Of course it could operate on Swede alley and not drive on Main St at all but I think it'd be a fun feel to have the trolley rolling by as people enjoy dinner/drinks, etc. Also, I was wondering about China Bridge being free this summer (or the Thur-Sun option) so people can avoid pushing buttons and everyone sharing/touching the same key pads to pay for tickets. In that vain, another though, is what if we had a few bike kiosks up and down Main Street to encourage folks to ride their bikes? It can be operated by a couple people (who would appreciate making a little extra in tips I'm sure) that can make sure bikes are properly watched while their owners are having an evening out. I recognize this would all be weather pending but it could offer a lot more space to spread out on the nice nights and feel more neighborly and maybe, for one summer, enjoy Park City for the small town it use to be.

Thanks for receiving my email and I look forward to the many incredible, creative and innovative ideas that will sprout from our limitations.

Have an awesome, healthy day,
Shannon Runyon

Exhibit C Public Comment Received Regarding Car Free Main Street

On May 2, 2020

Hi Anne,

I'm sending this reply as a courtesy so you know your email was received. I respond on behalf of Council as one of my assigned roles. You may or may not hear directly from individual members.

Thank you for your comments and input. We are receiving many emails conveying similar, in many cases the same, ideas with respect to Main Street.

Council has expressed a clear willingness to consider a wide variety of accommodations with respect to use of the public right of way by businesses throughout town. This might include a re-purposing of streets from vehicular to pedestrian in order to create the ability for patrons who wish to both support local businesses and comply with the Health Order of 6 foot physical distancing, to do so. There may be others, but this idea seems to be the one most often cited by potential patrons as their desired option.

We have left it with the organizations that represent the majority of local businesses to present, knowing Council is receptive, ideas with respect to how they hope to entice local residents and patrons concerned about catching and spreading COVID-19 to their member's places of business, while staying within the parameters set by the Summit County Health Order.

The primary organizations representing local businesses are The Park City and Summit County Chamber Bureau, the Historic Park City Alliance (HPCA), and the Prospector Property Owners Association. I've taken the liberty of including them in this reply so they are aware of your comments.

Best,
Tim Henney
On Behalf of Council

From: Anne Keyser
Sent: Saturday, May 02, 2020 9:41 AM
To: Council_Mail
Subject: Opening restaurants on Main St.

Just a thought - but how about closing Main St to vehicular traffic this summer and allowing restaurants to put tables (in an orderly/organized method.. that would be up to you/health dept/restaurants) on the street? Give those of us more space (and fresh air) who wish to support these struggling local establishments. Thank you all for the time and effort!
Anne Keyser (no skin in the game here, just a concerned citizen weighing in)

Exhibit C Public Comment Received Regarding Car Free Main Street

On May 5, 2020

Hi Sandy,

I'm sending this reply as a courtesy so you know your email was received. I respond on behalf of Council as one of my assigned roles. You may or may not hear directly from individual members.

Thank you for your comments and input. We are receiving many emails conveying ideas about Main Street. We appreciate you listing your concerns as neighbors to the commercial district.

Council has expressed a clear willingness to consider a wide variety of accommodations with respect to use of the public right of way by businesses throughout town. This might include a re-purposing of streets from vehicular to pedestrian in order to create the ability for patrons who wish to both support local businesses and comply with the Health Order of 6 foot physical distancing, to do so. There may be others, but this idea seems to be the one most often cited by potential patrons as their desired option.

We have left it with the organizations that represent the majority of local businesses to present, knowing Council is receptive, ideas with respect to how they hope to entice local residents and patrons concerned about catching and spreading COVID-19 to their member's places of business, while staying within the parameters set by the Summit County Health Order. I'd say we are relying on the power of the free market to guide and drive creative business decisions based in a belief that the consumer/patron is, or should be, foundational to the process.

Best,
Tim Henney
On Behalf of Council

On May 5, 2020, at 12:20 PM, Sanford Melville wrote:

Dear Mayor and City Council,

We have heard that consideration is being given to whether it would be a good idea to close Main Street to traffic and turn it into a pedestrian mall, in an effort to bring back business to Main Street following the recent mandated shutdowns. As full-time residents of Old Town, we ask that you consider the following in your deliberations on this issue:

1. We applaud all efforts to bring business back to Main Street. The business owners and their employees have been the most significantly impacted segment of our community due to the mandated shutdowns and every effort should be made to mitigate impacts on them.
2. However, if Main Street is closed to traffic, where will the traffic go? Will it all be directed to Swede Alley, or will a substantial amount of traffic and commercial deliveries shift to surrounding residential streets? Our experience is that when Main Street is closed or clogged, a large amount of traffic, commercial and otherwise, routes itself onto residential streets such as upper Park Avenue

Exhibit C Public Comment Received Regarding Car Free Main Street

where we live. Our street becomes clogged and sometimes unsafe. Un-permitted parking issues also rise dramatically. The successful and substantial traffic management at this past year's Sundance Festival shows the level of City management that would be required to prevent traffic from a closed Main Street from simply being diverted to the surrounding residential streets, to the detriment of all of us. Please don't make the residential streets the recipient of re-routed Main Street traffic!

