



**PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
March 19, 2020**

PUBLIC NOTICE IS HEREBY GIVEN that the City Council of Park City, Utah will hold its regular 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, March 19, 2020.

WORK SESSION

5:30 p.m. - Quinn's Junction Park and Ride Update
[Quinn's Junction Park and Ride Staff Report](#)
[Exhibit A: Quinn's Junction Fatal Flaws Analysis](#)

REGULAR MEETING - 6:00 p.m.

I. ROLL CALL

II. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF
Council Questions and Comments

Staff Communications Reports

1. Wasatch County Transit Study Update
[Wasatch County Transit Study Staff Report](#)
2. Electric Mountain Bike Survey Results
[E-Mountain Bike Staff Report](#)
[Exhibit A: Park City E-Bikes Report](#)

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

IV. CONSIDERATION OF MINUTES

Consideration to Approve the City Council Meeting Minutes from February 27, 2020 and March 5, 2020
[February 27, 2020 Minutes](#)
[March 5, 2020 Minutes](#)

V. CONSENT AGENDA

1. Request to Authorize the City Manager to Execute a Professional Services Agreement with The Electric Highway Co. for Installation of Electric Vehicle Charging Equipment on City Properties in a Form Approved by the City Attorney Not to Exceed \$59,820.00
[Electric Vehicle Charging Stations Contract Staff Report](#)
2. Request to Authorize the City Manager to Purchase One (1) Transit F-350 V10 Support Truck and Three (3) Hybrid Support SUVs with Equipment at a Cost Not to Exceed \$31,700
[Transit Support Vehicles Staff Report](#)
[Exhibit A: RAV4 Hybrid State Contract Quote](#)
[Exhibit B: Ford F-350 State Contract Quote](#)

VI. OLD BUSINESS

1. Consideration to Adopt Resolution 04-2020, a Resolution Adopting the 2020 City Property Disposition List
(A) Public Hearing (B) Action
[2020 Park City Property Disposition List Staff Report](#)
[Exhibit A: 2020 Disposition Resolution](#)

VII. NEW BUSINESS

1. Consideration to Approve Ordinance 2020-17, an Ordinance Amending the Municipal Code of Park City: Title 2, Chapter 2, Section 5, Election Qualifications
(A) Public Hearing (B) Action
[Filing Fee Code Amendments Staff Report](#)
[Exhibit A: Code Amendments with Registered Voter Signature Requirement](#)
[Exhibit B: Code Amendments with Resident Signature Requirement](#)
[Exhibit C: January 9, 2020 Council Meeting Staff Report](#)
2. Consideration to Approve Ordinance 2020-18, an Ordinance Amending the Municipal Code of Park City: Title 2, Chapter 3 Sections 2 and 5 Meetings; and Title 15, Chapter 12, Sections 13 and 14
(A) Public Hearing (B) Action
[Electronic Meetings Staff Report](#)
[Exhibit A: Electronic Meetings Ordinance](#)
3. City Emergency Proclamation Update
(A) Public Input

VIII. 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: March 19, 2020

Submitted by: Alexis Verson

Submitting Department: Transportation Planning

Item Type: Staff Report

Agenda Section:

Subject:

5:30 p.m. - Quinn's Junction Park and Ride Update

Suggested Action:

Attachments:

[Quinn's Junction Park and Ride Staff Report](#)

[Exhibit A: Quinn's Junction Fatal Flaws Analysis](#)

City Council Staff Report

Subject: Quinn's Junction Park and Ride Update
Author: Alexis Verson, Senior Transportation Planner
Department: Transportation Planning
Date: March 19, 2020
Type of Item: Informational – Old Business

Overview

On February 27, 2020, City Council requested an update regarding the future Quinn's Junction Park and Ride planning project. Council desired a recap of the initial policy direction (what constraints were used, funding, and a summary of the planning, design, and analytical work conducted to date). Staff is aware that Vision2020 called for Bold Transportation Solutions moving forward, and Council may desire to revisit several of their previous transportation policy directives as a result.

Several factors were utilized as the initial justification to pursue the project:

- Park and Ride facilities at gateway corridors were identified by Summit County and Park City as one of several regional transportation strategies for the Transportation Sales Tax (TST) initiative.
- Summit County pursued a facility at the SR 224 gateway (Ecker Hill Park and Ride) and Park City was tasked with a facility at the SR 248 gateway (Quinn's area).
- Staff was directed to locate parcels with limited land acquisition costs that could accommodate a quick build scenario (limited planning and design, development costs, and timeframe).
- Staff pursued two UDOT parcels adjacent to the I-40 – SR248 interchange (only require a lease agreement and no purchase price), and the existing Richardson Flat Park and Ride.

Project Background

The background of the Quinn's Park and Ride project:

- In [November 9, 2017](#), staff presented a programmatic update to City Council that included local and regionally significant transportation projects. The park and ride improvements on SR-248 were included and supported in this update.
- On May 24th, 2018, staff issued an RFP for the park and ride site evaluation and design and posted in all of the usual outlets.
- On [February 25, 2019](#), Council approved the contract with AECOM to begin the analysis and design work on a facility at that junction.
- On [August 29, 2019](#), staff provided a staff communications on the progress of this project, including the [Fatal Flaws Analysis](#) (also **Attachment A**) results, and intent to pursue the current Frontage Road parcel at Quinn's Junction.
- On [October 2, 2020](#), staff presented to Summit County Council on the Fatal Flaws Analysis and next steps.
- As of February 2020, the project was nearing 60% design.

- On February 27, 2020, Council requested an update on the project to revisit the goals and utility associated with a park and ride facility in this area.



Funding

Funding for the fatal flaws analysis, design work, and construction management comes from the Transportation Sales Tax (TST) initiative. PCMC was awarded \$405,000 in 2018 for US40 – SR248 Park and Ride intercept lot. The remaining funding, \$13,945, will come from the Transit Fund, approved in FY2018 City Manager Budget.

As of February 20, 2020, Park City has paid \$121,405.96 to AECOM for analysis and design.

In addition and importantly, Park City was awarded \$1M from the Federal Transit Authority (FTA) to construct the facility at this location. Staff has confirmed with FTA that if the location of the facility changes, as long as it is in the same area, we will likely remain eligible to receive this funding award.

Considerations for Discussion

- At project inception, Council prioritized land and facility costs, ability to deliver a usable facility within a short time period, and proximity to a SR248.
- A park and ride facility at this node will be best utilized if served by frequent transit with a dedicated corridor to avoid SR248 congestion during peak periods.
- Staff also felt an analysis of the existing Richardson Flat facility was warranted to determine if any cost savings could be achieved by retrofitting it (the Fatal Flaws Analysis determined that was not possible)
- Based on the parameters at the time, three parcels were selected for analysis.
- If new parameters were chosen with less constraint, understandably new solutions might be recommended.
- The facility currently being designed will cost between \$2.8M to \$3.6M

- Transit currently services the Quinn's Junction area regularly with the Red line; changes and additions to service will be considered when a new park and ride facility is constructed.
- If additional site/parcel analysis and design is desired, a contract amendment or change order will likely be required.
- AECOM will be on-hand to help provide background information if Council desires.

Attachments

A Fatal Flaws Analysis

Project name:
Quinn's Junction

From:
AECOM

Date:
August 7, 2019

To:
Julia Collins
Park City, UT

CC:
AECOM

Technical Memo

Memo

Subject: Site Evaluation for Park and Ride Facilities

Introduction

In the fall of 2016 Summit County voters overwhelmingly approved raising the current sales tax rate to generate revenue for transportation-related improvements. A portion of the approved funding is to address remote parking at multiple sites and has been determined to be part of the multimodal connectivity solutions to reduce congestion through 2040. Quinn's Junction was one of the sites identified and is the subject of this memo.

AECOM has been contracted by Park City, in partnership with UDOT and Summit County, to analyze and recommend a preferred site based off three parcel sites for a park and ride facility in the Quinn's Junction area. The Quinn's Junction Park & Ride is part of Park City's overall transportation demand management strategy and will provide connections both locally and regionally. Park and ride facilities reduce vehicle miles travelled and related traffic impacts during peak days and peak hours. The City's park and ride strategy is part of a regional transportation strategy with Summit County and adopted in Transportation Demand Management (TDM) plans. The project development team consists of individuals from Park City, Summit County, UDOT, and AECOM.

Purpose

The purpose of this memo is to provide information, document the analysis, and recommend the most viable option for a park and ride facility in the vicinity of US-40 and SR-248 that meets Park City, UDOT, and Summit County's goals. The goals include safety, accessibility, aesthetics, sustainability, and regional bus service. User groups that the park and ride may serve include providing parking for current bus services, potential future regional bus service, ride hailing, and carpooling into Park City for commuters, employees, access for recreationalists using the rail trail, event attendees, and general visitors.

As part of the evaluation the team identified and reviewed three potential sites, the Frontage Road (Old Highway 40) parcel, a UDOT detention basin parcel and an existing park and ride site, Richardson Flat Parking Lot; See site map figure 1 below. Each site was reviewed for opportunities and constraints such as, connectivity to Park City transit systems and nearby trails; bike/pedestrian movements, traffic circulation and flow for automobiles and buses; site conditions including environmental resources such as wetlands, surface water drainage, groundwater, mine waste impact restrictions due to CERCLA requirements, geotechnical conditions, visual impacts, historic resources and required permits, and mitigation.

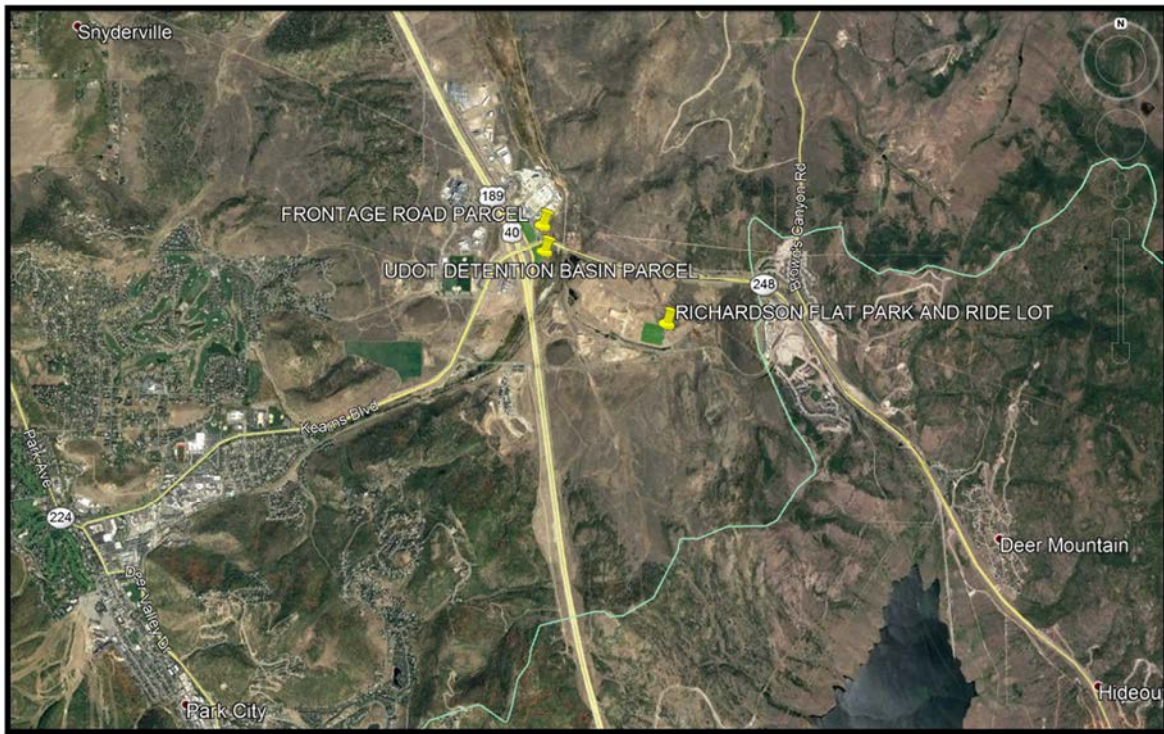


Figure 1- Site Map – (Source: Google Earth)

Performance Criteria Matrix

A stakeholders meeting was held with staff representatives from Summit County, UDOT, and Park City on May 20th, 2019 to discuss the goals and opportunities for the three parcels and work through a Performance Criteria Matrix exercise. The goal of the matrix was to assess a variety of conditions as they pertain to each site and the importance of each criterion based on local and regional transportation goals. Once the matrix exercise was complete it was used to analyze the three sites. The result of the matrix ranked and prioritized safety and security as the top priority, followed by accessibility/visibility (wayfinding) and connectivity (trail, road, transit) as second and third priorities, respectively. See Appendix A for the results of the Performance Criteria Matrix.

Analysis of three potential sites

Option 1: Frontage Road (Old Highway 40) Site

The Frontage Road (Old Highway 40) site is situated east of US Highway 40 and north of SR-248. The site is on a bluff and is accessible from Old Highway 40 from the east; see Figure 2 below. The site contains vegetation such as sagebrush and cheatgrass. An above ground powerline and buried fiber conduit run along the east and south side of the lot. It is anticipated that the lot could support approximately 500 stalls.



Figure 2 - Frontage Road (Old Highway 40) Site - (Source: Google Earth)

A conceptual site plan was developed showing access points, trail options, and updates to roadways surrounding the site; see Appendix C for Frontage Road (Old Highway 40) Site Layout.

The Frontage Road (Old Highway 40) site was reviewed for the following considerations:

- Safety and security at this location is ideal. The area is visible from US-40 and old Highway 40. However, the proposed lot would be situated on a bluff and likely will not be as visible from SR-248.
- Accessibility and wayfinding at this location is the best of all sites. It provides visual access from US-40. Users travelling on US-40 northbound and southbound will access the lot via Quinn's Junction Interchange. Increased traffic may impact queuing onto SR-248 and may require lane configuration changes.
- Connectivity to the Rail Trail would likely parallel Old Highway 40 and SR-248. A 5' wide sidewalk currently runs parallel to SR-248 however for trail connection, an increased width would be required. A trail would also be needed along Old Highway 40 where there is no current sidewalk. A signal may be needed in the future to facilitate ped/bike movements across Old Highway 40 as traffic volumes increase. The Kamas Commuter, line 11 operated by Park City, runs on SR-248 and would have easy access to the proposed lot. A proposed bus turnaround hammerhead north of the parking lot will allow the buses to turn around at the end-of-line without navigating through the parking lot and not have to deviate far from the existing route. With the parking lot being parallel to Old Highway 40, there are many opportunities for vehicular access.

UDOT has future intersection improvements planned for US-40 and SR-248 that may impact the site. If UDOT were to expand the lanes on the onramp from SR-248 the size of the parking lot may be impacted. If the configuration of the interchange is moved or altered, Old Highway 40 could be realigned as it reconnects to SR-248; this would be beneficial to the site as it would allow additional area for development.

Option 2: Richardson Flat Site

The Richardson Flat site is situated along Richardson Flat Road. Currently there is an existing park and ride lot with approximately 750 stalls; see figure 3 below. Accessing the site is not direct and requires users from US-40 to access the site by SR-248 (Kerns Boulevard) and then to Richardson Flat Road. An option to increase usability would be to construct a new roadway from SR-248 south to the site. If this option is chosen it would be challenged with conditions such as environmental, wetlands, groundwater, and a Comprehensive Environmental Response Compensation and Liability Act (CERCLA) boundary mitigation. Since the site is located within the Park City's Soil Ordinance Boundary, any disturbed soil failing Toxicity Characteristic Leaching Procedure (TCLP) testing thresholds will likely be hauled to a waste services company.



Figure 3 - Richardson Flat Park and Ride Lot- (Source: Google Earth)

A conceptual site plan was developed showing access points, trail options, connections, and updates to roadways surrounding the site; see Appendix C for the Richardson Flat Site Layout.

The Richardson Flat Park and Ride Lot was reviewed for the following considerations:

- Safety and security at this site is the worst of all three. Due to the isolation from major thoroughfares, there is greater opportunity for criminal activity. Although cameras are currently located around the lot, the isolation and visibility from major roadways makes this site unappealing for most users.
- Accessibility for users to the parking lot off Richardson Flat Road is not convenient. Users have two options to get to the site. The first option is to bypass the site along SR-248 to Jordanelle Parkway and then back track west via Richardson Flat Road. Second option is using Kearns Blvd (SR-248) and then turning east on Richardson Flat Road. Both access options are not direct and require the user to navigate a lengthy route to the site. Currently there are no way-finding signs to direct the users.

Direct access to the lot could be accomplished by creating a new interchange at Highway 40 and Richardson Flat road. UDOT would not likely approve a new interchange so close to the existing interchange at SR-248. If the new interchange was built, users would use it as a shorter route to access Park City.

A direct connection to SR-248 would reduce the travel distance from the US-40 interchange. To facilitate this new connection, a new road would be required and would be constructed through contaminated soils and wetlands. The

proposed roadway would run east from the current lot winding up the hill to the north and ultimately connect into SR-248. This would require deceleration, acceleration, and turning lanes on SR-248 to facilitate the new traffic movements.

To construct the roadway, environmental constraints would require a significant amount of time to resolve. Wetlands and contaminated soils surround the site, making expansion of the lot challenging due to the regulatory hurdles.

- Connectivity is not ideal. Regular transit currently does not serve the site; this would require an additional loop. An existing decommissioned railroad spur (Phoston) runs northwest to ultimately connect to The Rail Trail; this connection is lengthy and requires improvements. To accommodate bike riders and pedestrians travelling into Park City, Richardson Flat Road would require improvements. However, the underpass at US-40 would require widening due to it being too narrow.

Option 3: UDOT Detention Basin Site

The UDOT Detention Basin site is situated east of US Highway 40 and south of SR-248; see Figure 4 below. The site has the least amount of available acreage of all the sites that have been analyzed. The site contains an above ground wet detention basin and is surrounded by vegetation such as cheatgrass and sagebrush. It is anticipated that the lot could support a low number of stalls because of the small size and irregular shape.



Figure 4 - UDOT Detention Basin Site- (Source: Google Earth)

The UDOT Detention Basin Site was reviewed for the following considerations:

- Safety and security at this location is good; it is visible from US-40 and SR-248 but does not have commercial buildings nearby to provide additional eyes on the lot.
- Accessibility for this site is possible with a connection at the intersection of SR-248 and Old Highway 40, likely requiring a traffic signal. This intersection would not be ideal as it is too close to the existing interchange. Close proximity to the on/off ramp intersection is problematic and may require a relocation of the proposed intersection to the east. Access is reliant on UDOT's approval of relocating the NA line.
- Connectivity to the Rail Trail would be along the southern side of SR-248 and would require a trail south of the existing sidewalk. This proposed trail is situated so users do not have to cross any roadway intersections to get to the trail. Connectivity is ideal at this location.

A Bus pullout along SR-248 would not be possible. Bus service would require internal routing thus reducing parking volume and other amenities.

UDOT has future plans to increase traffic capacity by adding an additional lane within the northbound off ramp from Highway 40 to SR-248. This could reduce the amount of available land within the parcel. The parcel is bounded by wetlands to the east and south also constraining lot size and configuration. Future interchange improvements may affect the availability of this parcel.

The likelihood of using this ground for a park and ride is highly unlikely due to the close proximity of the driveway to the proposed lot to the existing US-40 interchange.

Site Evaluation Matrix

A group exercise involving The City and Summit County ranked each of the stakeholders' categories from the Performance Criteria Matrix on a scale of Baseline, Elevated, and Top Priority for each of the three potential sites. The result of the Performance Criteria Matrix ranked Connectivity (Trail, road, transit), safety and security, and Accessibility and visibility (wayfinding) as the top priorities and were assigned a 2 multiplier. The elevated priorities were utility access, sustainability, and aesthetics (architecture, landscaping, gateway, way finding, welcome center). That priority section was assigned a 1.5 multiplier. The baseline priorities from the Performance Criteria Matrix were cost, size (parking stall count); environmental impacts and public (perception/acceptance) were assigned a 1 multiplier.

After evaluating the three sites based on technical criteria, professional judgement and ranking them, Richardson Flat received **17.5 points**, UDOT Detention Basin Parcel received **34 points**, and Frontage Road Parcel (Old Highway 40) received **41 points**; See Table 1 – Site Evaluation Matrix below for the results.

Note: Rank: Good = 3 points, Fair = 2 points, Poor = 1 Point *Weighted Points Multiplier is derived from the Performance Criteria Matrix; Top Priorities receive a double multiplier; Medium Priorities receive a 1.5 multiplier and low Priorities get a 1.0 multiplier (no change)			QUINN'S JUNCTION SITE EVALUATION MATRIX					
			Richardson Flat Park and Ride		UDOT Detention Basin Parcel		Frontage Road Parcel (Old Highway 40)	
Results from the Performance Criteria Matrix	Performance Criteria Matrix Categories	Weighted* Points Multiplier	Rank	(Weighted Points Multiplier) * (Rank Points)	Rank	(Weighted Points Multiplier) * (Rank Points)	Rank	(Weighted Points Multiplier) * (Rank Points)
TOP PRIORITY	Connectivity (trail, road, transit)	2	Poor	2	Good	6	Good	6
	Safety and Security	2	Poor	2	Fair	4	Good	6
	Accessibility and visibility (wayfinding)	2	Poor	2	Good	6	Good	6
ELEVATED PRIORITY	Utility access (amenities)	1.5	Poor	1.5	Fair	3	Fair	3
	Sustainability	1.5	Poor	1.5	Good	4.5	Good	4.5
	Aesthetics (architecture, landscaping, gateway, way finding, welcome center)	1.5	Poor	1.5	Good	4.5	Good	4.5
BASELINE PRIORITY	Cost	1	Fair	2	NA	0	Good	3
	Size (parking stall count)	1	Good	3	Poor	1	Fair	2
	Environmental Impacts	1	Poor	1	Fair	2	Good	3
	Public (perception/acceptance)	1	Poor	1	Good	3	Good	3
Total Score				17.5		34		41

Table 1 - Site Evaluation Matrix

Fatal Flaws Analysis

A fatal flaws analysis was performed to evaluate the viability of each of the three sites. The analysis reviewed multiple variables including utility access, topography, availability of land, environmental and potential land use. In addition, the three top priorities from the Performance Criteria Matrix; safety and security, accessibility/visibility (wayfinding) and connectivity (trail, road, transit) were considered top priorities. As the fatal flaw exercise progressed it became evident the likelihood of obtaining the UDOT detention basin parcel as a future lot was not possible due to access, future plans for the intersection at SR-248 and the on/off ramps of Highway 40, environmental perimeter constraints, and lot size. It was determined by the City to cease furthering the consideration of the UDOT Detention Basin Parcel. See Appendix B for the Fatal Flaws Analysis.

Cost

Although cost was considered a baseline priority in the Performance Criteria Matrix the team created an opinion of probable cost for two of the three sites. A conceptual design was not created for the UDOT detention basin parcel thus cost could not be accurately accounted. The Frontage Road Parcel – 5 acre option was deemed to be the most cost effective option. Due to various environmental challenges and proposed roadway to access the Richardson Flat site it was determined to be the most expensive site to develop. See Appendix D for the Conceptual Cost Estimates.

Recommendation

After gathering stakeholder input for the Performance Matrix, producing the Site Evaluation Matrix, and generating a Fatal Flaws Analysis, the project team recommends **Option 1 – Frontage Road Parcel (Old Highway 40)** as the preferred site. The Frontage Road Parcel (Old Highway 40) excelled in all 3 performance matrix categories, Safety and Security, Accessibility and Wayfinding, and Connectivity. Although deemed not top priority criteria; Sustainability, Aesthetics (architecture, landscaping, gateway, way finding, welcome center), Cost, Environmental impacts and Public (perception/acceptance) all scored good for this site.