3. You are likely already be aware of the legal rights of access that the property owners have for access to their garages and parking that is from Main Street via the alley extending west that is located between 5th and 6th streets. Closing Main Street to traffic would prevent these and other property owners from having access to their garages and parking.

4. No doubt persons who support limiting Main Street to only pedestrians are recalling how vibrant the street was during the Olympic programming there. Or how vibrant and fun the street is when closed and full of people for the large events that have previously been scheduled in the summer. However, there will be no large events or large numbers of people on Main Street this summer. If closed to traffic and parking, you can picture a large amount of asphalt street with a few people on it - it will seem weird and un-busy, and NOT be an inviting atmosphere.

5. One of the big attractions of Main Street is that it feels like an authentic small town Main Street, with shops and restaurants amidst slow two lane traffic that you can drive up and down, and with parking on the street. Take that away and you turn the street into a barren asphalt mall and remove the last vestiges of a small town main street. What is Main Street's attraction then? Further, many people decide to park and go to Main Street only after first driving along Main Street to see what is there and what may be going on. As we all know, our Main Street has about a 7% grade (not exactly pedestrian friendly) so taking away the ability to drive close to the shop you want to visit is likely to be harmful to businesses.

6. Some questions you may want to consider before launching this experiment are: What exactly are you trying to accomplish? What will be your measure of success? How will you determine that?

7. It will be very difficult to bring business back to Main Street without also bringing visitors and events and tourism back to Park City. No doubt the people best able to determine what to do are those who have an economic stake and businesses on Main Street and whose very livelihood depends on the success of Main Street. We suggest listening to them.

Thank you for considering our comments.

Sanford & Hope Melville
Park Ave.
Park City

Exhibit C Public Comment Received Regarding Car Free Main Street

On May 5, 2020, at 08:42, Tim Henney < wrote:

Hi Tania,

I'm sending this reply as a courtesy so you know your email was received. I respond on behalf of Council as one of my assigned roles. You may or may not hear directly from individual members.

Thank you for your comments and input. We are receiving many emails conveying similar, in many cases the same, ideas with respect to Main Street.

Council has expressed a clear willingness to consider a wide variety of accommodations with respect to use of the public right of way by businesses throughout town. This might include a repurposing of streets from vehicular to pedestrian in order to create the ability for patrons who wish to both support local businesses and comply with the Health Order of 6 foot physical distancing, to do so. There may be others, but this idea seems to be the one most often cited by potential patrons as their desired option.

We have left it with the organizations that represent the majority of local businesses to present, knowing Council is receptive, ideas with respect to how they hope to entice local residents and patrons concerned about catching and spreading COVID-19 to their member's places of business, while staying within the parameters set by the Summit County Health Order. I'd say we are relying on the power of the free market to guide and drive creative business decisions based in a belief that the consumer/patron is, or should be, foundational to the process.

The primary organizations representing local businesses are The Park City and Summit County Chamber Bureau, the Historic Park City Alliance (HPCA), and the Prospector Property Owners Association. While currently resistant and still focused on car centric actions, we believe input from potential customers (local residents) will eventually get their attention, but it might take a bit of time to sink in.

As always, residents are encouraged to provide input and comments. At this time that is happening via emails, social media, and letters to the editor, but all the organizations mentioned hold regular meetings open to the public and invite direct input from residents.

Best,
Tim Henney
On Behalf of Council

Exhibit C Public Comment Received Regarding Car Free Main Street

On May 4, 2020, at 4:27 PM, Tania Knauer:

So while I appreciate the Historical Alliance's work on this, I wonder why our businesses are determining the best use of Main Street (see email below). Why aren't residents involved in this process?

Our businesses will never agree to making Main Street pedestrian. If you ever want locals to come to Main Street, it needs to be pedestrian friendly, it needs to be a great place to congregate instead of a congested narrow street with outdoor eating areas shoved into parking spaces. I hope council will look to Pearl Street in Boulder and Third Street in Santa Monica as you research the possibilities.

Be bold.

Thanks for listening,

Tania Knauer

PS If you look at the comments in the Park Record, every comment supports no cars on Main Street.

Sent from my iPhone

Begin forwarded message:

From: Alison Kuhlow

Date: May 4, 2020 at 11:28:32 MDT

To: Tania Knauer

Subject: Re: Make Main Street a pedestrian street

Thanks for your comment.

We are working with the merchants to explore all options for this summer. Our number one priority is to keep all businesses running and profitable. We don't want to lose any merchants due to this crisis.

We are working with the merchants right now to understand their needs and that will guide our plans and requests to the City Council.

Alison

On Sat, May 2, 2020 at 10:00 AM Tania Knauer wrote:

Pearl Street in Boulder, the Third Street Promenade in Santa Monica and so many other towns have made their Main Streets walker and hang out friendly. As residents of this town, we avoid Main Street like a plague, especially in the winter. It is clogged with cars and exhaust and parking should be elsewhere. With the current environment, people are not going to want to eat inside this summer and they also don't want to eat in those terrible temporary decks with cars and exhaust. Imagine if Main Street was walker and biker friendly with restaurants spilling out along the street, beer gardens, coffee shops, benches and flower boxes - as a resident many of us might actually want to go there and hang out. I think it would bring more revenue to Main Street.

> Thanks for listening, Tania Knauer