Appendix A – Performance Criteria Matrix

PERFORMANCE CRITERIA MATRIX											Quinn's Jct.	
											TOTAL	%
Cost	A	B	C	D	A	F	G	H	I	J	1.0	2.2
Size (parking stall count)		B	C	D	C	F	G	H	I	J	1.0	2.2
Environmental Impacts			C	D	E	F	G	H	I	J	3.0	6.7
Connectivity (trail, road, transit)				D	D	F	G	D	D	D	7.0	15.6
Public (perception/acceptance)					E	F	G	H	I	J	1.0	2.2
Safety and Security						F	F	F	F	F	9.0	20.0
Accessibility and visibility (wayfinding)							G	G	G	G	8.0	17.8
Utility access (amenities)								H	I	J	4.0	8.9
Sustainability (meet Regional goals)									I	I	6.0	13.3
Aesthetics (architecture, landscaping, gateway, way finding, welcome center)										J	5.0	11.1
Total											45.0	100

Appendix B – Fatal Flaws Analysis

Frontage Road (Old Highway 40) Parcel Fatal Flaws



- Safety and security at this location is ideal. The area is visible from US-40 and old Highway 40. However, the proposed lot would be situated on a bluff and likely won't be as visible from SR-248.
- Accessibility and wayfinding at this location is the best of all sites. It provides visual Access from US-40. Users travelling on US-40 north and south bound will access the lot via Quinn's Junction Interchange. Increased traffic may impact queuing onto SR-248 and may require lane configuration changes.
- Connectivity to the Rail Trail would likely parallel Old Highway 40 and SR-248. A 5' wide sidewalk currently runs parallel to SR-248 however for trail connection an increased width would be required. A signal may be needed in the future to facilitate ped/bike movements across Old Highway 40 as traffic volumes increase.
- Existing utilities on the site include power and communication. The site access may be restricted by utilities and could require relocation as the design progresses.

- The topography along the perimeter of the site is steep. The current conceptual layout of the site does not encroach into the steeper areas. Costs could escalate if the lot is to be built farther south since extensive grading and retaining walls would be required.
- UDOT has future intersection improvements planned for US-40 that may impact the site. If UDOT were to expand the lanes on the onramp from SR-248 the size of the parking lot may be impacted. In addition, if the configuration of the interchange is moved or altered drastically, Old Highway 40 could be realigned as it reconnects to SR-248; this would be beneficial to the site as it would allow additional area for development. At this time we do not have setbacks determined from UDOT for the onramp for US-40.

Richardson Flat Park n Ride Fatal Flaws



- Safety and Security at this site is the worst of all three. Due to the isolation from major thoroughfares there is greater opportunity for criminal activity. Although cameras are currently dotted around the lot, the isolation from major roadways and visibility makes this site unappealing for most users.
- Accessibility for users to the parking lot off Richardson Flat Road is not convenient. Users have two options to get to the site. The first option is to bypass the site along SR-248 to Jordanelle Parkway and then back track west via Richardson Flat Road. Second option is using Kearns Blvd via SR-248. Both access options are not direct and require the user to navigate a lengthy route to the site. Currently there are no way-finding signs to direct the users.

Direct access to the lot could be accomplished by creating a new interchange at Highway 40 and Richardson Flat road. UDOT would not approve a new interchange so close to the existing interchange at SR-248. If the new interchange was built users would use it as a shorter route to access Park City.

Connecting to SR-248 would be beneficial. To facilitate this new connection a new road would be required and would pass through contaminated soils and wetlands. The proposed roadway would run east from the current lot winding up the hill to the north and ultimately tie into SR-248. This would require deceleration, acceleration, and turning lanes to facilitate the new traffic movements.

To construct the roadway, environmental constraints would require a significant amount of time to resolve. The current land owner (United Park City Mines Co.) has proven to be difficult to work with in the past. Wetlands and contaminated soils surround the site thus making expansion of the lot challenging due to the regulatory hurdles.

- Connectivity is not ideal. Regular transit currently does not serve the site; this would require an additional loop. An existing railroad spur (Phoston) runs northwest to ultimately connect to The Rail Trail; this connection is lengthy and requires improvements. To accommodate users into Park City, Richardson Flat Road would require improvements for a more direct route.
- Water and sewer utilities are currently not available at the site or within close proximity. To provide restroom amenities, utilities would need to be provided at the site or alternative methods (i.e. well and latrine pit) could be utilized incurring increased maintenance.

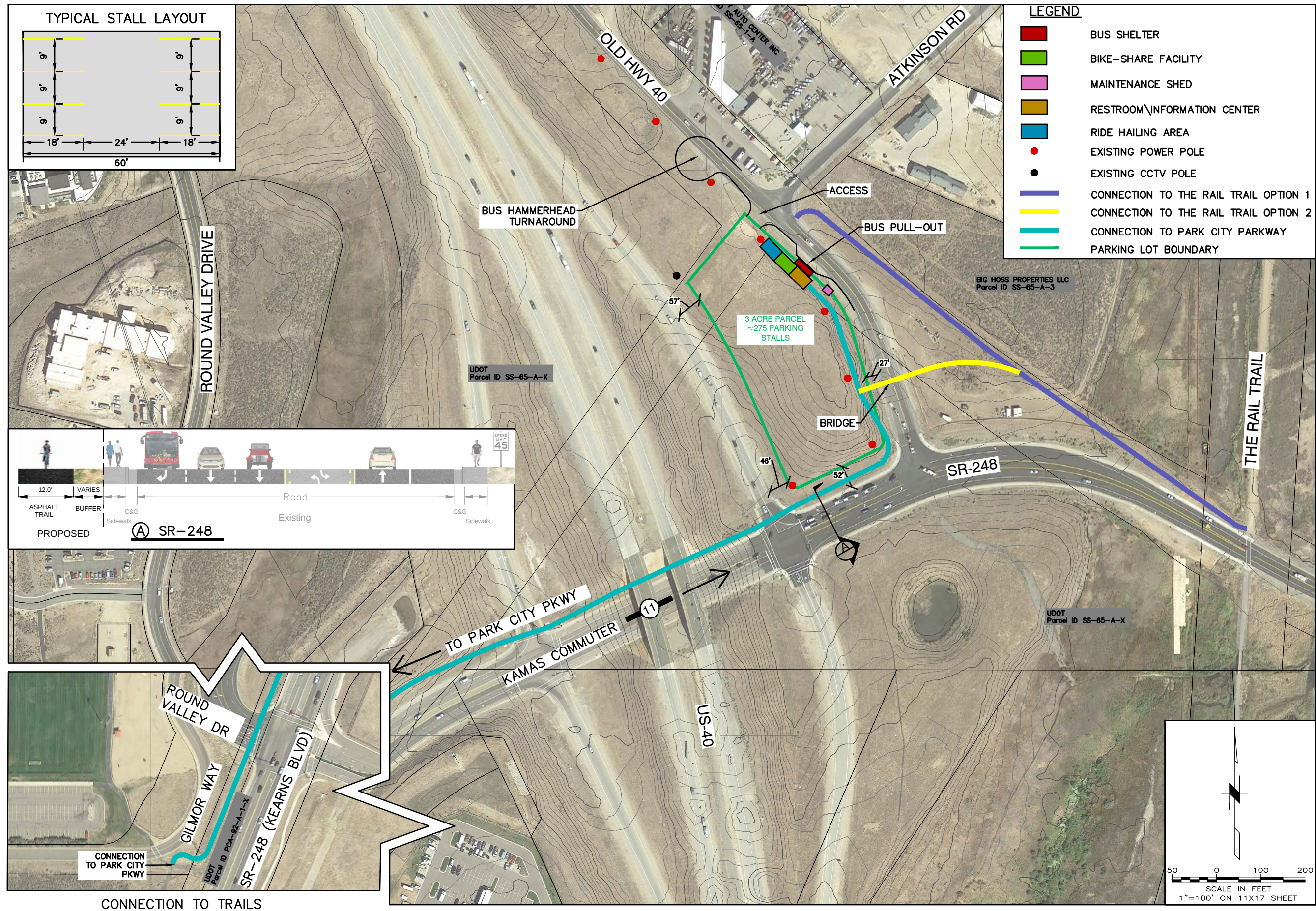
UDOT Detention Basin Parcel Fatal Flaws

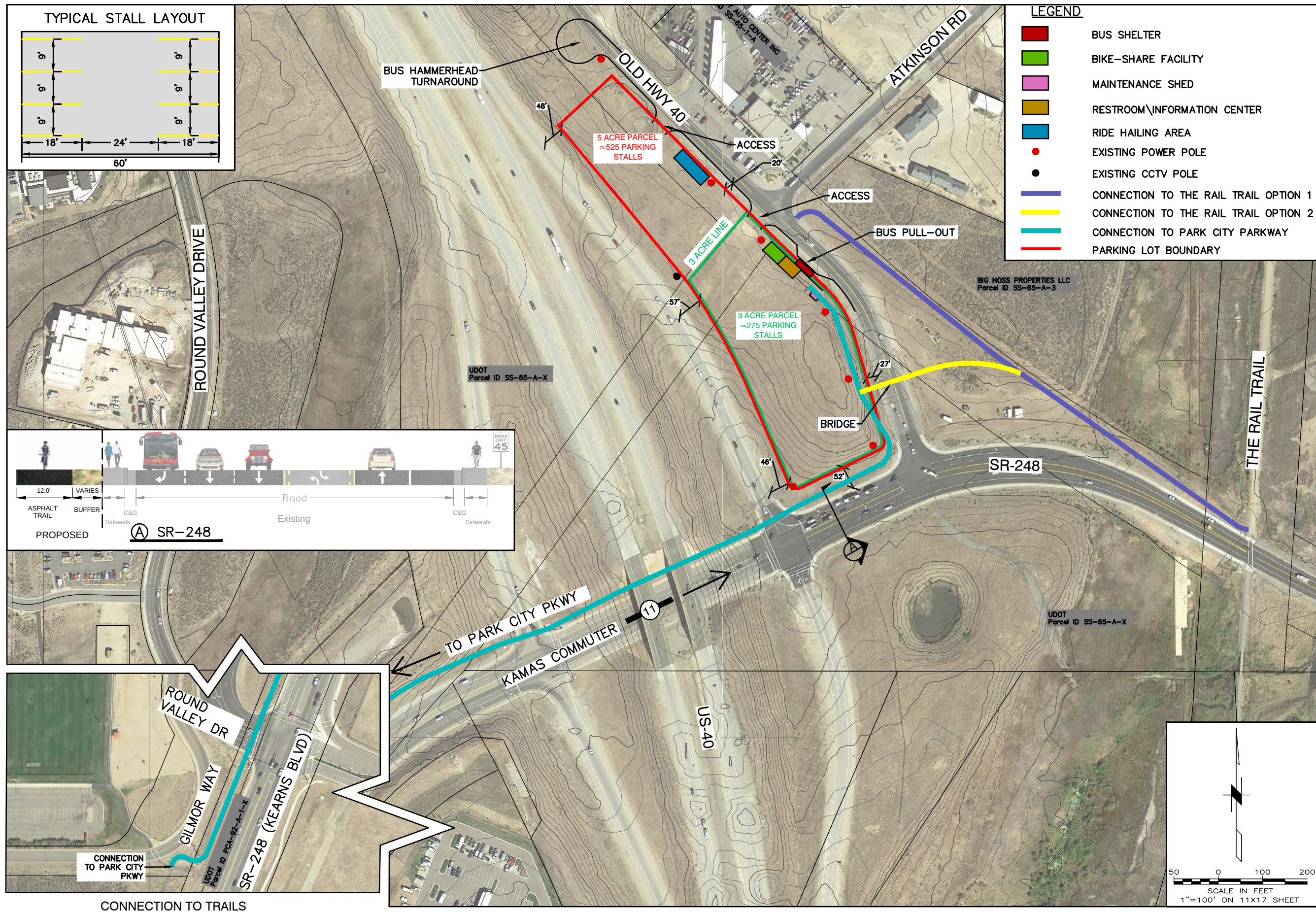


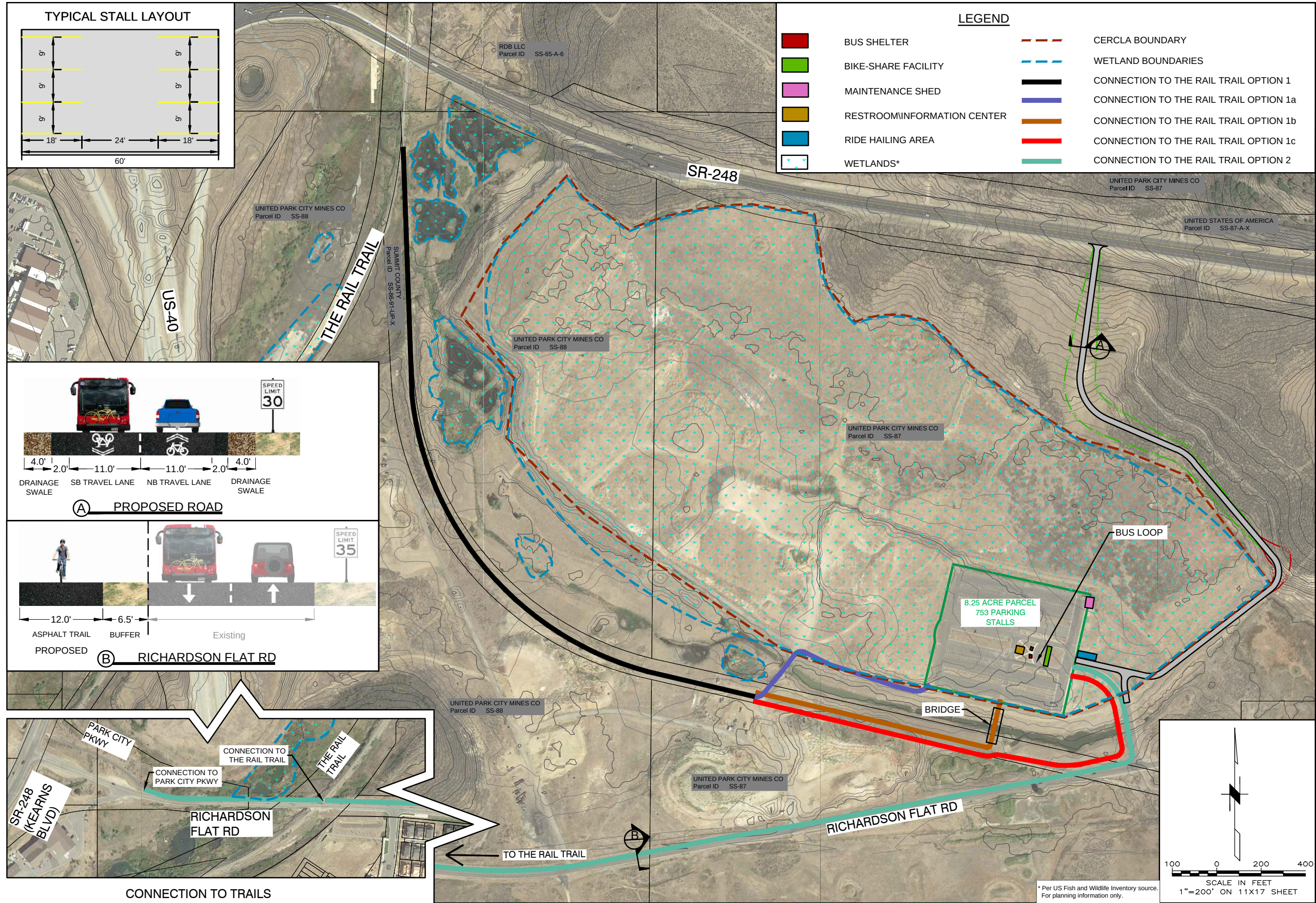
- Safety and security at this location is good. The area is visible from US-40 and SR-248.
- Accessibility for this site is possible with a connection at the intersection of SR-248 and Old Highway 40 likely requiring a traffic signal. This intersection would not be ideal as it is too close to the existing interchange. Close proximity to the on/off ramp intersection is problematic and may require a relocation of the proposed intersection to the east. Access is reliant on UDOT's approval of breaking the NA line.
- Connectivity to the rail trail would be along the southern side of SR-248 and would require a trail south of the existing sidewalk. This proposed trail is situated so users do not have to cross any roadway intersections to get to the trail. Connectivity is ideal at this location. Bus pullout along SR-248 would likely not be possible. Bus service would require internal routing thus reducing parking volume and other amenities.
- The UDOT detention basin could be re-configured to underground storage. This type of facility incurs long term maintenance and access issues. Alternatively the detention basin could be moved, relocation is unlikely due to a lack of a viable parcel.

- UDOT has future plans to increase traffic capacity by adding an additional lane within the northbound off ramp from Highway 40 to SR-248. This could reduce the amount of available land within the parcel. The parcel is bounded by wetlands to the east also constraining lot size and configuration. Future interchange improvements may affect the availability of this parcel.

Appendix C – Site Layouts







Appendix D – Conceptual Cost Estimate

**Quinn's Jct. Park and Ride
Conceptual Cost Estimate
Frontage Road Parcel - 3 Acres**

Description	Quantity	Unit	Unit Price	Total
Mobilization	1	Lump	6.0%	\$ 83,000.00
Traffic Control	1	Lump	2.0%	\$ 28,000.00
Landscaping	1	Lump	\$ 30,000.00	\$ 30,000.00
Parking Lot	141,000	sq ft	\$ 4.75	\$ 669,750.00
Trail Option 1 Connection to The Rail Trail	1,300	lf	\$ 38.00	\$ 49,400.00
Trail Connection to Park City Parkway	3,200	lf	\$ 38.00	\$ 121,600.00
Old Highway 40 Improvements	1	Lump	\$ 95,000.00	\$ 95,000.00
Bus Hammerhead Turnaround	1	Lump	\$ 66,000.00	\$ 66,000.00
Utilities	-	-	-	-
- Water	1,300	lf	\$ 60.00	\$ 78,000.00
- Sewer	700	lf	\$ 70.00	\$ 49,000.00
Bike-Share Facility	1	Lump	\$ 50,000.00	\$ 50,000.00
Bus Shelter	1	Lump	\$ 20,000.00	\$ 20,000.00
Restroom/Information Center	1	Lump	\$ 100,000.00	\$ 100,000.00
Maintenance Shed	1	Lump	\$ 10,000.00	\$ 10,000.00
Subtotal				\$ 1,449,750.00
Items Not Estimated* (30%)				\$ 434,925.00
CONSTRUCTION SUBTOTAL				\$ 1,885,000.00
12% CONTINGENCY				\$ 226,200.00
TOTAL PROJECT COST				\$ 2,112,000.00
Bridge with Trail Option 2 Connection to the Rail Trail	1	Lump	\$ 800,000.00	\$ 800,000.00
TOTAL PROJECT COST WITH OPTION				\$ 2,912,000.00

**Quinn's Jct. Park and Ride
Conceptual Cost Estimate
Frontage Road Parcel - 5 Acres**

Description	Quantity	Unit	Unit Price	Total
Mobilization	1	Lump	6.0%	\$ 154,000.00
Traffic Control	1	Lump	2.0%	\$ 52,000.00
Landscaping	1	Lump	\$ 50,000.00	\$ 50,000.00
Parking Lot	224,000	sq ft	\$ 4.75	\$ 1,064,000.00
Trail Option 1 Connection to The Rail Trail	1,300	lf	\$ 38.00	\$ 49,400.00
Trail Connection to Park City Parkway	3,200	lf	\$ 38.00	\$ 121,600.00
Old Highway 40 Improvements	1	Lump	\$ 95,000.00	\$ 95,000.00
Bus Hammerhead Turnaround	1	Lump	\$ 66,000.00	\$ 66,000.00
Utilities	-	-	-	-
- Water	1,300	lf	\$ 60.00	\$ 78,000.00
- Sewer	700	lf	\$ 70.00	\$ 49,000.00
Bike-Share Facility	1	Lump	\$ 50,000.00	\$ 50,000.00
Bus Shelter	1	Lump	\$ 20,000.00	\$ 20,000.00
Restroom/Information Center	1	Lump	\$ 100,000.00	\$ 100,000.00
Maintenance Shed	1	Lump	\$ 10,000.00	\$ 10,000.00
Subtotal				\$ 1,959,000.00
Items Not Estimated* (30%)				\$ 587,700.00
CONSTRUCTION SUBTOTAL				\$ 2,547,000.00
12% CONTINGENCY				\$ 305,640.00
TOTAL PROJECT COST				\$ 2,853,000.00
Bridge with Trail Option 2 Connection to the Rail Trail	1	Lump	\$ 800,000.00	\$ 800,000.00
TOTAL PROJECT COST WITH OPTION				\$ 3,653,000.00

**Quinn's Jct. Park and Ride
Conceptual Cost Estimate
Richardson Flat**

Description	Quantity	Unit	Unit Price	Total
Mobilization	1	Lump	6.0%	\$ 270,000.00
Traffic Control	1	Lump	2.0%	\$ 90,000.00
Landscaping	1	Lump	\$ 10,000.00	\$ 10,000.00
Proposed Road/SR-248 Improvements	4,930	lf	\$ 130.00	\$ 640,900.00
Trail	4,290	lf	\$ 38.00	\$ 163,020.00
Utilities	-	-	-	-
- Water	5,360	lf	\$ 60.00	\$ 321,600.00
- Sewer	5,360	lf	\$ 70.00	\$ 375,200.00
Bike-Share Facility	1	Lump	\$ 50,000.00	\$ 50,000.00
Bus Shelter	1	Lump	\$ 20,000.00	\$ 20,000.00
Restroom/Information Center	1	Lump	\$ 100,000.00	\$ 100,000.00
Maintenance Shed	1	Lump	\$ 10,000.00	\$ 10,000.00
Wetlands Mitigation	1	Lump	\$ 100,000.00	\$ 100,000.00
CERCLA Mitigation	1	Lump	\$ 300,000.00	\$ 300,000.00
Subtotal				\$ 2,450,720.00
Items Not Estimated (30%)*				\$ 735,216.00
CONSTRUCTION SUBTOTAL				\$ 3,186,000.00
12% CONTINGENCY				\$ 382,320.00
TOTAL PROJECT COST				\$ 3,569,000.00
Trail Option 1b	4,430	lf	\$ 34.00	\$ 150,620.00
Bridge	1	Lump	\$ 250,000.00	\$ 250,000.00
TOTAL PROJECT COST WITH (OPTION 1b)				\$ 3,805,000.00
Trail Option 1c	5,540	lf	\$ 34.00	\$ 188,360.00
TOTAL PROJECT COST WITH (OPTION 1c)				\$ 3,597,000.00
Trail Option 2	6,600	lf	\$ 44.00	\$ 290,400.00
TOTAL PROJECT COST WITH (OPTION 2)				\$ 3,711,000.00

Council Agenda Item Report

Meeting Date: March 19, 2020

Submitted by: Alexis Verson

Submitting Department: Transportation Planning

Item Type: Staff Report

Agenda Section:

Subject:

Wasatch County Transit Study Update

Suggested Action:

Attachments:

[Wasatch County Transit Study Staff Report](#)



City Council Staff Communications

Subject: Wasatch County Transit Study Update
Author: Alexis Verson, Senior Transportation Planner
Department: Transportation Planning
Date: March 19, 2020
Type of Item: Informational

Recommendation

Review the update on the Wasatch County Transit Study nearing completion to understand some of the regional transit service recommendations based on a demand analysis procured in partnership with Mountainland Association of Governments (MAG), Wasatch County, Heber City, Midway City, Utah Department of Transportation (UDOT), the Utah Transit Authority (UDOT), and Park City Municipal Corporation (PCMC).

Project Background

The study's focus was to define unmet transit needs in Wasatch County and help stakeholders and the public develop a vision for public transportation in the Heber Valley. Park City participated as a stakeholder on the Technical Advisory Committee (TAC) and as a minor funding partner in the amount of \$5,000. New service between Wasatch County and Park City would likely benefit our residents and businesses, and be defined as an unmet transit need. The study kicked off in fall 2019.

The deliverable is an implementation plan to guide MAG and Wasatch County in developing transit service. To date, the following reports have been provided by the consultant as part of this effort:

- [Interim Report #1](#) provided an overview of the outreach efforts including surveys, community events, the project website, and stakeholder and senior interviews. This report also describes the existing community demographics and workforce commute patterns.
- [Interim Report #2](#) provided an evaluation of a variety of service options that could meet transportation needs in Wasatch County. The evaluation of options was presented to the community at a variety of outreach opportunities and to the Technical Advisory Committee.
- [Interim Report #3](#), published most recently, provides the proposed service plan based upon an evaluation of service options that best fit the community demographics and commuter needs.

The project website is connectingwasatch.info and hosts all interim reports, community survey information, and comment forms for public input.

Wasatch County Transit Service Goals

The Technical Advisory Committee, based on community input, defined the following priorities for transit service. The services are ranked from highest to lowest priority:

- Provide connections to Summit County for commuters from Wasatch County.
- Provide connections to and from Utah County for commuters to and from Wasatch County.
- Provide visitor transportation from Wasatch County to ski areas during winter season.
- Provide local mobility for residents and visitors in Heber City and Midway.
- Provide general public transportation opportunities to Summit County and Utah County

Recommended Service Plan: Overview

The consultant team developed evaluation criteria for comparing service options based on the priorities, the commuter need/demand, and demographic research. Varying levels of service were explored, and a dollar amount assigned to better understand efficiencies and potential costs of operating the system.

The recommended service plan includes the following services grouped together by location:

Summit County Corridor

- Commuter transit service between Heber City and Park City
- Winter skier service between Heber City and Park City
- Vanpool service

Utah County Corridor

- Commuter transit service between Heber City and Utah County
- Commuter transit service between Utah County and Heber City
- Vanpool Service

Local Service

- Dial-a-Ride service in Heber City and Midway
- Route deviation service in Heber City and Midway

Recommended Service Plan: Summit County Corridor

The three services recommended that directly influence or feed into the Park City Transit service are highlighted below. For additional details on cost assumptions, transit stop recommendations, and route maps, please reference [Interim Report #3](#). These recommendations from the consultant indicate high ridership and low costs to operate. Ridership is based on household commuter travel data, household income, and community surveying. This commuter service is limited to only four trips a day costs were calculated based on operating costs from existing Park City Transit service.

Commuter Service between Heber City and Park City

- Operates between Heber City and the Old Town Transit Center (OTTC)
- Service is year round on weekdays with two morning, one mid-day, and two afternoon connections
- Annual ridership is predicted at 67,500
- Annual operating cost is \$172,000
- Two vehicles are needed

Winter Skier Service

- Follows the same model as the commuter service but increases frequency
- Service hours between 6:00 a.m. and 11:00 p.m. during ski season are proposed
- Estimated ridership is 7,000
- Annual operating cost is \$353,000
- One vehicle is needed

Vanpool Service

- The plan suggested utilizing the UTA Vanpool program for Summit County Corridor

Additional Needs Identified

- A new transit coordinator to help with funding and completing grants

- Consistent marketing/branding of new vehicles, website, and brochures
- Capital investment in a maintenance and storage facility in Wasatch County
- Transit vehicles as identified by service type
- Bus stop improvements and ADA compliance

Governance Options

The team identified three governance opportunities to explore moving forward:

- Heber City Transit System
- Wasatch County Transit System
- Intergovernmental Transit Agency (Joint Powers Authority)
- Public Transit District

Next Steps

The report identifies approaches for implementing service. Additional meetings with the Technical Advisory Committee will be necessary to determine the next steps for new transit service in and through Wasatch County. A detailed overview of the following sections can be found in [Interim Report #3](#):

- Finalize service plan
- Create Transit Advisory Committee
- Pursue partnerships
- Identify and obtain funding
- Develop facilities & purchase vehicles
- Hire & train staff
- Create monitoring plan
- Phase service

Summary

As Wasatch County grows and densifies, inter-county transit service continues to be a tremendous need. Based upon the American Community Survey (travel patterns), workforce demand in Park City coupled with the high cost of living indicates many employees live in Wasatch County and commute into the area. Understanding Wasatch County's desired long term community goals and Park City visitor and employee travel needs with a regional lens, which supports transit into Park City's core, will help Council and the communities meet identified transportation priorities and goals.

Staff supports the recommendation for commuter transit service between Wasatch and Summit Counties. Routes should serve a future park and ride at the Quinn's node while still terminating in town at the Old Town Transit Center or the Arts and Culture Hub. Shorter trips and fewer transfers required of skiers and commuters will result in higher ridership numbers. Staff also recommends exploring dedicated transit infrastructure on SR248 to elevate transit priority and ensure a fast connection into town eliminating the need to bring a car into the core.

Council Agenda Item Report

Meeting Date: March 19, 2020

Submitted by: Heinrich Deters

Submitting Department: Sustainability

Item Type: Work Session

Agenda Section:

Subject:

Electric Mountain Bike Survey Results

Suggested Action:

Attachments:

[E-Mountain Bike Staff Report](#)

[Exhibit A: Park City E-Bikes Report](#)

City Council Staff Report

Subject: Electric Mountain Bike (E-MTB) Ordinance and Policy Discussion
Author: Heinrich Deters
Department: Sustainability
Date: March 19, 2020
Type of Item: Staff Communication

Recommendation

Based upon previous Council direction, staff conducted a statistically relevant public opinion survey to ascertain objective community feedback regarding the use of E-mountain bikes on natural surface trails within Park City.

Staff recommends Council review the survey results, conduct a policy discussion, continue to solicit public input, and identify desired next steps with regard to a future E-mountain bike policy at a future meeting.

Background

In May 2018, Electric Assisted Bicycles (E-bikes) were defined by [Utah State Code](#) (Subsection 17) as bicycles, not “motor vehicles.” State law includes three specific classes of electric assisted bicycles, which pertain to the mode of assistance (throttle or pedal assist) and limit top speeds. Below is a high level definition of the classes:

- Class I- ‘Pedal assisted’ e-bikes limited to 20 mph;
- Class II- ‘Throttle assist’ limited to 20 mph (no pedaling required);and
- Class III- ‘Pedal assisted’ e-bikes limited to 28 mph with a speedometer.

While State Law currently allows local jurisdictions to regulate the use of E-bikes, the several members of the Utah Legislature have signaled a strong interest and desire to loosen local regulations, or simply eliminate the ability of local jurisdictions to regulate E-bike usage altogether. Because of the threat to eliminate PCMC’s ability to regulate E-bikes, staff suggests a mindful policy discussion .

On June 30, 2016, City Council amended [Municipal Code 10-1-4.5 Non-Motorized Trail Use](#), the basis of the City’s policy on electric assisted bikes and electric assisted mountain bikes.

- The ordinance **prohibits** all e-bikes on ‘Natural Surface’ trails less than 5’ wide.
 - Exceptions: mobility disabilities, emergencies, events and/or maintenance.
- The ordinance **permits** Class I and II e-bikes on ‘Multi-Use Pathways’ 8’ wide or greater.
 - Exceptions: mobility disabilities, emergencies, events and/or maintenance.

On August 15, 2019, in response to various public requests, staff presented an E-MTB work session and Council directed staff to complete a survey to gauge community sentiment. [August 15, 2019 Work Session \(E-Bikes\); Aug. 15 Council Minutes](#)

On August 29, 2019, staff returned to City Council with the following recommendations:

- Amend Municipal Code 10-1-4.5, which exempted E-MTB users age 65+ from the natural surface prohibition.

- **Council approved the amendment.**
- Conduct an E-MTB 'pilot program' to collect more data associated with the natural surface discussion.
 - **Council did not approve a pilot program.**
- Survey prior to additional recommendations/changes to the current ordinance.
 - **Council supported a survey.**
- Council also directed staff to establish a 'task force' of community members for additional input.
 - Did we form? If yes, say so.

[August 29, 2019 E-MTB staff report](#)

[August 29, 2019 Council Minutes](#)

The Survey and Task Force

- The City awarded Y2Analytics a Professional Service Agreement (PSA) to conduct a statistically relevant survey.
- The task force, consisting of Recreation Advisory Board (RAB), Citizens Open Space Advisory Committee (COSAC) members and representatives from the ski resorts, National Ability Center (NAC), Intermountain Healthcare (IHC), Mountain Trails Foundation (MTF) and Summit Land Conservancy (SLC) met on February 4 to review and discuss proposed survey questions.
 - The survey was provided via private email or postcard invitation to residents within the School District Boundary (Specific link to IP Address).
 - Additional phone interviews were conducted to provide a balanced response rate between residents within and outside of City-limits.
- The survey (email and phone) ran from February 7 through February 28.
- Results of the survey were provided by Y2Analytics in (Exhibit A).

Next Steps

Staff finds that survey results support the current ordinance, yet highlight the need for additional education, outreach, and enforcement. To that point, staff recommends the following next steps:

- Provide additional signage outreach through print and social media.
 - Trailheads and Trails.
 - Non-profits and Bike Shops.
 - Adjacent jurisdictions.
- Provide additional resources, in the form of an 'open space and trails ranger' who provides 'on site' outreach/education for trail/open space users, for all related ordinance and etiquette items.
 - Dog related
 - Maps/information
 - Ordinances
 - Parking/Trailhead

Funding

Funding may be required dependent on Council direction and addressed through the upcoming budget process.

Attachment

EXHIBIT A- E-MTB Survey Report

PARK CITY TRAIL USE SURVEY

OFFICIAL 2020 SURVEY OF PARK CITY AREA RESIDENTS





1. The vast majority of Park City residents (85%) say they have used city trails in the past year, many of whom use single track trails regularly. The **most common use for single track trails is mountain biking.**
2. **Over half of residents support the current city ordinance as is** and approximately half support allocating additional resources toward ordinance enforcement. While some support expanding e-bike use, **very few support expanding usage to all trails.**
3. When considering advantages and disadvantages to e-mountain bike use, respondents seem to identify most with the idea that **e-bikes increase accessibility** of city trails and are **most concerned with safety-related issues.**
4. Approximately half of residents are in support of starting an e-mountain bike pilot program. Of those in support of the pilot program, the majority believe that the program **should be limited to a specific area within the trail system** and that the program **should last for a couple of months to a year.**
5. Of those who currently meet the age requirements to use e-mountain bikes on all city trails, **less than half say they would be likely to use a permit tag.**

FINDINGS TO REMEMBER

SURVEY METHODOLOGY

SAMPLING, MODE, & MARGIN OF ERROR

- 434 residents within the boundaries of Park City and greater surrounding area participated in this survey. Residents were randomly selected to participate via email, phone, and address-based sampling.
- Data have been weighted to reflect population statistics from the U.S. Census' American Community Survey to ensure that the sample is representative of the City as a whole, specifically in regards to age, race, and gender.
- Self-administered online interviews via emailed and mailed invitations conducted February 8-28, 2020. Live telephone interviews were conducted February 19-22, 2020.
- The margin of error for a survey with 434 responses is approximately ± 4.57 percentage points.

TRAIL USAGE

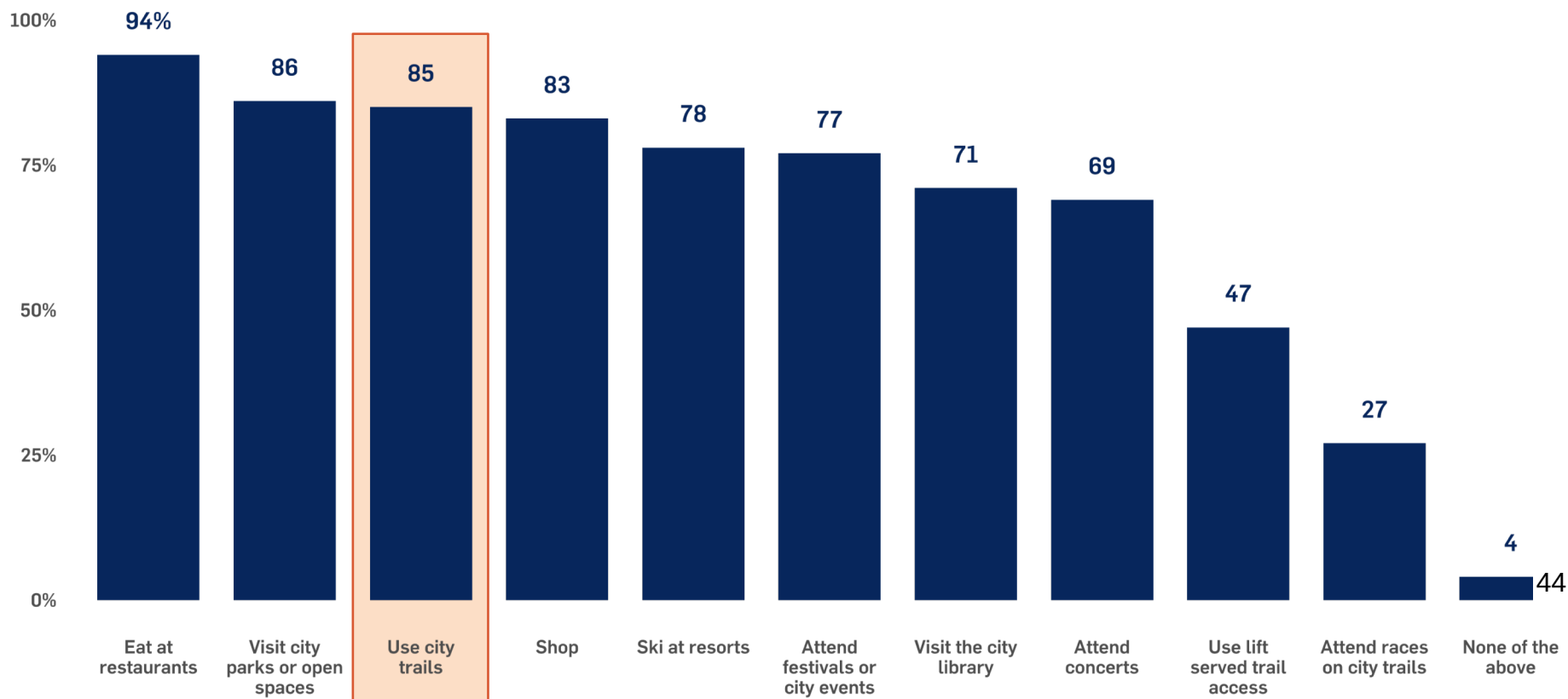
TYPE, FREQUENCY, AND PURPOSES

TRAILS AMONG MOST POPULAR ACTIVITIES

Along with eating at restaurants and visiting city parks and open spaces, using city trails is one of the most popular activities to do in Park City, with 85% of respondents reporting that they have used city trails in the last 12 months.



*Which of the following activities have you done in Park City during the last 12 months?
Select all that apply.*

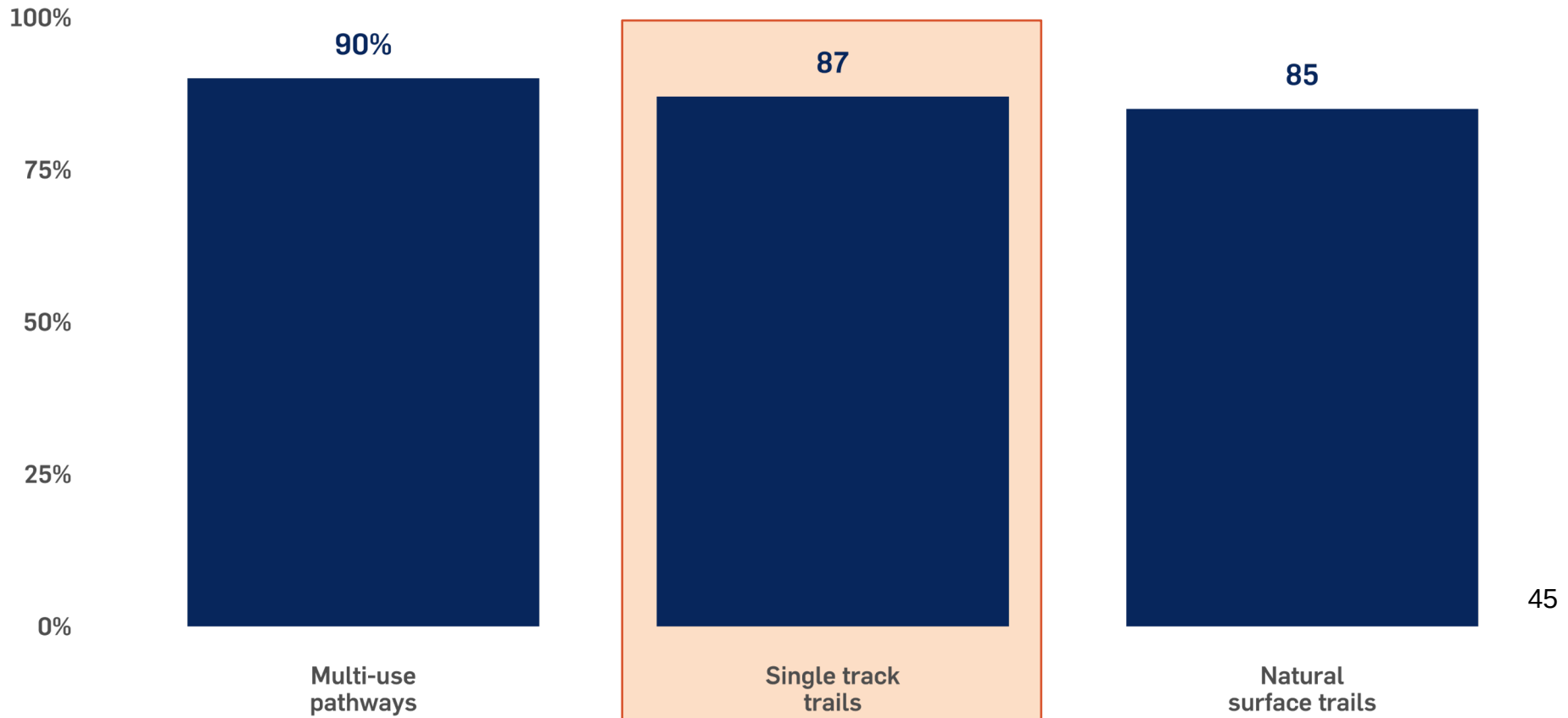


ALL TRAIL TYPES EQUALLY USED

When it comes to the types of trails being used, multi-use pathways, single track trails, and natural surface trails are all used by an equal proportion of the population. Over 80% of trail users report having used each of the three trail types in the past 12 months.



You mentioned that you have used Park City trails during the past 12 months. Which of the following types of trails have you used? Select all that apply.

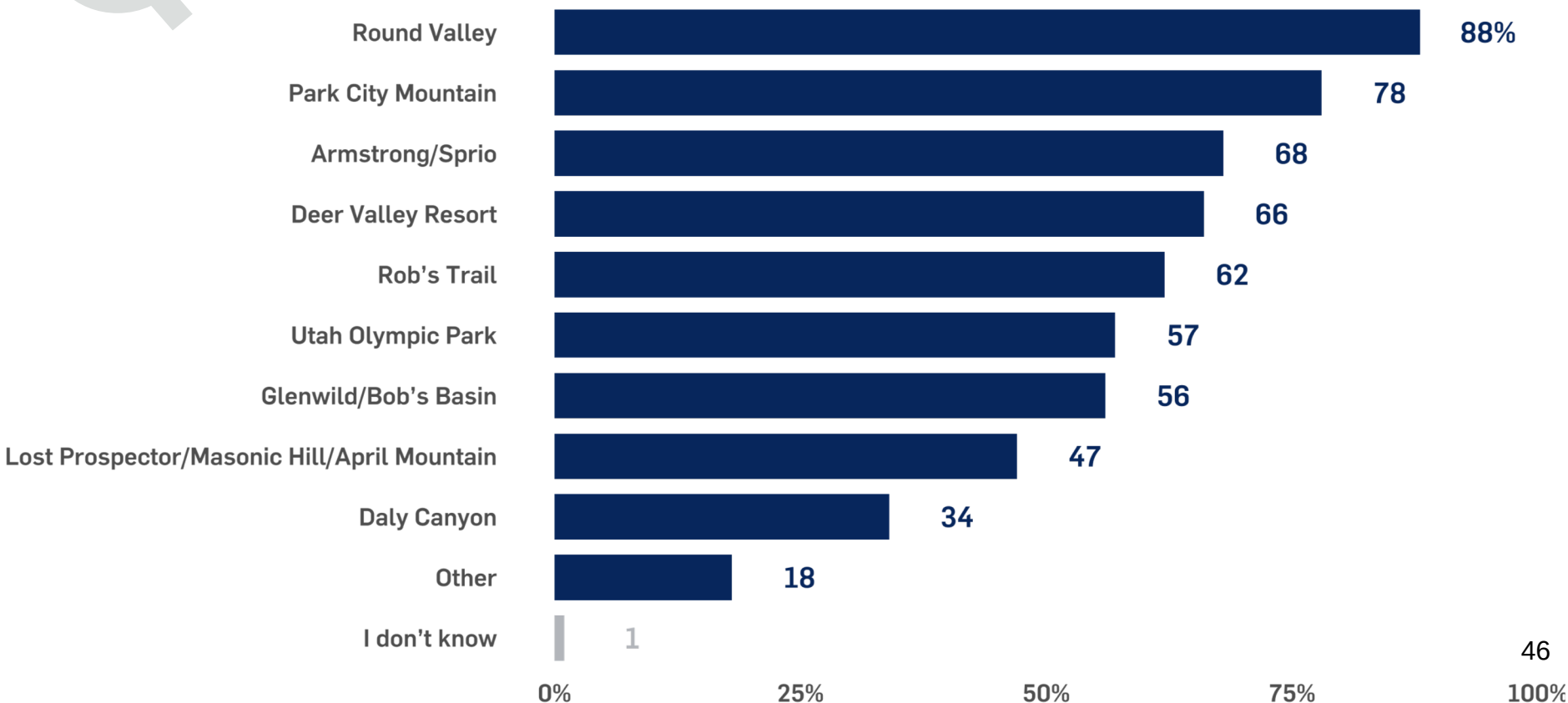


TRAILS RECEIVE DIFFERENT LEVELS OF USE

While all trail types are used by equal proportions of trail users, the same cannot be said for different areas of the trail system. Round Valley trails are used by the highest proportion of trail users, followed by Park City Mountain trails. By comparison, Daly canyon trails are used by the smallest proportion of trail users.



Have you used trails in any of the following areas in Park City? Select all that apply.

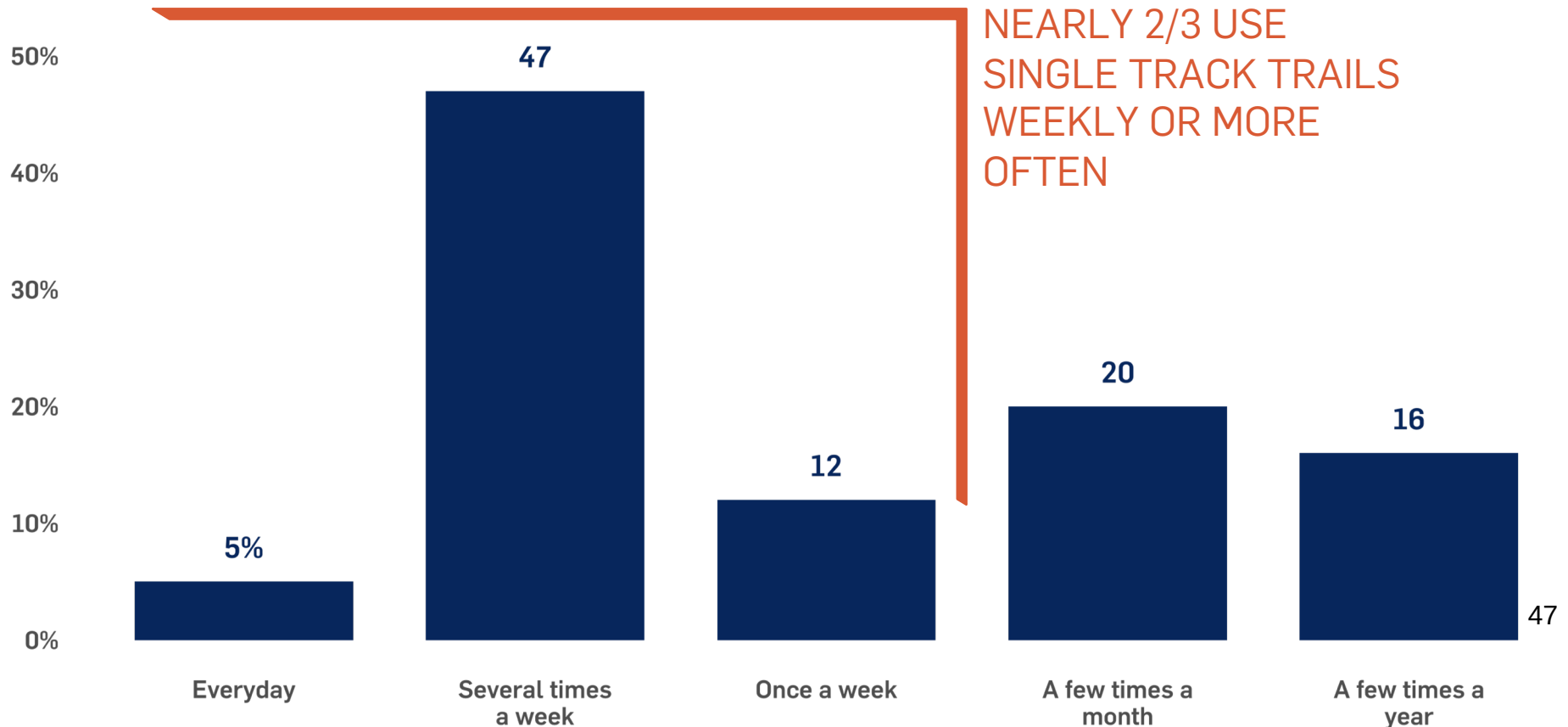


MAJORITY USE SINGLE TRACK FREQUENTLY

When it comes to single track trails in Park City, 64% of Park City trail users use single track trails at least once a week and 52% use the trails several times a week or daily.



How often do you use Park City single track trails?

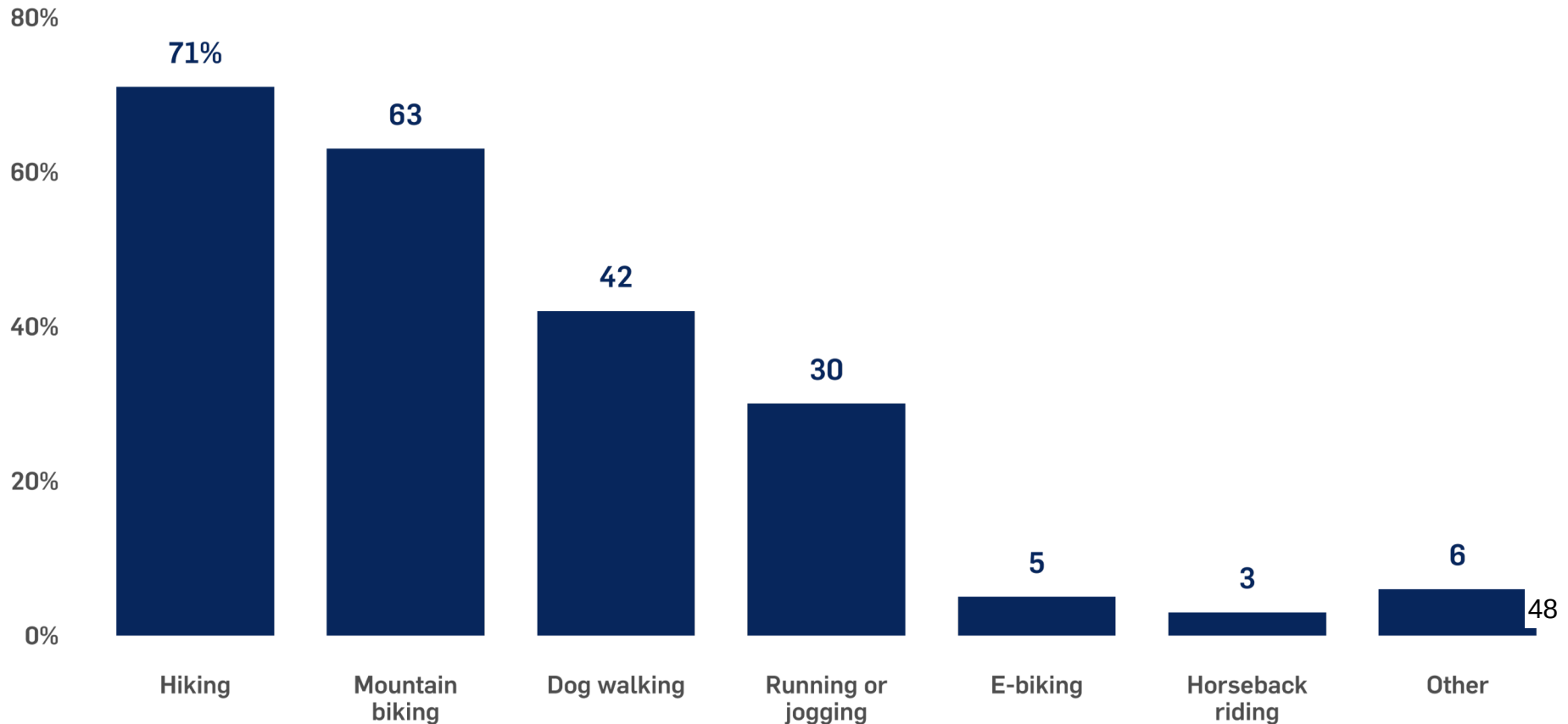


VARIETY OF USES FOR SINGLE TRACK

Single track trails in Park City are used for a variety of activities. Among the most common activities are hiking and mountain biking; over 60% of single track trail users use the trails for these activities. Dog walking and running are also common single track trail activities. Currently, only 5% of trail users use single track trails for e-biking.



What do you do when using Park City single track trails? Select all that apply.

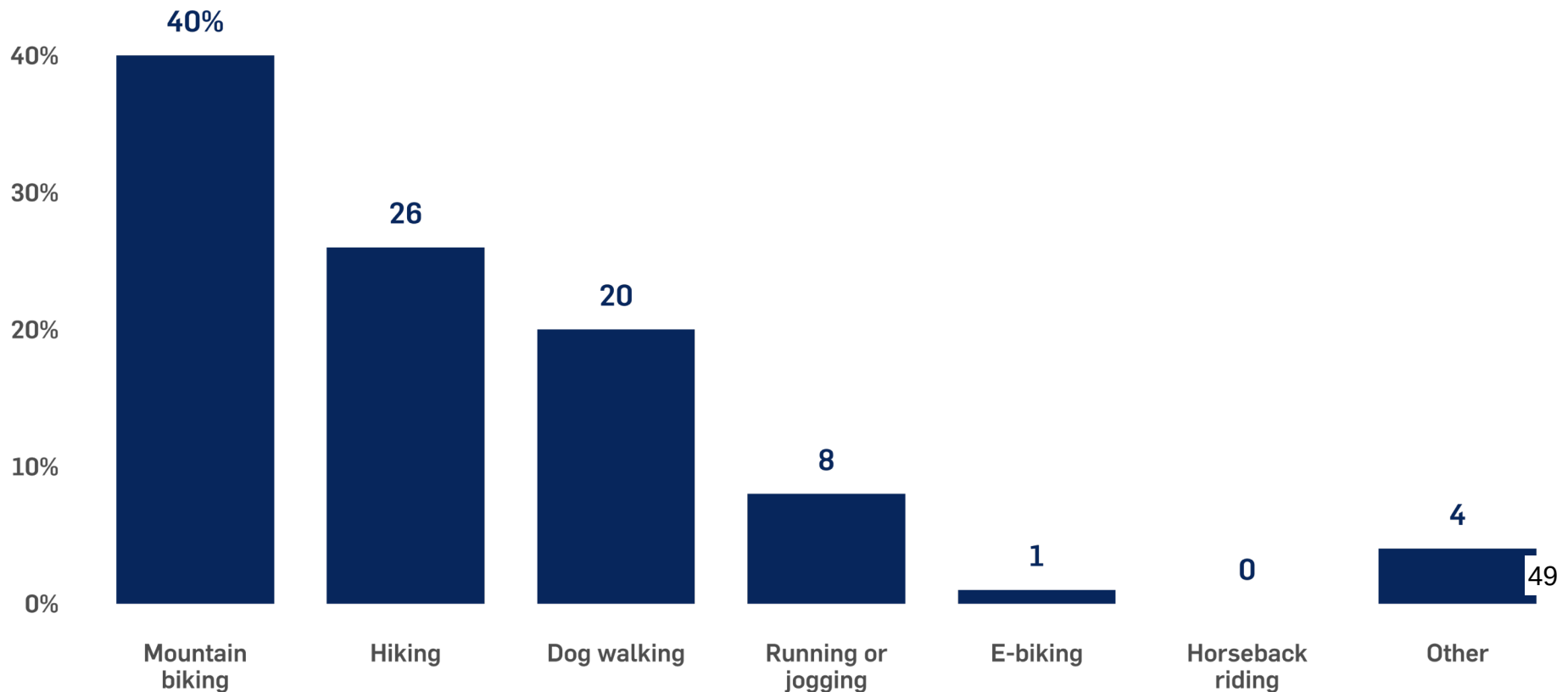


MOUNTAIN BIKING MOST FREQUENT USE

When narrowing down to trail users' most frequent activities, mountain-biking is number one, with 40% of trail users reporting that mountain biking is their most frequent single track trail activity.



What do you do most frequently on Park City single track trails?

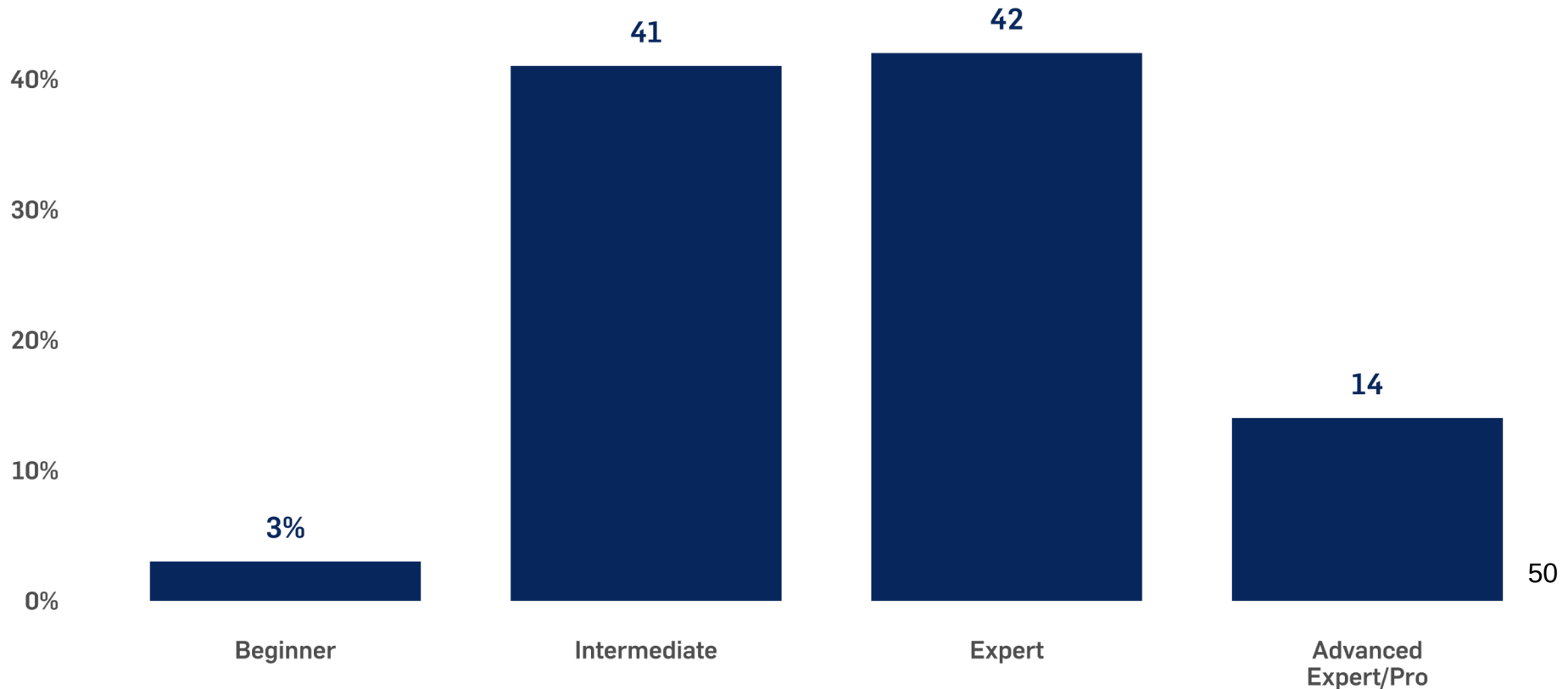


MOST RIDERS INTERMEDIATE OR EXPERTS

Of those who mountain bike on city trails, over 80% are intermediate or expert riders. By comparison, only 3% say they are beginners.



How would you rate your mountain bike skill level?



E-BIKES

FAMILIARITY AND USAGE

MAJORITY FAMILIAR WITH E-BIKES

The vast majority of respondents (81%) are at least somewhat familiar with e-bikes. Of these, just over half say they are extremely or very familiar. Only 5% of respondents say they are “not at all familiar” with e-bikes.



How familiar are you with electrical bicycles or e-bikes?

■ Extremely familiar ■ Very familiar ■ Somewhat familiar ■ Not very familiar ■ Not at all familiar

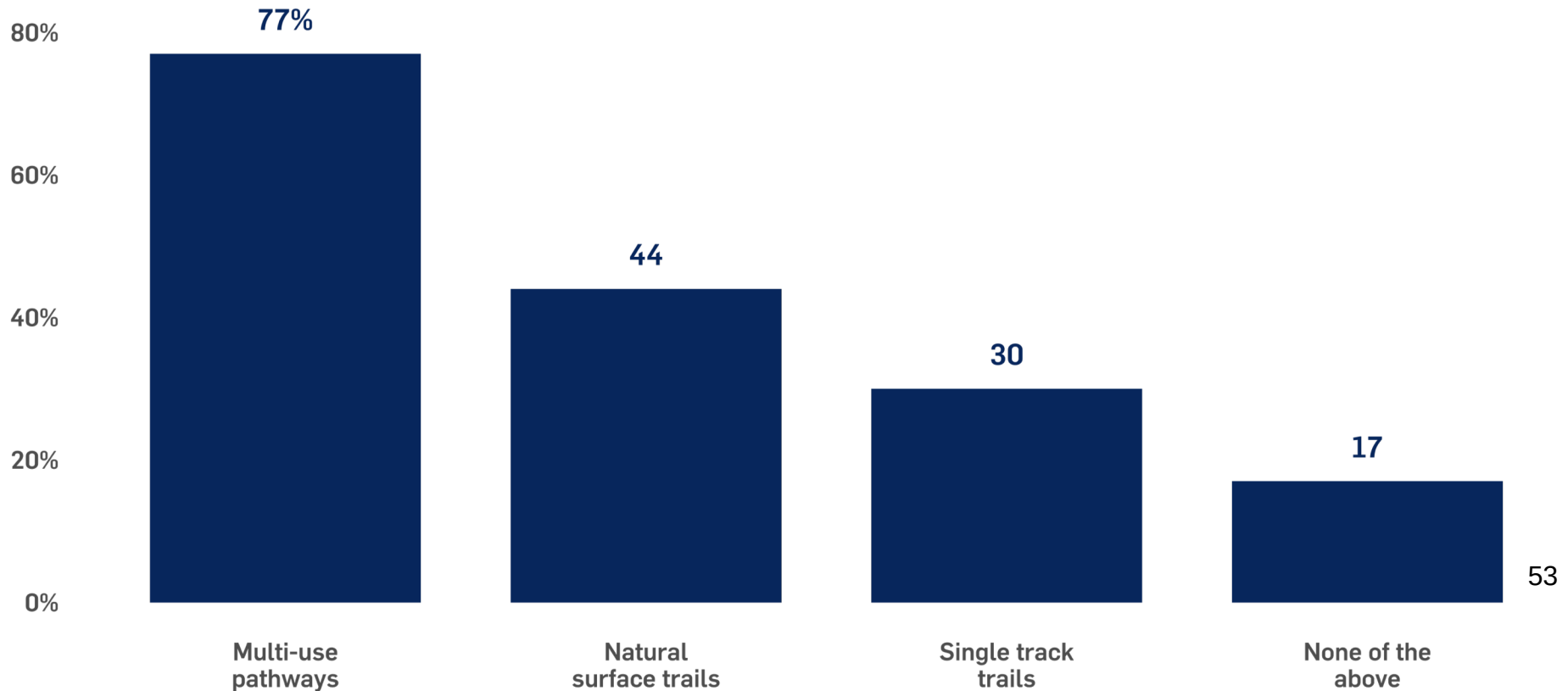


E-BIKES MOST SEEN ON MULTI-USE PATHS

While the majority of respondents say they have seen e-bikes on multi-use pathways, less than a third have seen them on single track trails. This suggests that current e-bike usage is most common on paved city paths.



*On which of the following, if any, types of trails have you seen e-bikes around Park City?
Select all that apply.*



OVER HALF HAVE RIDDEN; FEW OWN

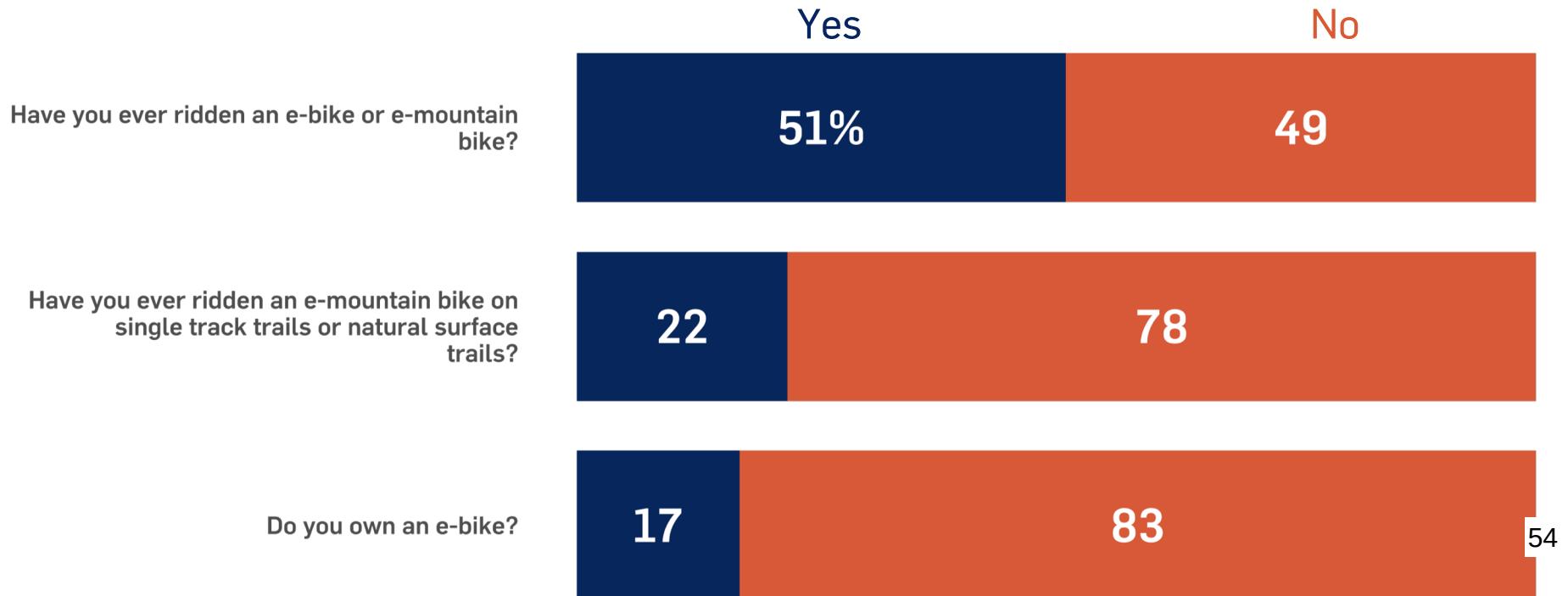
While over half of respondents have ridden an e-bike, only 22% have ever ridden them on single track or natural surface trails and even fewer people (17%) own an e-bike.



Have you ever ridden an e-bike or e-mountain bike?

Have you ever ridden an e-mountain bike on single track trails or natural surface trails?

Do you own an e-bike?

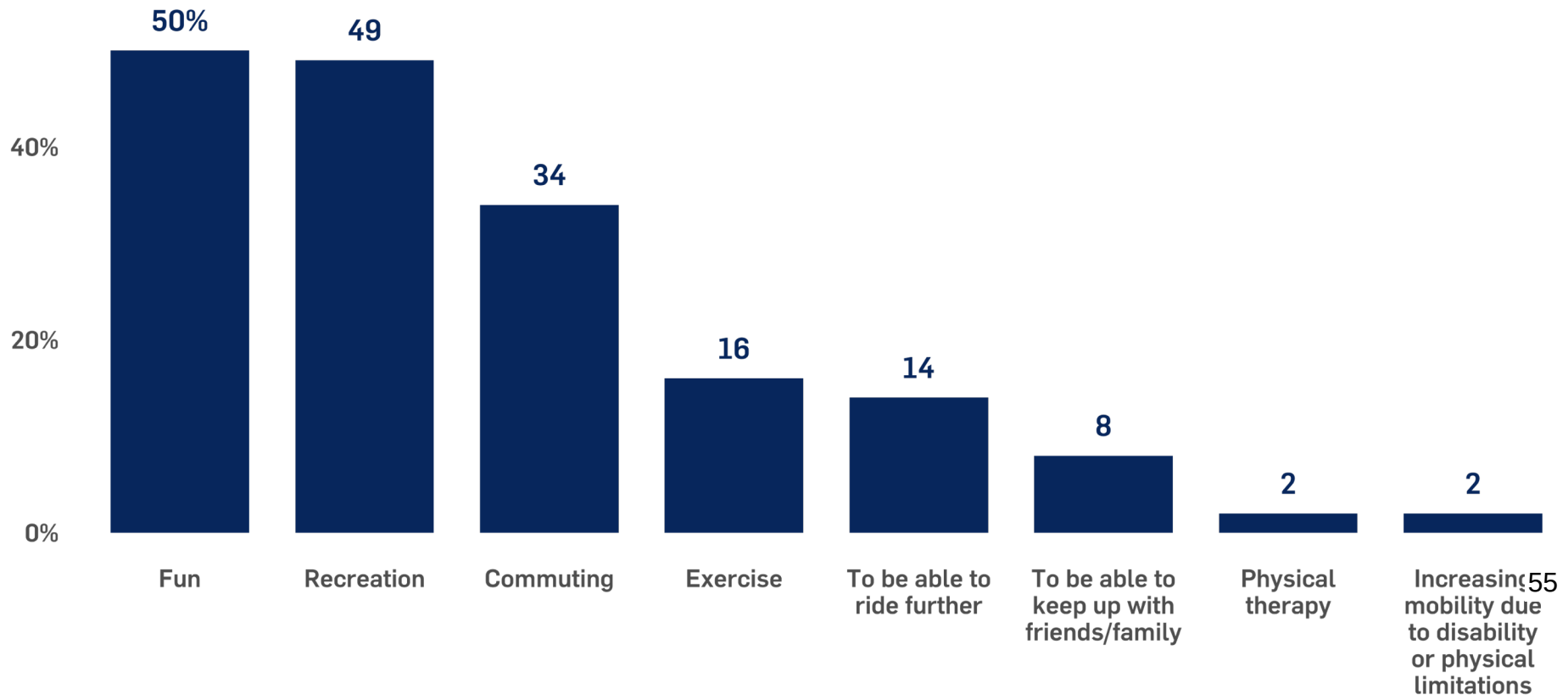


E-BIKES USED FOR FUN AND RECREATION

Among those who have ridden e-bikes, the most common motivation for riding is for fun and recreation. Just over a third report using e-bikes for commuting. The least common reasons for using e-bikes are for physical therapy and for increasing mobility due to physical limitations.



*Thinking of the last time you rode an e-bike, what was your main motivation for riding?
Select all that apply.*

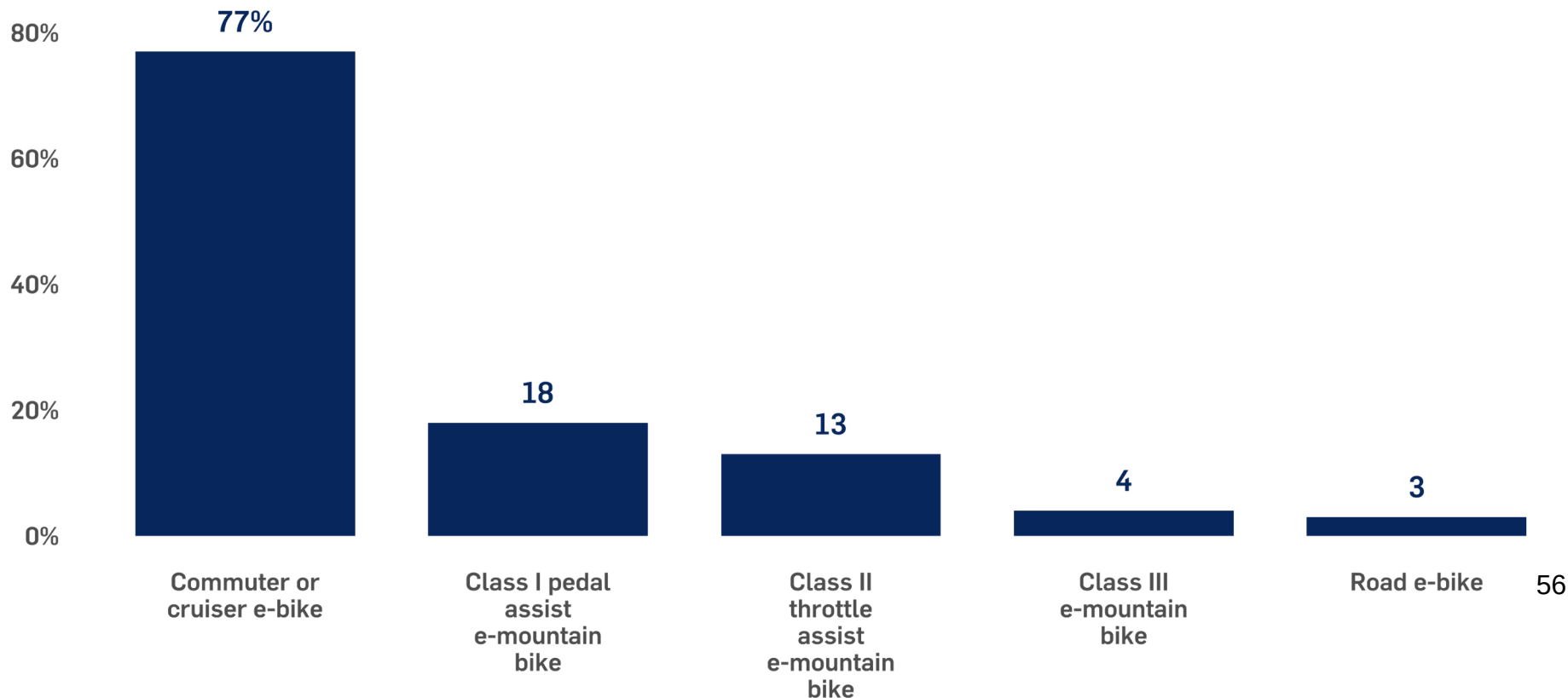


CRUISER E-BIKE POPULAR AMONG OWNERS

Among the few area residents who own e-bikes, the commuter or cruiser e-bike is by far the most common, with 77% of e-bike owners owning this type of bike. By comparison, less than 20% own a class I pedal assist e-mountain bike or class II throttle assist e-mountain bike. Less than 5% own class III e-mountain bike or road e-bike.



What type(s) of e-bike do you own? Select all that apply.



CITY REGULATIONS

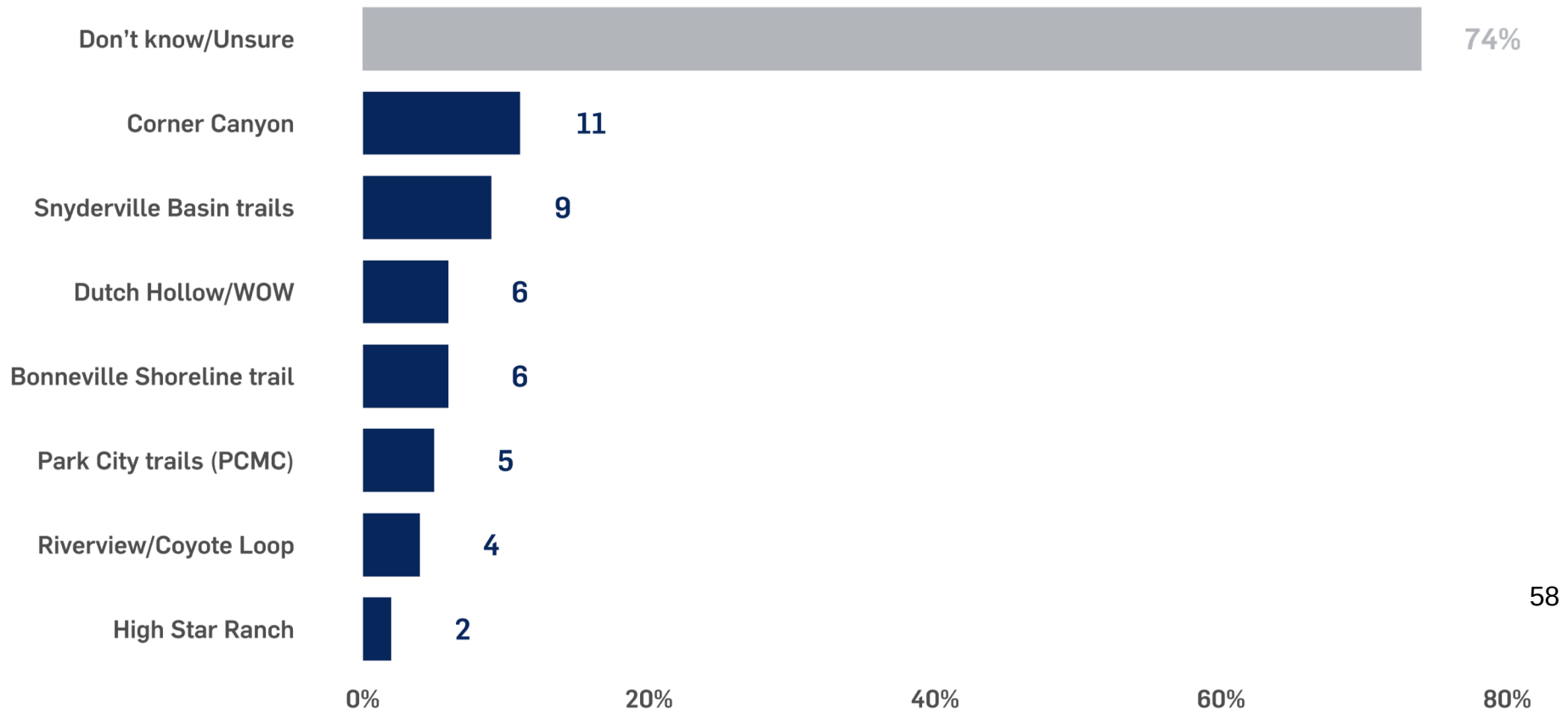
CURRENT CITY ORDINANCE AND FUTURE PLANS

MAJORITY UNAWARE OF E-BIKE RULES

When asked which Park City trails currently allow e-bikes, nearly $\frac{3}{4}$ of e-bike riders said that they did not know. This indicates a need for better, more accessible information on e-bike rules and regulations within Park City and the greater surrounding area.



To the best of your knowledge, on which, if any, of the following regional trail systems are Class 1 e-mountain bikes currently permitted/allowed?



CURRENT PCMC ORDINANCE

Electric Bicycles are defined by Utah State Code to include three specific classes, which pertain to the mode of assistance (throttle or pedal assist) and limited top speed. Below is a brief definition of each class:

Class I- 'Pedal assisted' e-mountain bikes limited to 20 mph

Class II- 'Throttle assist' limited to 20 mph (no pedaling required)

Class III- 'Pedal assisted' e-bikes limited to 28 mph with a speedometer

State Law allows local jurisdictions to adopt rules and regulations which may restrict the use of e-bikes.

Park City Ordinance prohibits the use of e-bikes on any Park City single track trails with the following exceptions:

Class I 'Pedal assisted' e-mountain bikes limited to 20mph may be used on all Park City trails in the case of

- Users with mobility disabilities*
- Users age 65 and older*

2/3 SUPPORT CURRENT PCMC ORDINANCE

After reading a short excerpt from the current city ordinance, 67% of respondents said they supported the ordinance, with 40% saying they strongly support the ordinance. Only 21% were in opposition.



Based on the information you just read, do you support or oppose the current city ordinance which prohibits the use of Class 1 e-mountain bikes on any single track trail except in the case of mobility disabilities and for people age 65 and older?

■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose

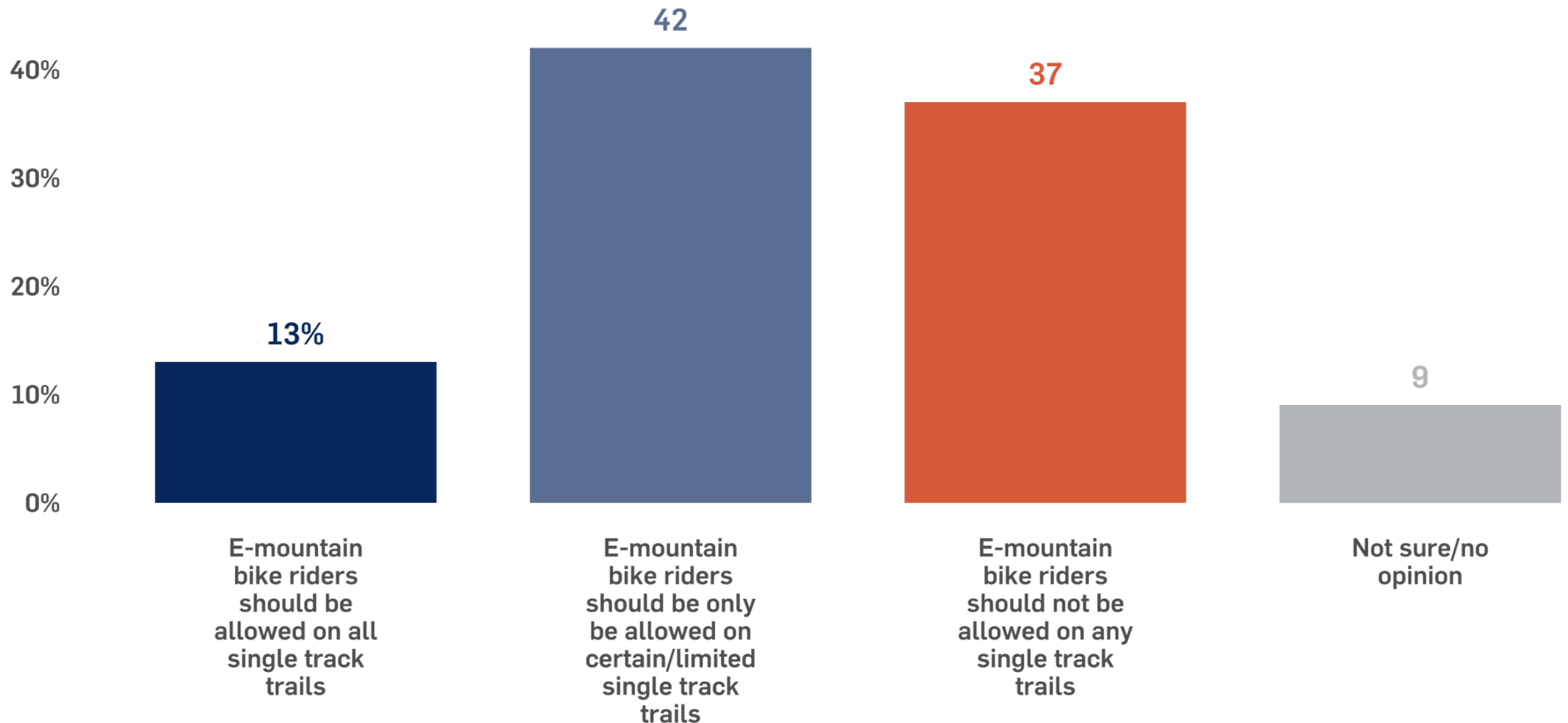


FEW APPROVE OF E-BIKES ON ALL TRAILS

As the current ordinance lies, only 13% of respondents say they are in favor of expanding e-bike usage to all Park City trails. 42%, however, indicate that they would support expanding e-bike usage to some single track trails. A slightly smaller percentage indicate that they believe the ordinance should be kept as is, with e-bikes prohibited from all single track trails.



Current Park City Ordinance prohibits the use of Class I e-mountain bikes on any single track trail except in the case of mobility disabilities and for people age 65 and older. If Park City were to allow for additional e-mountain bike use on single track trails, beyond those currently permitted, which of the following best represents your opinion regarding the use of Class I e-mountain bikes on single track trails in Park City?

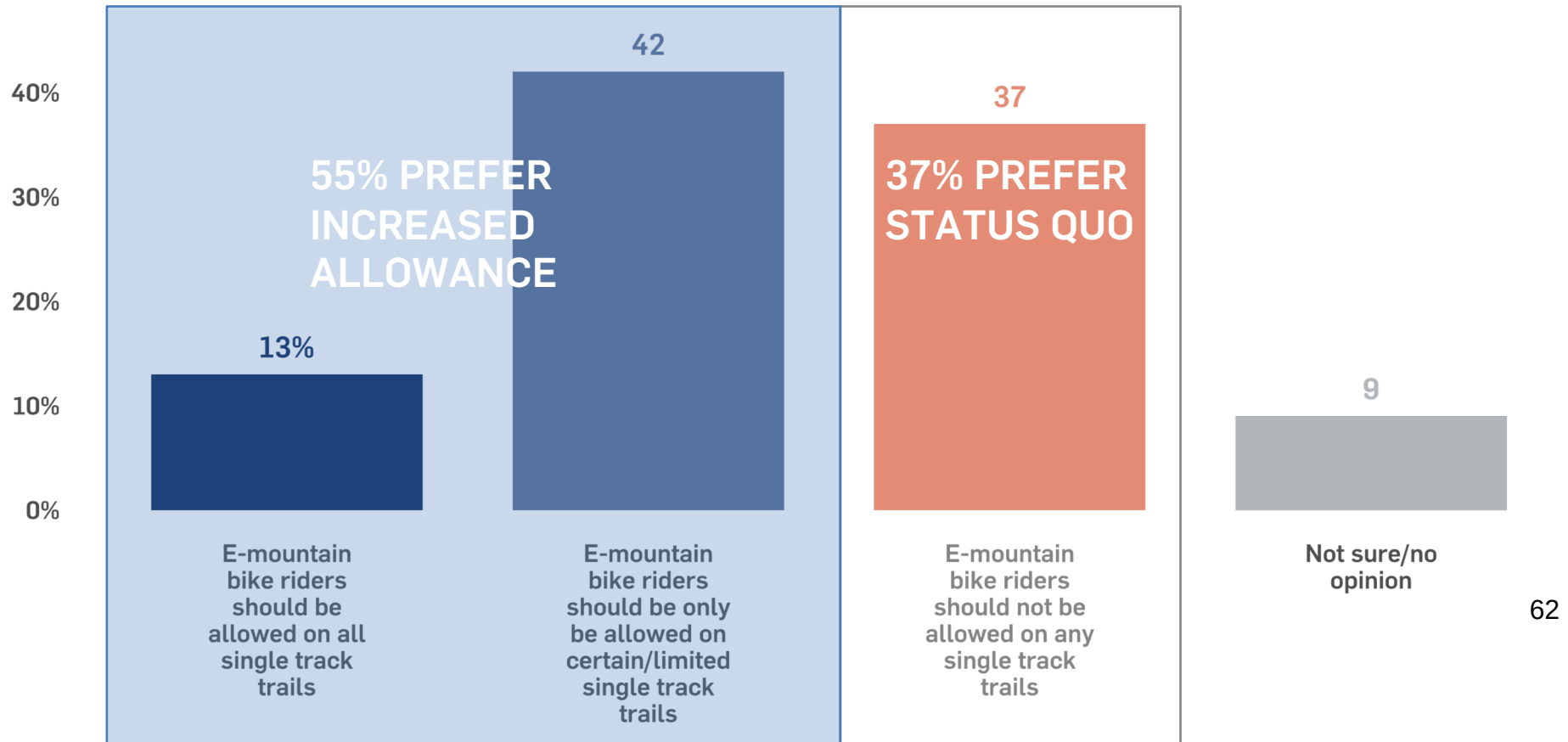


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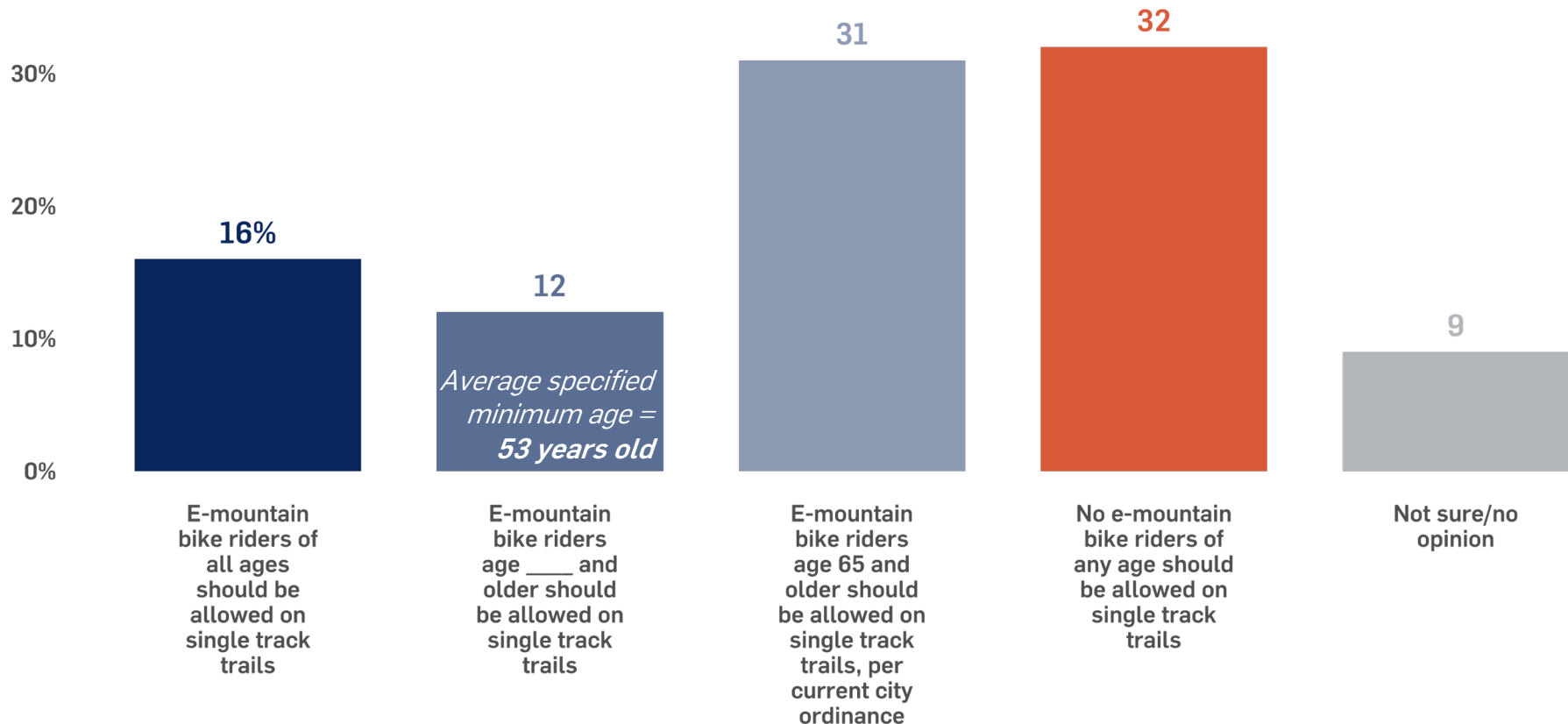


MIXED FEELINGS ON AGE FOR E-BIKES

When it comes to the age allowance for e-mountain bike riders, respondents have mixed feelings. Approximately one third of respondents support keeping the current age allowance of 65+ while another third would prefer not having any age allowance at all and prohibiting Class I e-mountain bikes for all users.



Current Park City Ordinance prohibits the use of Class I e-mountain bikes on any single track trail except in the case of mobility disabilities and for people age 65 and older. Which of the following best represents your opinion regarding the use of Class I e-mountain bikes on single track trails in Park City in relation to age?

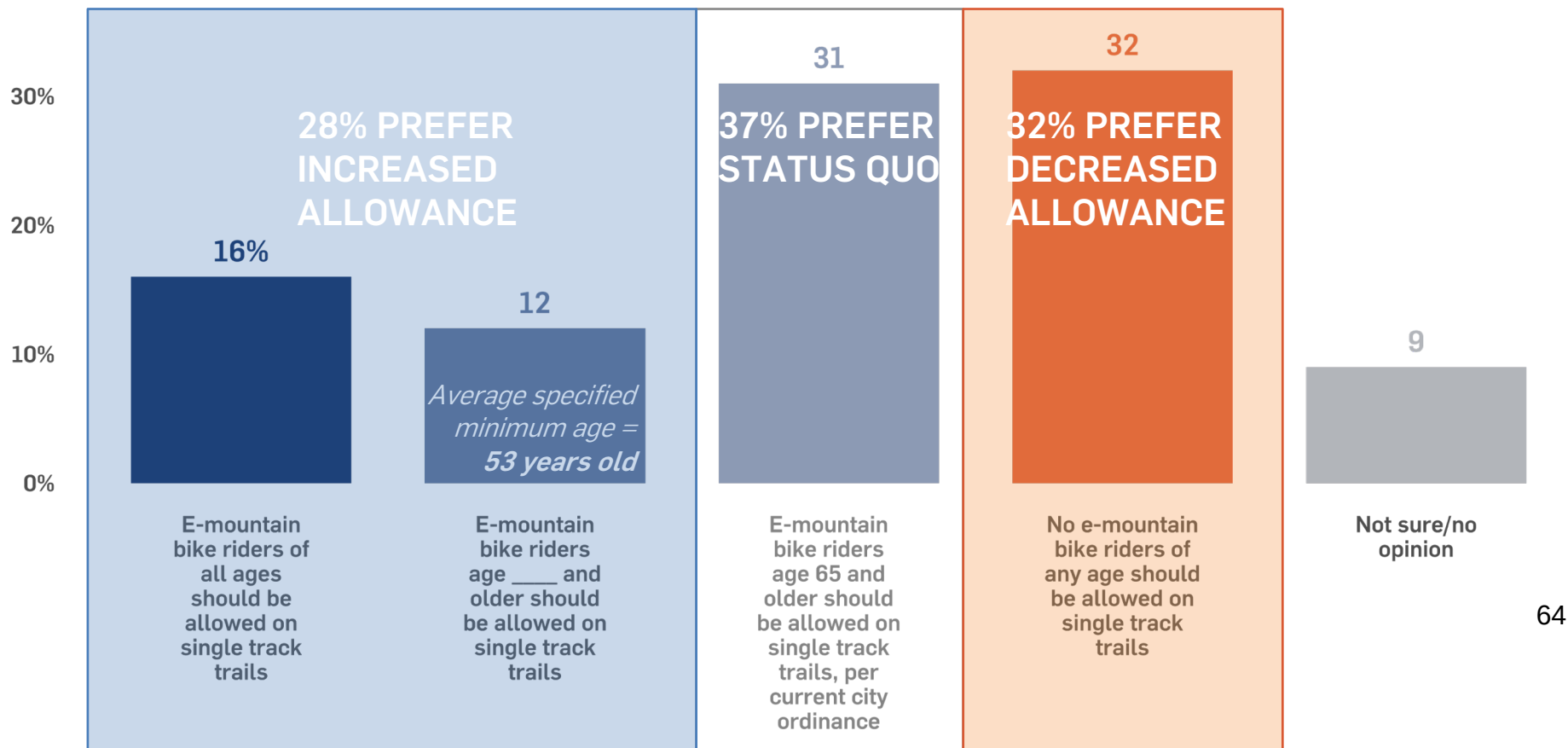


MIXED FEELINGS ON AGE FOR E-BIKES

When it comes to the age allowance for e-mountain bike riders, respondents have mixed feelings. Approximately one third of respondents support keeping the current age allowance of 65+ while another third would prefer not having any age allowance at all and prohibiting Class I e-mountain bikes for all users.



Current Park City Ordinance prohibits the use of Class I e-mountain bikes on any single track trail except in the case of mobility disabilities and for people age 65 and older. Which of the following best represents your opinion regarding the use of Class I e-mountain bikes on single track trails in Park City in relation to age?

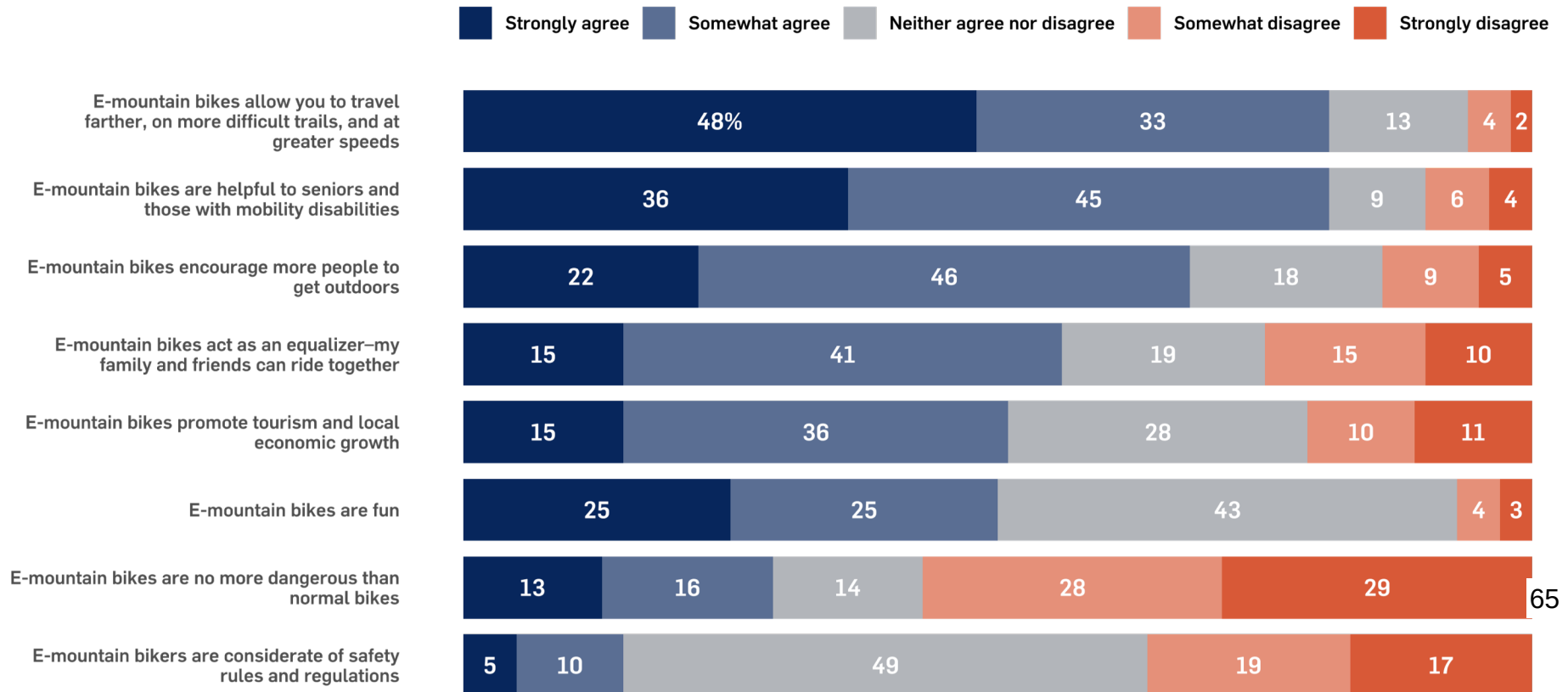


ADVANTAGES OF E-BIKES

Of all of the potential advantages listed, respondents seem to identify most with the idea that e-bikes increase accessibility of city trails. The vast majority of respondents agree that e-bikes allow riders to travel farther and on more difficult trails, that they are helpful to seniors and people with disabilities, and that they encourage more people to get outdoors.



Below you will see several statements that various parties have made regarding Class I e-mountain bike use on single track trails. Please indicate the extent to which you agree or disagree with each of the following statements.



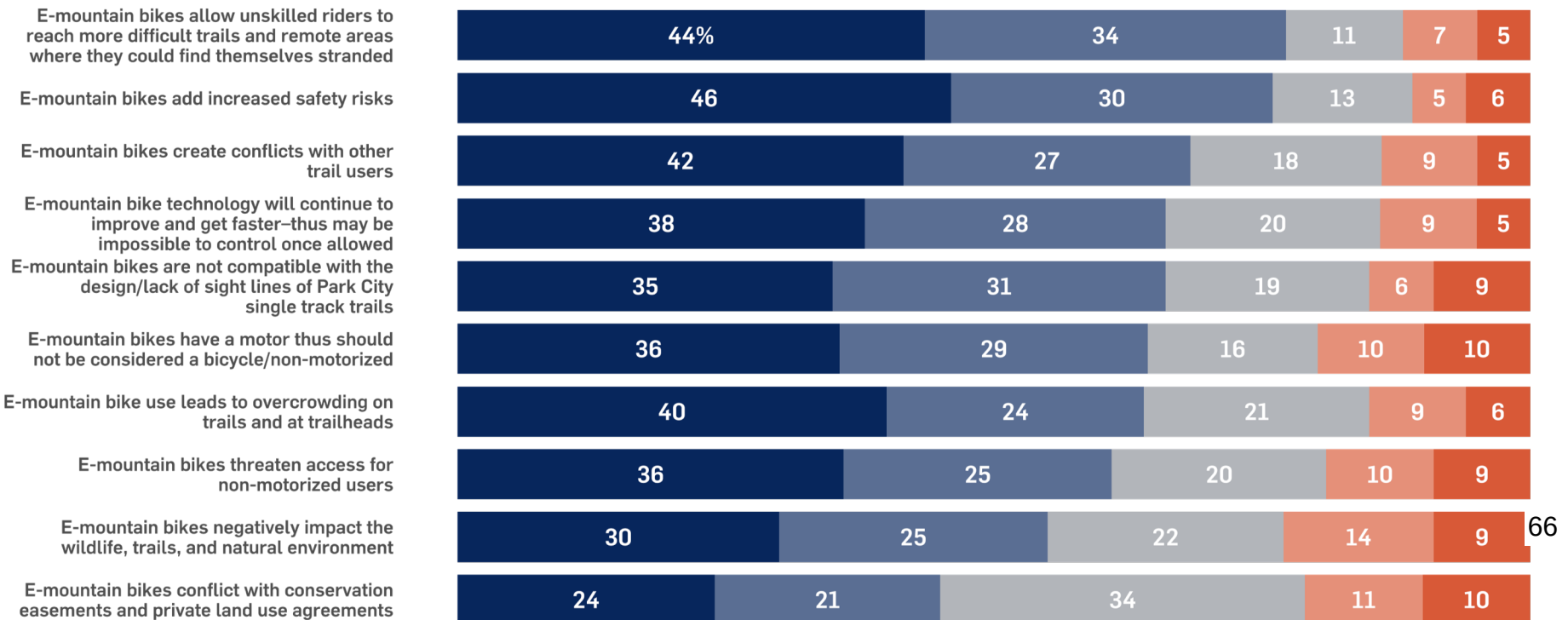
E-BIKES BRING DISADVANTAGES

When considering disadvantages to e-mountain bike use, safety-related issues are the most common concerns. Over $\frac{3}{4}$ of respondents agree that e-bikes could allow for unskilled riders to get stranded on difficult trails and that e-mountain bikes add increased safety risks.



Below you will see several statements that various parties have made regarding Class I e-mountain bike use on single track trails. Please indicate the extent to which you agree or disagree with each of the following statements.

Strongly agree Somewhat agree Neither agree nor disagree Somewhat disagree Strongly disagree



OPINIONS MIXED REGARDING E-BIKES

Residents have mixed opinions when it comes to the use of e-mountain bikes on single track city trails. While some are in support of expanding e-bike usage to additional trails, many still express concerns especially with regard to the potential for increased safety risks.

If you have any other thoughts you would like to express about usage of Class I e-mountain bikes on single track trails in Dark City, please express them below.

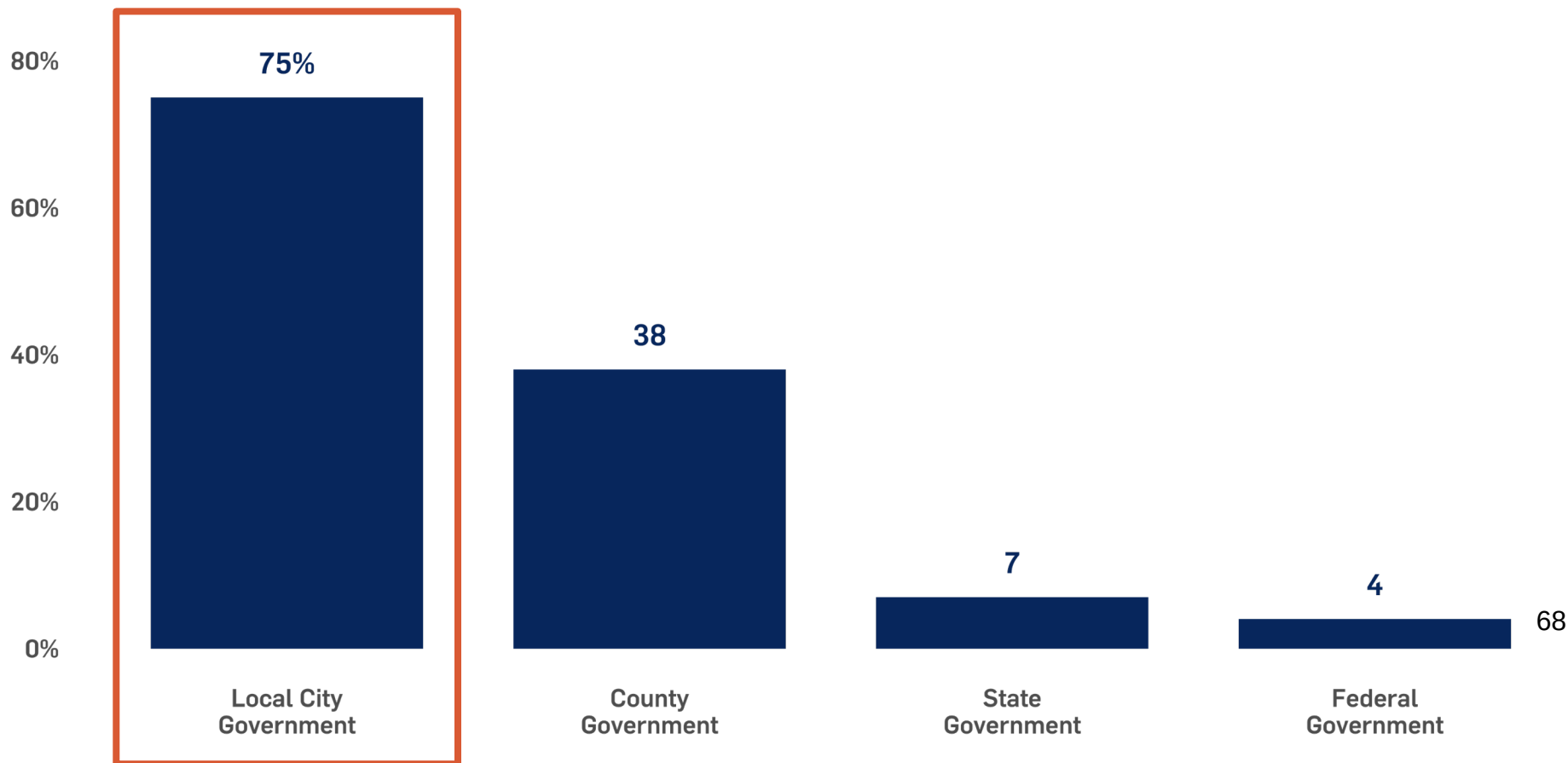


RESIDENTS PREFER LOCAL REGULATION

The majority of respondents believe that local city governments should be responsible for regulating e-mountain bike use. Less than 10% say the same of State and Federal governments.



Who should be responsible for regulating e-mountain bike use? Select all that apply.



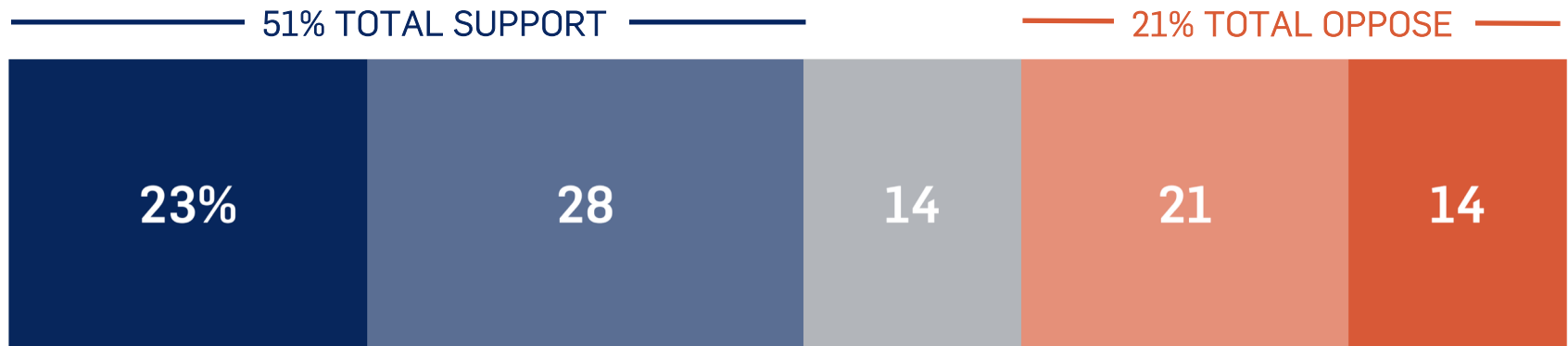
ENFORCEMENT RECEIVES MILD SUPPORT

When it comes to enforcing the current ordinance, 51% of respondents say they would support allocating additional resources to enforcement efforts while 35% say they either somewhat or strongly oppose this idea.



Current Park City Ordinance prohibits the use of Class I e-mountain bikes on any single track trail except in the case of mobility disabilities and for people age 65 and older. Considering the ordinance as it currently stands, would you support or oppose the City allocating increased resources to the enforcement of this ordinance?

■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose

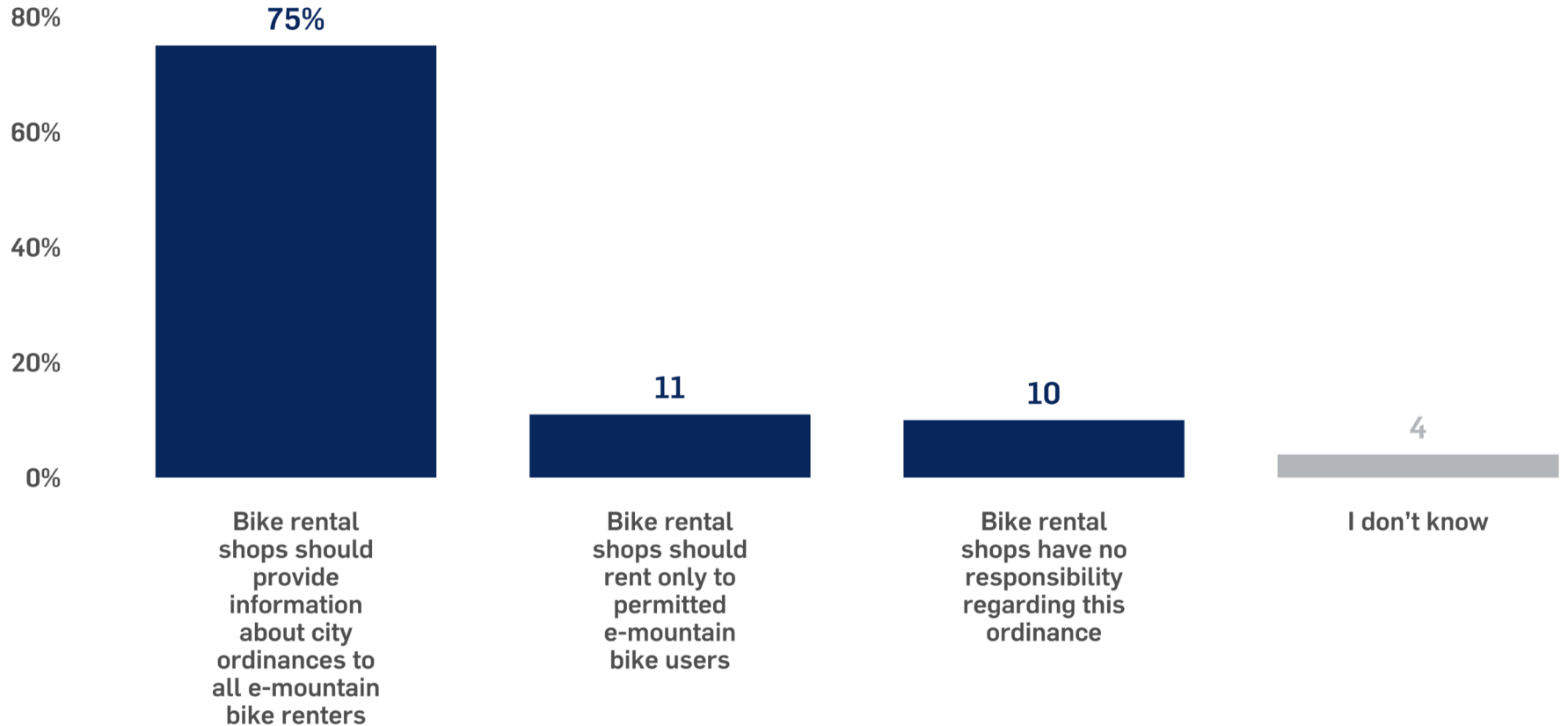


3/4 WANT BIKE SHOPS TO PROVIDE INFO

When it comes to the role of bike shops in enforcing e-bike regulations, 75% of respondents agree that bikes shops should provide information about city ordinances to all e-mountain bike renters.



In your opinion, what should the role of bike shops per the e-mountain bike ordinance be?



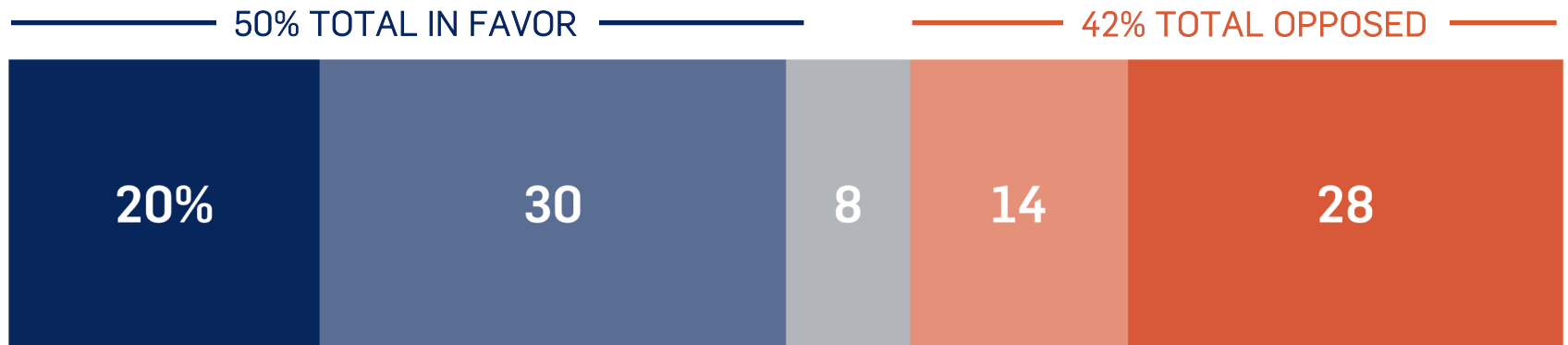
HALF IN FAVOR OF PILOT PROGRAM

When it comes to starting a pilot program to assess the feasibility of expanding use of e-mountain bikes, respondents are divided. Half say they support the idea of starting a pilot program and just under half oppose it. Of those who oppose a pilot program, most are strongly opposed.



City officials have suggested starting a pilot program which would allow for use of e-mountain bikes on designated single track trails during a limited timeframe. This pilot program would allow for officials to monitor the use of e-mountain bikes during this time and assess the feasibility of expanding use of e-mountain bikes on Park City single track trails in the future. Would you be in favor or opposed to such a program in Park City?

■ Strongly in favor ■ Somewhat in favor ■ Neither in favor nor opposed ■ Somewhat opposed ■ Strongly opposed

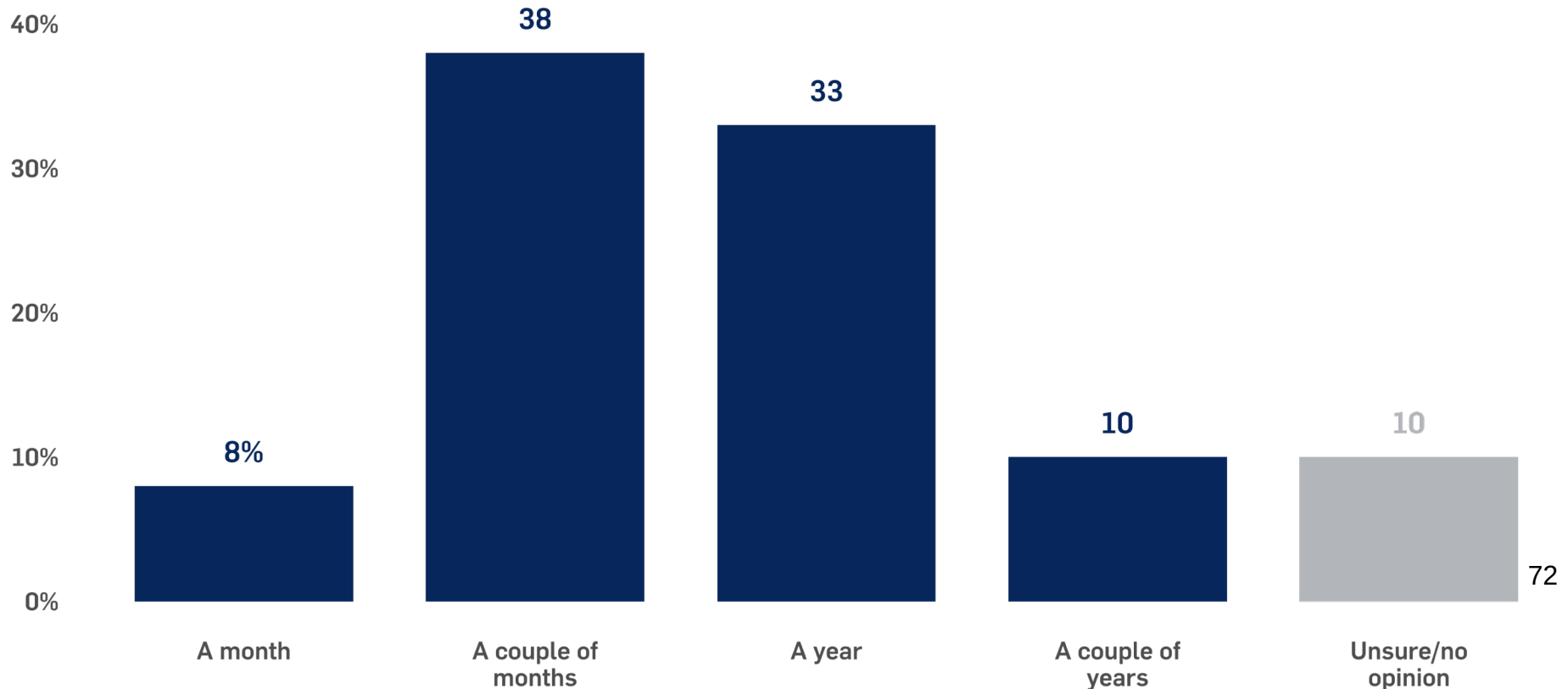


IDEAL TIMEFRAME: MONTHS TO A YEAR

Of those in support of starting a pilot program, just over a third say the program should run for a couple of months. Another third of respondents support running the program for an entire year. The general consensus is that a month would be too short and a couple of years too long.



In your opinion, what would the ideal timeframe for such a program?

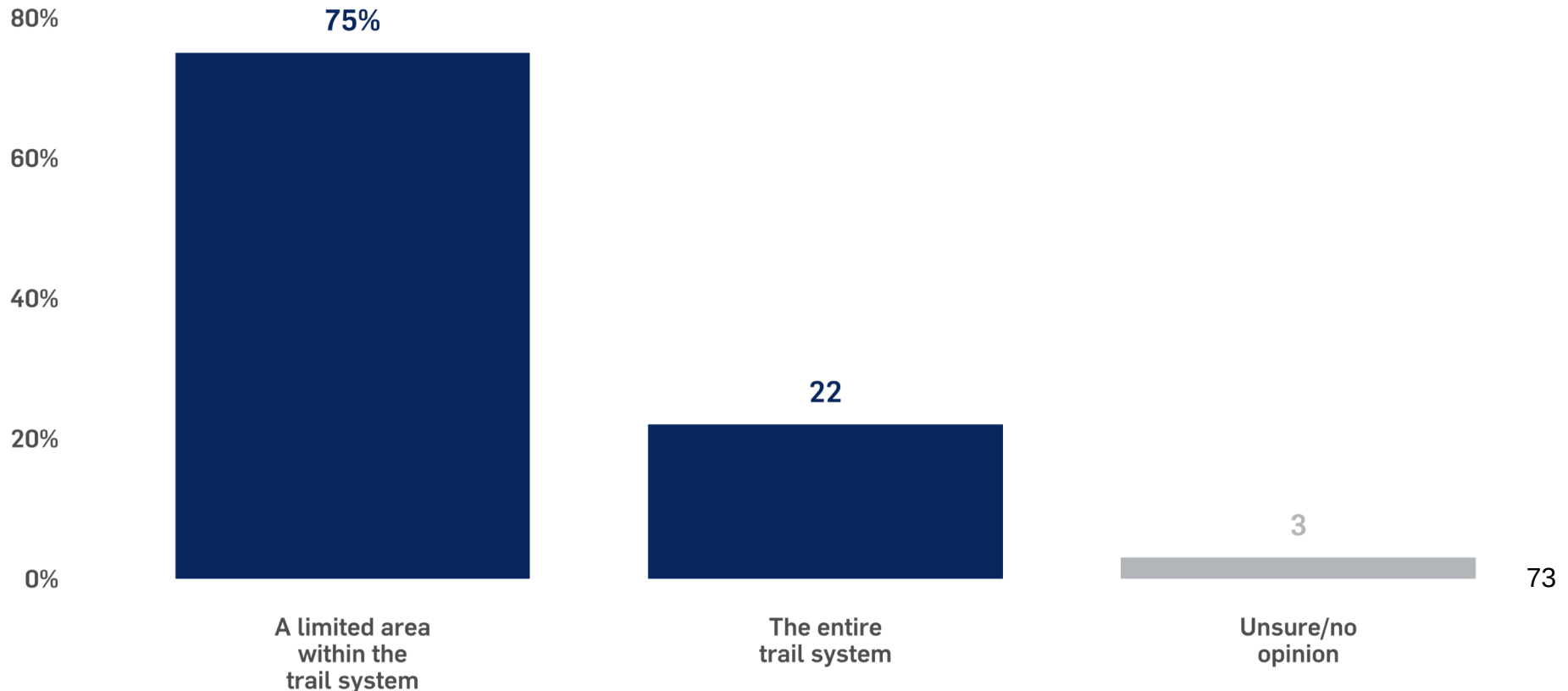


DESIRE FOR LIMITED PILOT PROGRAM AREA

The majority of those in support of the pilot program, 75% believe that the program should be limited to a specific area within the trail system.



In your opinion, should such a program be piloted on the entire Park City trail system or limited to a specific area of the Park City trail system?



MIXED FEELINGS ABOUT PERMIT TAG

Of those who currently meet the allowance requirements to use e-mountain bikes on all city trails, less than half say they would be likely to use a permit tag. 40% say they would be extremely unlikely to use a tag.

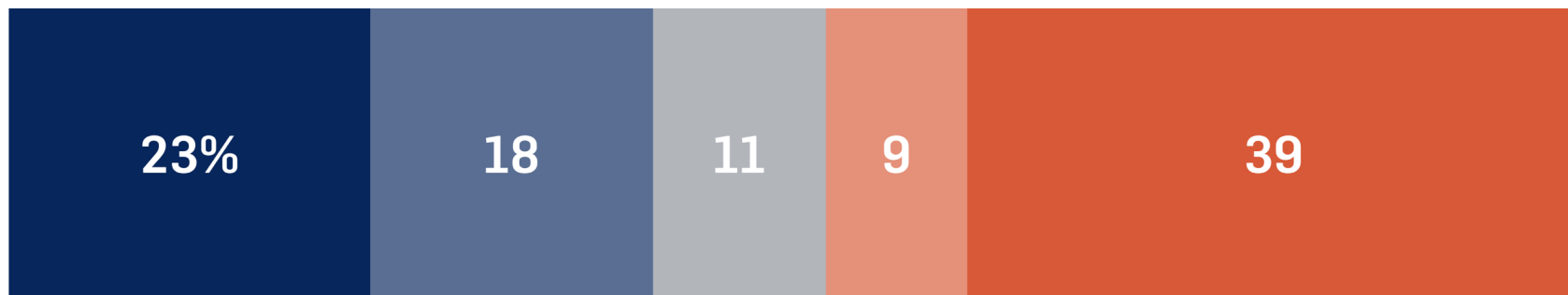


Under current Park City Ordinance, you are authorized to use Class I e-mountain bikes on all city trails. How likely or unlikely would you be to get a voluntary tag (such as a bike sticker) that designates you as an authorized Class I e-mountain bike user on all Park City trails?

■ Extremely likely ■ Somewhat likely ■ Neither likely nor unlikely ■ Somewhat unlikely ■ Extremely unlikely

41% TOTAL LIKELY

48% TOTAL UNLIKELY

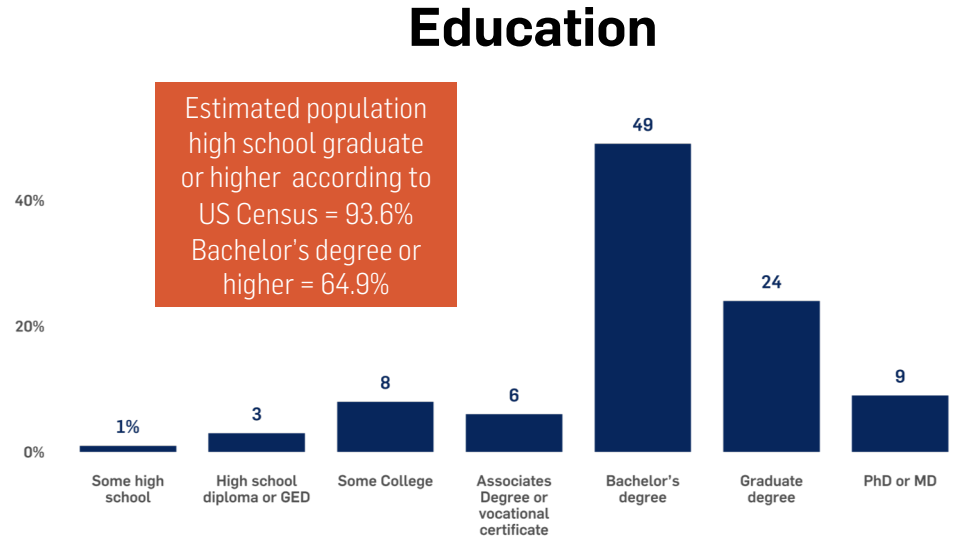
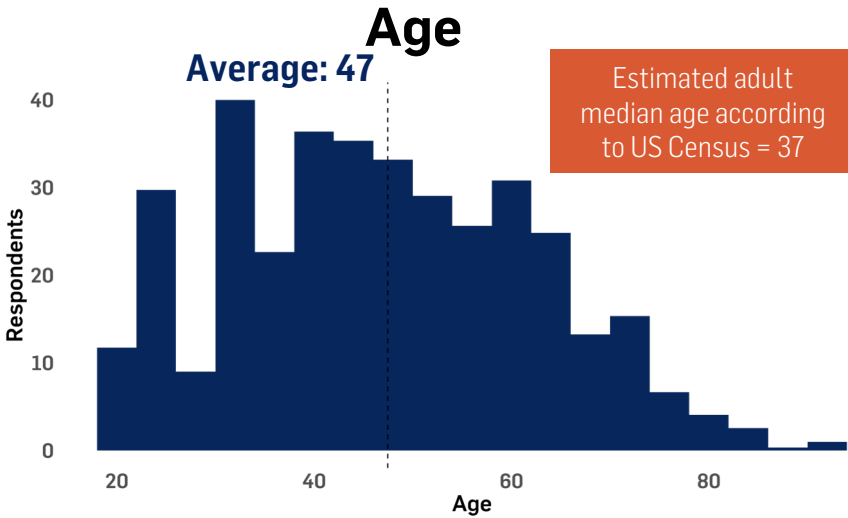




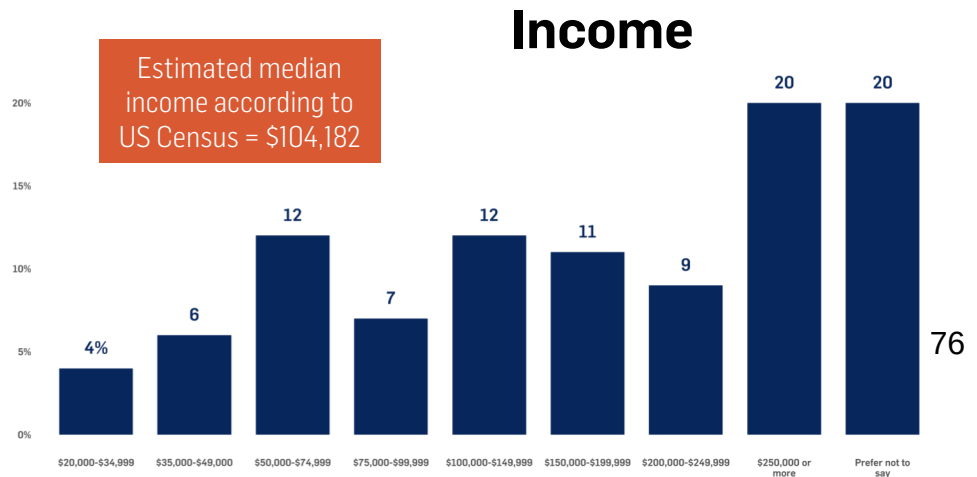
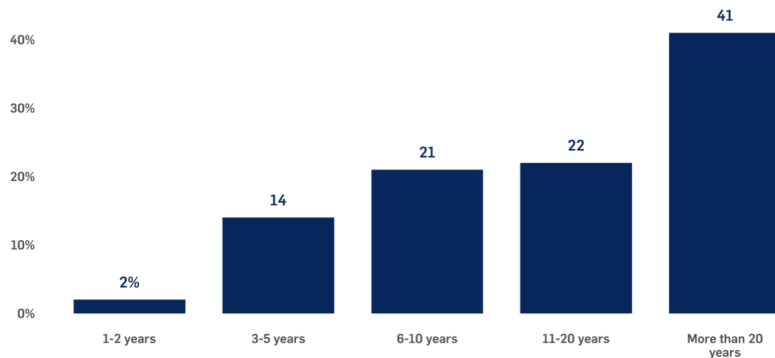
Kyrene Gibb – Partner, VP of Research
y2analytics.com | (801) 406-7877

DEMOGRAPHICS

Respondents are slightly older than average residents, with an average age of 47. Over half of the respondents have lived in Park City for more than 10 years. Most are college-educated. Respondents are distributed across all income brackets.



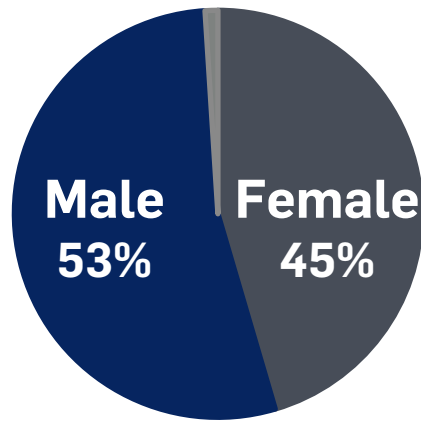
Length of Residence in Park City



DEMOGRAPHICS

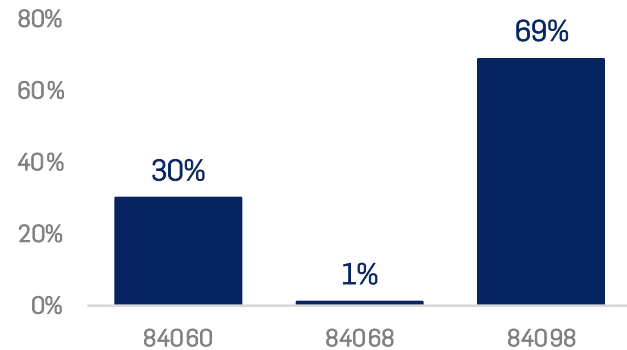
The response rate from men and women matches the demographic make-up of the population. Approximating the demographics of the City as a whole, the vast majority of respondents indicate that they are white/Caucasian, with 4% Hispanic/Latinx heritage. For 90% of respondents, the Park City area is their primary place of residence and about 1/3 of residents live in PCMC proper.

Gender



Estimated male population according to US Census = 53%

PC Area Zip Code



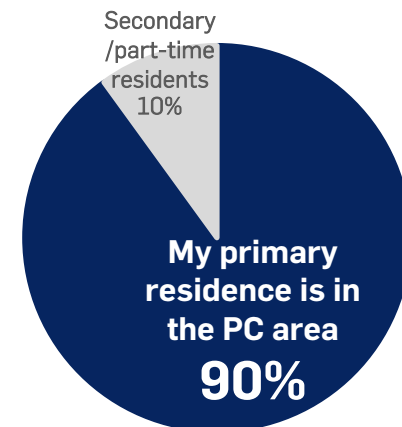
Ethnicity



Estimated white population according to US Census = 81%

*10% of respondents declined to answer

Primary Residence



Council Agenda Item Report

Meeting Date: March 19, 2020

Submitted by: Michelle Kellogg

Submitting Department: Executive

Item Type: Minutes

Agenda Section:

Subject:

Consideration to Approve the City Council Meeting Minutes from February 27, 2020 and March 5, 2020

Suggested Action:

Attachments:

[February 27, 2020 Minutes](#)

[March 5, 2020 Minutes](#)



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

February 27, 2020

The Council of Park City, Summit County, Utah, met in open meeting on February 27, 2020, at 2:30 p.m. in the City Council Chambers.

Council Member Joyce moved to close the meeting to discuss property and litigation at 2:36 p.m. Council Member Worel seconded the motion.

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, Henney, Joyce, and Worel

CLOSED SESSION

Council Member Worel moved to adjourn from Closed Meeting at 3:45 p.m. Council Member Gerber seconded the motion.

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, Henney, Joyce, and Worel

WORK SESSION

Flagstaff Mountain Resort Historic Preservation and Memorandum of Agreement (MOA) Updates:

Hannah Tyler, Bruce Erickson, and Mark Harrington presented this item. Tyler indicated three things came out of the previous meeting held in November on this topic: Council prioritized that the roof on the Judge Mine should be repaired, the other sites on the list should be prioritized, and the City should work with the Empire Pass Master Owners Association (EPMOA) to put more funding in the MOA. She reported on the progress with the Judge roof to this point. She also reviewed the real estate transaction between Deer Valley Resort and Jordanelle Special Service District, which contained the Daly West Headframe. She hoped for a resolution on this site. She stated the Historic District Grant Program funds could be used to help with emergency repairs. Applications could be taken as well through the competitive review process for bigger grants. Mayor Beerman stated there were funds specifically for the Lower Park Avenue Historic District and funds through the General Fund for preservation. He asked how much of the General Fund could be used for this type of preservation, to which Tyler responded \$47,000 per year.

1 Tyler discussed the amended MOA and indicated staff originally negotiated \$545,000
2 over 10 years to fund preservation. Per Council direction, Mayor Beerman and Mark
3 Harrington were able to receive a commitment from the EPMOA for \$1,405,000 to be
4 paid over 20 years. She noted the City gained access to work on the Judge Mine and to
5 work with Deer Valley on the JSSD acquisition. The contributions would come from
6 EPMOA, Storied Development, Redus, Lot 2 Empire Pass (Argent Development), and
7 Summit Blanc Residences. The Judge Mine would receive \$120,000 up front from the
8 developers and the EPMOA with a match from the City for a total of \$240,000. In
9 addition to the money given up front, two tiers were created for the next 20 years:
10 \$80,000 per year for the first 10 years and \$30,000 per year for the next 10 years.
11 Those funds would be split equally between the EPMOA and PCMC. Tyler felt there
12 would be projects that would exceed \$80,000, but staff could look at creative funding
13 mechanisms.

14
15 Tyler displayed a new priority list with three tiers: the first tier included obligated
16 structures, the second tier included places that needed signs and/or revegetation, and
17 the third tier included sites outside the EPMOA's boundary, but deserved a commitment
18 to historic preservation.

19
20 Mayor Beerman opened the meeting for public input.

21
22 Brian Buck, stated he had been involved in the mining business for 40 years, and felt it
23 was very important to preserve these historic mining sites. He was a mining consultant,
24 and offered pro bono work on the Daly West Headframe.

25
26 Donovan Simmons, retired mining consultant, stated he worked with the Museum
27 group. He appreciated the support from the Council, but in looking at the sites, the City
28 was losing the battle to preserve them. He felt the sites would not last if the work was
29 spread out over 20 years.

30
31 Jim Tedford stated the people responsible for the sites needed to give the full amount
32 and not put it off for 20 years. They needed to own up to their obligations.

33
34 Sandra Morrison requested that more of the \$1.4 million be distributed upfront or the
35 structures would continue to deteriorate. She also asked that the list not be the total
36 amount of work, and gave examples of other historic structures in need of attention. She
37 wanted priorities set based on actual needs, and money spent as needed. She didn't
38 see any enforcement in the MOA, and asked how the City would make sure the
39 agreement was adhered to. She also preferred a short contract so another city council
40 could negotiate another deal and their hands wouldn't be tied.

41
42 Cindy Matsumoto thanked Council and staff for their historic preservation work. She
43 hoped to have more funds upfront for badly needed repairs. She noted the museum and

1 the Friends of Mining had spent \$400,000 on mine preservation over the last four years
2 from its fundraising efforts.

3
4 Mayor Beerman closed the public input portion of the meeting.

5
6 Mark Harrington stated this party was not associated with the previous party who had a
7 long-term maintenance responsibility. He hoped to bridge the gap and move forward to
8 solve the problem at this time. The City could assist with frontloading expenditures. The
9 term and the application of the enforcement did not release the other parties. The only
10 signature was the master owners association and they came to the table with solutions.
11 The wording of the contract stated that if the three parties kept the contract they would
12 not be held in default. This would provide stability for the money and those parties, but it
13 would not release the other parties' obligations. The agreement allowed for further
14 collaboration between a host of parties. By approving this agreement, Council would not
15 be letting other parties off the hook.

16
17 Council Member Henney stated he saw a closer match then the one proposed at the
18 last work session, and thought this was a step in the right direction. Council Member
19 Gerber agreed and thanked the museum and staff for their work. She hoped for
20 continued collaboration.

21
22 Council Member Worel agreed with Harrington that this was a community solution. She
23 asked if the MOA had enforcement provisions. Harrington indicated that since this was
24 a contract with the City, the City had greater enforceability. He noted this would be part
25 of the Twisted Branch plat approval and also the preservation plan to protect the current
26 status.

27
28 Council Member Joyce was glad to have this monetary commitment. He thought trying
29 to frontload the funding should be explored further. He supported this agreement. Mayor
30 Beerman thanked Harrington for getting this agreement together. He also thanked the
31 museum for all their fundraising to save these structures. He summarized there needed
32 to be more funding upfront, and noted the historic grants program and the budget
33 season coming up might provide some funding. He was pleased to know the other
34 parties would be held to their obligations. He supported that there were other structures
35 that needed to be on the list and stated staff would work through the obstacles with
36 those sites.

37
38 **Discuss Kimball Art Center Request to Amend Arts Festival Contract Terms:**

39 Jenny Diersen, Special Events Manager, Jonathan Weidenhamer, Economic
40 Development Manager, as well as Amy Roberts, Hillary Gilson, and Lisa Shine
41 representing the Kimball Art Center (KAC), were present for this item. Diersen indicated
42 KAC requested amendments to their contract. She noted KAC had done a lot over the
43 years to benefit the community. The proposed amendments included implementing free

admission for all attendees, expanding the use areas to increase artist booths as revenue offset, increasing traffic mitigation on Swede Alley, and continuing to provide third party data, but in a different way.

Diersen displayed a graph showing the increase in transit use for this event over the past four years, as well as the economic impact the festival had on the City. City service costs were controlled and had been stable over those years. She noted making the proposed changes could significantly increase the City service costs.

Roberts stated attendance had been relatively flat over the years. She estimated a 10% attendance increase and did not agree with staff's estimate of a 30% attendance increase.

Diersen asked Council the following questions:

Is Council supportive of KAC's proposed changes? If so, what level of mitigation service should the City plan for and who should pay above the current contract amount of \$180,000?

a) status quo - 10% increase in attendance and service costs = minimal change within current level of service

b) increased attendance - 30% growth and required services (\$39,000 increase in City service costs)

c) bold change - heightened mitigation above requirements (up to \$131,000 increase in City service costs)

Are there other terms Council seeks in consideration for KAC's request to amend the contract?

Council Member Henney expressed concern about outreach for the expanded event. Diersen stated outreach was done in collaboration and they had met with the Historic Park City Alliance (HPCA) sub-committee, but hadn't met with the board yet. She indicated Allison Kuhlow, HPCA Executive Director, requested Council feedback before outreach began. Council Member Henney asked if there was an issue with capacity. Diersen stated staff worked to mitigate impacts to lower the capacity. The proposed baseline mitigation was manageable. Council Member Henney stated events seemed to grow and grow, and wondered at what point capacity was exceeded, making the event unproductive.

Council Member Gerber asked if there was a maximum capacity for safety. Chief Carpenter stated the number of people was not the concern, but rather the traffic and load in/out was a concern since that affected neighborhoods. Council Member Gerber asked if crowds could be managed at certain levels. Chief Carpenter indicated he was not as concerned with Arts Fest because tents were set up and they were spread out. He was more concerned about traffic.

1 Council Member Doilney asked if neighborhoods were impacted during Arts Fest.
2 Carpenter stated neighborhoods were less impacted during Arts Fest than during other
3 events. Council Member Worel thought there was a difference between the KAC
4 estimates for attendance and staff's estimate. She asked how difficult it would be to add
5 more services if the minimum increase was planned for. Carpenter stated it would be
6 difficult to increase service if it wasn't initially planned for. Diersen stated for that reason
7 staff requested planning for a 30,000 attendance increase which would increase the
8 level of service cost by a minimum of \$39,000. This was the time to determine what the
9 City wanted and then plan accordingly.

10
11 Mayor Beerman asked what the level of neighborhood protection would be and if the
12 additional planning would be more than shutting off the Main Street core. Diersen stated
13 residential mitigation would be in effect on Friday night. To increase that service to the
14 entire weekend would be \$30,000 above the extra \$39,000. She hoped to prevent
15 negative outcomes. Council Member Gerber asked what else was included in the extra
16 service cost of \$131,000. Diersen stated one additional cost would be more transit
17 service, which would cost \$20,000-\$40,000.

18
19 Council Member Joyce referred to event fatigue and stated local events were only a
20 couple hours, but Arts Fest was three days. He noted the majority of people from Utah
21 that visited were from the Wasatch Front. He stated there was a lot of media outreach to
22 attract the people. Making the Fest free to all would make a big difference in
23 attendance. He was concerned about the impacts from that increased attendance. He
24 asked if the festival could be reversed next year if giving the attendees free admission
25 caused a negative impact on the community this year.

26
27 Council Member Henney stated he would trust staff's estimate of a 30% attendance
28 increase and asked Council if they wanted to pay all or a portion of the increased costs.
29 Roberts stated the KAC contract with the City did not mention admission price. Mayor
30 Beerman noted that the request was to add more booth space and other considerations
31 beyond the scope of the contract which would open up the document to negotiations.
32 Plane agreed that this request would give the City options.

33
34 Council Member Joyce stated the City pushed to get more people on transit and there
35 had been discussions to increase service during peak periods. He favored increasing
36 transit and other levels of service over and above the minimum \$39,000. Mayor
37 Beerman stated there needed to be discussion on the cost. Diersen clarified the City
38 had already agreed to cover up to \$180,000 in level of service costs for Arts Fest.
39 Council would need to decide who would pay for anything over that amount.

40
41 Council Member Joyce stated increased tax revenue aside, there was still an impact on
42 the residents, so that was not a justification.
43

1 Council Member Doilney stated there was no benefit to the local resident, but as a local
2 resident, he spent more time there last year. Weidenhamer stated the goal was to bring
3 a higher level of art to the festival. Council Member Doilney stated he would like to see
4 all types of artists at this event. He noted the event did not impact the residents unless
5 they were going to Main Street.

6
7 Council Member Gerber stated there were many positives and negatives. She didn't feel
8 comfortable telling an event what they should or shouldn't charge their attendees for
9 admission, but they needed to be aware of potential impacts to their revenue and
10 programming. She felt attendance of these events did not normally decrease. She
11 thought it would be responsible to assume a 30% increase in attendance, with the City
12 paying at least the additional cost of \$39,000 and then splitting the cost for the rest of
13 the increased level of service.

14
15 Council Member Worel focused on the positives for the community. There was a big
16 jump in local residents attending last year and now local artists could exhibit. The safety
17 of the community was the number one priority and an additional \$39,000 wouldn't
18 accomplish that, so there would be a cost above that. She also wanted to protect the
19 neighborhoods. She hoped Council could stay focused on the positives of the festival.

20
21 Mayor Beerman agreed that Council needed to protect the residents. There would be a
22 heightened mitigation and KAC would have to participate in the cost. Council Member
23 Henney agreed with Council Member Doilney that there could be a midpoint between
24 the \$39,000 and \$131,000 that could be settled on. Some neighborhoods would not be
25 impacted. Richardson Flat had not been activated so there were options.

26
27 Council Member Gerber stated some neighborhoods were very impacted and they
28 would be impacted even more. Council Member Henney wanted to head towards
29 having a net-zero event. Council Member Doilney stated there was a template to protect
30 the neighborhood and referred to the way it was done during the Sundance Festival.

31
32 Council Member Joyce requested parking mitigation on China Bridge, whether having a
33 fee increase or another solution. He hoped to stop traffic behavior. Mayor Beerman felt
34 the load in and load out was very impactful, and hoped that could be mitigated as well.

35
36 **Discuss Updates to the Special Service Contract Process:**

37 Jed Briggs and Josh Miller, Budget Department, presented this item. Miller stated the
38 special service contract process for FY2021 was being looked at and changes were
39 proposed. He stated the contracts were separated into different categories, and this
40 year it was proposed to separate the regular service contracts from the other contracts
41 and have the responsible department handle that contract with the local organization.
42 The regular service contracts would go through an RFP process with competitive bids
43 and would last two to five years.

1 Council Member Henney liked the proposed format for contract funding and favored that
2 separation. He asked if the contracts Council deemed essential would compete with the
3 other priorities of the departments during the budget process. Briggs stated the first
4 year, funding would be allocated to the department for these contracts, but in
5 subsequent years the contract would compete with other department priorities. Council
6 Member Henney preferred that the essential contracts not come out of the special
7 service contract fund. Briggs concurred they would not.

8
9 Mayor Beerman stated the risk was that departments could drop the contracts and he
10 wanted Council to have a say. Briggs stated there would be a line item for the contracts.
11 Council Member Gerber suggested requiring the services so they could not be dropped
12 from a department's budget. Council Member Joyce noted there could be situations
13 where the contract would no longer be needed, and he favored giving the departments
14 this responsibility, with the requirement that it come back to Council if the department
15 determined it was no longer needed.

16
17 Council Member Doilney stated he didn't want to give part of the contract funding to the
18 departments, only to see at a future point that the Council increased the special
19 services funding, because that would hurt the General Fund.

20
21 Briggs displayed the categories of Regular Services and Special/Social Equity Services
22 and the services under each. Council Member Worel stated one category that was
23 missed was protecting the City archives through the Park City Museum. She also felt
24 Early Childhood Care was essential and she requested that be moved to the Regular
25 Services category. Council Member Henney agreed with moving the childcare service.
26 Council Member Joyce explained the Visitor Services category under the Regular
27 Services and asserted he wanted to reduce that to zero. He stated the Park City History
28 should stay, but Visitor Services should be removed.

29
30 Council Member Gerber thought it had been decided the Social Equity Services
31 category would focus on the Community Foundation's top three priorities: education,
32 inclusion and housing. She understood why Waste Management was in Social Equity
33 Services for the time being, but it felt like Council was moving away from the defined
34 buckets. Council Member Joyce indicated everything was incremental and aimed at
35 fulfilling the social equity strategic plan. Council Member Gerber expressed concern
36 about Workforce Development which was meant to address low wages. She didn't think
37 it was addressing the issue and wanted to discuss this area further.

38
39 Council Member Worel indicated she looked at Workforce Development on a broader
40 level, and talked about two new non-profits that were helping diverse people in the
41 workforce. Council Member Gerber stated that was a very specific group and could be
42 part of the inclusion category. She hoped to discuss low and living wages and
43 opportunities for this specific group.

Mayor Beerman agreed Childhood Care should be in Regular Services. He thought Waste and Recycling Services should also be under Regular Services. He thought Workforce Development should stay open for innovative opportunities that would address community needs. Council Member Gerber thought low wages and workforce development were two different things. Council Member Joyce explained an RFP would be crafted and the requirements could be defined as Council wished. Briggs stated he could come back to Council once the categories were solidified. Mayor Beerman summarized Council favored Early Childhood Care be in Regular Services, as well as Waste/Recycling for a one or two year contract. Workforce Development would be worked out in small groups.

Briggs stated the Legal Mediation Services might be better suited in the Regular Services category as well, since it was helping clients with landlords and other things that had been going on for a long time. Council Member Joyce suggested leaving the Legal Mediation category for the small group discussion. The Council agreed.

REGULAR MEETING

I) ROLL CALL

Attendee Name	Status
Mayor Andy Beerman Council Member Max Doilney Council Member Becca Gerber Council Member Tim Henney Council Member Steve Joyce Council Member Nann Worel Matt Dias, City Manager Margaret Plane, Special Counsel Michelle Kellogg, City Recorder	Present
None	Excused

II) COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments:

Mayor and Council reviewed the events, activities and meetings they participated in since the last meeting.

Council Member Joyce discussed some opportunities for transportation planning. Alexis Verson stated she had a good conversation with Council Member Joyce and indicated it would be worth exploring bolder opportunities. Mayor Beerman suggested having a

work session on this topic at the next meeting. Council Member Henney asked to hear from staff on the top opportunities that staff thought would be viable.

Council Member Doilney thought there were walkability issues in the City and he hoped to have a discussion on that at a future meeting. Council Member Worel indicated Uber drivers were parking at the Library, and she requested signage or a form of enforcement to prohibit that. Mayor Beerman shared his experience in Courchevel, France, and stated he would follow up with a report on all that was learned from Park City's sister city.

Staff Communications Reports:

1. RAP Tax Grant Allocation and Award:

2. City Website Remodel 2020:

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

Mayor Beerman opened the meeting for any who wished to address Council on items not included on the agenda.

Jeff Creveling stated the Main Street Park at 149 Main Street was for sale and he indicated the City was not required to sell it. He reviewed the history of the property. He also noted there were several property gaps within the City limits and therefore many plat amendments had been recorded. The property lot lines adjoining the park were confusing and a property gap had no owner. He asserted City staff misled Council and he quoted from a meeting in June, 2019. He stated the majority of the surrounding owners wanted to keep the park.

Mayor Beerman closed the public input portion of the meeting.

IV) CONSIDERATION OF MINUTES

Consideration to Approve the City Council Meeting Minutes from January 16, 21, and 30, 2020 and February 6, 2020:

Council Member Worel referred to the January 16th minutes, Page Two, Line 21, and indicated it was the Ecker Hill Park and Ride, not Eccles. She also referred to the February 6th minutes, Page Two, Line 11, and noted the Library Board was working with Environmental Sustainability for ideas for Earth Day.

Council Member Worel moved to approve the City Council Meeting minutes from January 16, 21, and 30, 2020 and February 6, 2020 as amended. Council Member Gerber seconded the motion.

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, Henney, Joyce, and Worel

V) CONSENT AGENDA

1. Request to Authorize the City Manager to Execute the First Addendum to the Design Professional Services Agreement, in a Form Approved by the City Attorney, with Van Boerum & Frank Associates, Inc. (VBFA), for the 3Kings Water Treatment Plant (3KWTP) Energy Modeling Engineering Services in an Amount Not to Exceed \$70,650.00 :

2. Request to Authorize the City Manager to Enter into an Agreement with Cities Digital, Inc. (CDI) for Laserfiche Records Management Solution in an Amount Not to Exceed \$186,360.70, in a Form Approved by the City Attorney:

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

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, Henney, Joyce, and Worel

VI) NEW BUSINESS

1. Consideration to Approve Resolution 02-2020, a Resolution Proclaiming March, 2020, as Dental Health Month in Park City:

Aimee Armer, Peoples' Health Clinic, stated this resolution was important and would help make the community aware of the need for dental health for all. Council Member Worel read the resolution.

Mayor Beerman opened the meeting for public input. No comments were given. Mayor Beerman closed the public input portion of the meeting.

Council Member Gerber moved to approve Resolution 02-2020, a resolution proclaiming March, 2020, as Dental Health Month in Park City. Council Member Worel seconded the motion.

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, Henney, Joyce, and Worel

2. Consideration to Approve Ordinance No. 2020-13, an Ordinance Approving the 182 & 184 Daly Avenue Plat Amendment, Located at 182 and 184 Daly Avenue, Park City, Utah:

Hannah Tyler, Senior Planner, presented this item. She stated this plat amendment would split a lot to make a two-lot subdivision.

Mayor Beerman opened the public hearing.

Evan Jennings, a contractor, stated everyone on the street was angry and he suggested letting the area cool down and recover from all the construction.

Mayor Beerman closed the public hearing.

Council Member Joyce stated one thing to look at when talking about impacts to locals was construction impacts. He suggested having a discussion on construction mitigation.

Council Member Joyce moved to approve Ordinance No. 2020-13, an ordinance approving the 182 & 184 Daly Avenue Plat Amendment, located at 182 and 184 Daly Avenue, Park City, Utah. Council Member Doilney seconded the motion.

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, Henney, Joyce, and Worel

3. Consideration to Approve Ordinance 2020-14, an Ordinance Amending the Land Management Code of Park City, Amending Chapter 15-11 Historic Preservation:

Hannah Tyler stated there was a task force that discussed how to streamline the process of material deconstruction in historic preservation. These amendments would allow ordinary repairs and maintenance, repair/replace architectural details, and/or remove or replace non-historic elements, to be reviewed and approved by Planning staff. This got approved by the Historic Preservation Board (HPB). The HPB would still look at the permanent removal of historic material that could alter the site's integrity, character defining features, etc.

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

Council Member Joyce moved to approve Ordinance 2020-14, an ordinance amending the Land Management Code of Park City, amending Chapter 15-11 Historic Preservation. Council Member Worel seconded the motion.

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, Henney, Joyce, and Worel

4. Request to Approve the Disposition of City Property Located at 1333 Park Avenue, 1343 Park Avenue, and 1350 Woodside Avenue, and Authorize the City Manager to Enter into Sales Contracts with Qualified Buyers:

Jason Glidden stated these were two affordable housing units that had buyers. They were still working on a buyer for 1333 Park Avenue.

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

Council Member Henney moved to approve the disposition of City property located at 1343 Park Avenue and 1350 Woodside Avenue, and authorize the City Manager to enter into sales contracts with qualified buyers. Council Member Gerber seconded the motion.

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, Henney, Joyce, and Worel

5. 2020 Legislative Update:

Matt Dias, City Manager, reviewed bills that were important to the City. He reported there were no bills aimed at Park City, nor was there any legislation sponsored by the City. He was worried about a building code amendment that would allow a builder to sue a city/town for punitive damages from being denied a permit, if that permit was overturned in court. He discussed other bills regarding alcohol, vaping, TRT, etc.

Council Member Doilney asked for more information about the Mental Health Counselor Licensing Amendment that would let these professionals practice without having to go through the required education, training, etc.

Mayor Beerman stated he talked with Representative Quinn on HB 273 about Property Rights Ombudsman Amendments and he had some concern.

VII) ADJOURNMENT

VIII) PARK CITY HOUSING AUTHORITY MEETING

I) ROLL CALL

Attendee Name	Status
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Chair Andy Beerman Board Member Max Doilney Board Member Becca Gerber Board Member Tim Henney Board Member Steve Joyce Board Member Nann Worel Matt Dias, City Manager Margaret Plane, Special Counsel Michelle Kellogg, Secretary	Present
None	Excused

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

Chair Beerman opened the public hearing for matters not on the agenda. No comments were given. Chair Beerman closed the public hearing.

III) NEW BUSINESS

1. Consideration to Approve the Intermountain Healthcare Fourth Amendment to the Housing Mitigation Plan for Partial Fulfillment of Housing Obligations:

Rhoda Stauffer and Jason Glidden, Affordable Housing, and Morgan Busch and Bill Pidwell, IHC, were present for this item. Stauffer explained IHC had a future affordable housing obligation for anticipated expansion of its facility. Stauffer reviewed the options for employers to fulfill their affordable housing obligations and noted an Affordable Unit Equivalent (AUE) equaled 900 feet. She indicated the affordable housing plan needed to be in place before the conditional use permit was approved.

Board Member Joyce asked what the Planning Commission's response was. Stauffer stated when the Planning Commission approved IHC's additional density in October, 2019, they required that the affordable housing plan be amended and in place prior to the submission of a conditional use permit. Busch stated the Planning Commission wanted IHC to be committed to affordable housing.

Stauffer indicated 10 units of Rail Central were deed restricted and IHC wanted to buy the deed restrictions for the other 14 units as well as one unit of Claim Jumper Condominiums. Glidden indicated the contract would state that the employer could pay a master fee, similar to the deed restriction wording for the other units.

Board Member Gerber asked if the Claim Jumper Condo unit would be rented or sold if the deed restriction was placed on it. Pidwell stated it would continue to be rented. Glidden noted if it were sold, it would have to be sold to a qualified buyer. Council

Member Gerber asked if the proposed units met the City's energy standards. Stauffer stated one unit did, and if it was required, the other units would comply with energy upgrades. Board Member Gerber asked how the City would enforce or manage the condo unit. Stauffer stated the City would not manage the unit, but would oversee the deed restriction and have oversight of the affordability. Board Member Gerber asked how often the City was required to review its housing resolution. Glidden stated that was going to be a priority for him, and noted the resolution should be reviewed and updated every couple years.

Board Member Worel asked what the 24 Rail Central renters had to submit to the City every year. Stauffer stated the owners would have to submit a list of renters with their employer information.

Board Member Gerber asked who the master lease would go to. Glidden stated there wasn't a master lease currently, but they wanted that provision in the deed restriction in the event they wanted to enact it. It was indicated there was no pass through for HOA fees for the Claim Jumper Condo and the rent was fixed.

Chair Beerman opened the meeting for public input. No comments were given. Chair Beerman closed the public input portion of the meeting.

Board Member Joyce moved to approve the Intermountain Healthcare Fourth Amendment to the Housing Mitigation Plan for partial fulfillment of housing obligations as amended. Board Member Henney seconded the motion.

RESULT: APPROVED

AYES: Board Members Doilney, Gerber, Henney, Joyce, and Worel

IV) ADJOURNMENT

IX) PARK CITY REDEVELOPMENT AGENCY MEETING

I) ROLL CALL

Attendee Name	Status
Chair Andy Beerman Board Member Max Doilney Board Member Becca Gerber Board Member Tim Henney Board Member Steve Joyce Board Member Nann Worel Matt Dias, City Manager	Present

Margaret Plane, Special Counsel Michelle Kellogg, Secretary	
None	Excused

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

Chair Beerman opened the public hearing for matters not on the agenda. No comments were given. Chair Beerman closed the public hearing.

III) NEW BUSINESS

1. Consideration to Approve the Disposition of City Property Located at 1333 Park Avenue, 1343 Park Avenue, and 1350 Woodside Avenue, and Authorize the City Manager to Enter into Sales Contracts with Qualified Buyers:

Jason Glidden requested permission to sell two units of Woodside Phase I, but not 1333 Park Avenue.

Chair Beerman opened the public hearing. No comments were given. Chair Beerman closed the public hearing.

Board Member Gerber moved to approve the disposition of city property located at 1343 Park Avenue and 1350 Woodside Avenue, and authorize the City Manager to enter into sales contracts with qualified buyers. Board Member Joyce seconded the motion.

RESULT: APPROVED

AYES: Board Members Doilney, Gerber, Henney, Joyce, and Worel

IV) ADJOURNMENT

With no further business, the meeting was adjourned.

Michelle Kellogg, City Recorder



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

March 5, 2020

The Council of Park City, Summit County, Utah, met in open meeting on March 5, 2020, at 3:00 p.m. in the City Council Chambers.

Council Member Joyce moved to close the meeting to discuss property, personnel and litigation at 3:00 p.m. Council Member Gerber seconded the motion.

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, Henney, Joyce, and Worel

CLOSED SESSION

Council Member Henney moved to adjourn from Closed Meeting at 4:00 p.m. Council Member Gerber seconded the motion.

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, Henney, Joyce, and Worel

WORK SESSION

Senior Center Funding Discussion:

Jonathan Weidenhamer, Economic Development Manager, Jason Glidden, Affordable Housing Manager, and Jed Briggs, Budget Manager, were present for this item. Weidenhamer stated there would be a significant impact on the Woodside Park Phase II Affordable Housing Project if the senior center was not moved. After research and discussion, it was decided the City should build the center. There was \$1.8 million set aside for a senior center in the current budget and it would not compete with the affordable housing project. Briggs broke down the budget and indicated the entities contributing to the Redevelopment Agency (RDA) would stop by 2030. He discussed the \$22 million bond for the Woodside Project and stated current cost estimates for the project were almost \$28 million. The senior center location needed to be decided on before the Woodside Park Phase II planning could begin.

Council Member Joyce asked if Council would hear more about the cash flow from the City's other projects at the next meeting, and was told that would be discussed. Council

Member Joyce thought the Park City Mountain Resort (PCMR) expansion might have a positive financial impact in the coming years.

Council Member Gerber asked if the County had been approached with regard to sharing the cost for a new senior center. Weidenhamer stated the County had been asked, but they contributed \$100,000 in senior programs regionally with administrators and staff. They were also considering constructing a community services building by Home Depot. Council Member Joyce stated the County was over the senior programming and could be approached for expanded programming.

Council Member Worel favored moving forward with the senior recreation facility. Council Member Doilney stated the money was there and this was a good solution. Council Member Gerber requested information on affordable rental housing at the March 26th meeting.

Community Development Improvements Update:

Michelle Downard, Bruce Erickson, Dave Thacker and John Robertson, representing the Building, Planning, and Engineering (BPE) Departments, presented this item. Downard reviewed that in the past year, a task force was formed to improve the design review process. They were trying to keep a balance of preserving the historic integrity of the Historic District and its character while maintaining the livability of the community. She indicated staff put forth a lot of effort to implement administrative and legislative changes.

Council Member Henney stated people had been frustrated with the review process for many years. He asked for details on what had or would change. Erickson stated in the last four years several processes had been deregulated, including deconstruction, solar panels, and more. Council Member Henney hoped staff was excited for the deregulations.

Mayor Beerman stated he and Council Member Worel were part of the task force and indicated there were several builders who expressed their frustration. They were now happy with the changes that the City had implemented. Council Member Joyce congratulated the BPE team for streamlining the process. Council Member Doilney related that he was involved in a project, and access to staff was great.

Council Member Worel thanked Downard for facilitating the taskforce and bringing the right people to the table, noting it had been a very positive experience. Downard stated everyone on the taskforce was a professional in some form. They had individuals with many different perspectives which had helped in developing solutions.

Zero Waste Policy Discussion:

1 Luke Cartin, Environmental Sustainability Manager, presented this item and indicated
2 Park City was on the Carbon Disclosure Project (CDP) "A" List for cities progressing
3 with environmental sustainability. He reviewed other communities adopting the City's
4 net zero goal for 2030, including Crested Butte and Jackson, Wyoming. According to a
5 2014 study, the City had 45% waste that was residential waste, and a 25% diversion
6 rate. Residential waste was managed by Summit County and the contract was effective
7 through the summer of 2022. There was currently no regulation on diversion from
8 construction, demolition, and deconstruction. He noted the City contracted for recycling
9 with the Historic Park City Alliance (HPCA).

10
11 Cartin defined zero waste as 90% waste that was diverted from a landfill. Circular
12 economy was defined as reusing products instead of recycling or disposing of them. He
13 reviewed some tools for success, including having a residential waste contract,
14 universal recycling ordinance, expanding the bag ban, construction and demolition as
15 well as deconstruction, HPCA contract, special events, waste characterization, digester,
16 composting commercial recycling, etc.

17
18 Cartin indicated the downtown Park City waste contract would expire this coming June.
19 He and Jonathan Weidenhamer were working on an RFQ to bring in a waste
20 professional to help with waste characterization, the current state of the City and best
21 practices. Ultimately, he hoped to incorporate policy direction with regard to food waste,
22 glass, recycling, etc. Staff would work with existing partners and a plan would be
23 implemented over time. He asked Council if they preferred a diversion rate goal or a
24 recycle goal and the timeframe for that goal.

25
26 Council Member Henney asked if the County would continue to do a baseline of service
27 and the City would do an elevated service within the City limits. Cartin stated that was
28 correct, and gave an example that the City could pass a mandated recycling ordinance
29 as part of an elevated action. Council Member Henney asked if some funding would be
30 returned to the City in the event that the City took on waste management. Cartin stated
31 waste was funded partially through property tax and franchise fees, and indicated he
32 would need to confirm with the Legal Department.

33
34 Council Member Doilney stated he looked for ways to set goals that would have the
35 largest impact and that would include the County. He asked how the City could lead by
36 example and take the County with it. Cartin noted the life of the landfill would be
37 extended because of recycling, which could be attractive to the County. Mayor Beerman
38 stated the County did not have zero waste as a priority.

39
40 Council Member Worel indicated there were a lot of moving parts to this plan. She
41 asked what the goal year should be. Cartin stated he would align it with the net zero
42 energy goal of 2030. Council Member Worel asked if there would be issues bringing the
43 tourists up to speed with the City's priority. Cartin thought an issue would be education.

1 Council Member Gerber asked what was being done with the products that residents
2 put out for recycling. Cartin stated China would no longer take cardboard and there
3 were other issues with the recycling industry. Council Member Gerber asked if the City
4 would be able to apply a universal recycling ordinance to HOAs and how that would be
5 enforced. Cartin referred to another city's policy that required multi-family units to
6 disclose their recycling programs and diversion rates, then code enforcement followed
7 up to ensure compliance. Council Member Gerber asked if any entrepreneurial
8 opportunities would arise from this reuse program. Cartin thought it would be great for
9 companies to look at their products as a circular use.

10
11 Council Member Joyce thought discussions could take place with the County that could
12 allow the City to move forward. The County carried the bulk of the waste issue. He was
13 also concerned with the resort user. Zero waste was a great goal and he favored efforts
14 that would move the City forward, but realized the magnitude of the goal.

15
16 Mayor Beerman stated the community wanted to pursue zero waste and the City was
17 reacting. He asked what the next steps should be. Council Member Gerber asked what
18 percentage of the waste contributed to the greenhouse gases, to which Cartin replied it
19 was five percent. Council Member Gerber noted the City's success with water
20 conservation. She asked if the City could create a waste incentive. Cartin discussed the
21 fee breakdown for some of these programs.

22
23 Mayor Beerman opened the meeting for public input.

24
25 Heather Currie stated she was at the Summit County meeting when the waste
26 management plan was discussed. Tim Loveday stated Park City had not called him and
27 he would love to discuss extending the life of the landfill.

28
29 Mayor Beerman closed the public input portion of the meeting.

30
31 Council Member Doilney favored forward movement in an aggressive manner. He didn't
32 want to wait for people to come around. Council Member Joyce thought each
33 department with a strategic pillar should come back in the order of priority with options
34 for moving forward. Dias stated Cartin had worked on this for a while. He didn't want to
35 wait for the strategic pillar discussion. Cartin stated the timing for this hinged on the
36 upcoming Historic Park City Alliance (HPCA) waste contract.

37
38 Mayor Beerman summarized the majority wanted to see this as a 2030 goal and
39 Council would discuss merging zero waste with the net zero energy goal at some point
40 in the future. Council Member Joyce was concerned that every one of the strategic
41 pillars wanted bold change, and he didn't want to consider them one by one. He
42 preferred to see options for all five and prioritize from the options given. Council
43 Member Gerber stated Cartin was only being asked to explore ideas and bring them

back to Council. Cartin stated the City would work with HPCA and other partners and collaborate.

Net-Zero Buildings Policy Discussion:

Luke Cartin, Environmental Sustainability Manager, and Kate Bowman, Utah Clean Energy, presented this item. Cartin stated a resolution focused on energy efficiency passed in 2017. He displayed a graph showing the design process of a new building project that would help reduce energy. Oversight would be during the construction process, and upon completion efficiencies would be monitored. He reviewed that a commercial scale solar farm would be functioning by 2022. He also indicated 23 Utah entities committed to a 2030 Utah community renewables program.

Cartin explained the export credit of rooftop solar valuation court hearing. Bowman stated this proceeding would be monitored and it would affect rooftop solar installed after 2021. She stated this was the cheapest new resource. Research was performed on solar farms versus rooftop solar. Benefits of rooftop solar included monthly savings on energy bills, using the roof space instead of taking up land, providing jobs, and battery storage for emergency backup power. Cartin stated every project would come before Council for approval. He asked if the policy should remain or be changed.

Council Member Doilney favored keeping the policy in place in order to have all the resources at the City's disposal. Council Member Joyce stated he wanted the most impact for the money spent. He stated utility solar was one sixth as expensive as rooftop solar. Since the infrastructure was already being installed, he wondered why the City would continue paying for rooftop solar. The City could take the money spent on rooftop solar and invest it in more utility solar farms. He used the City affordable housing as an example, and indicated those unit prices could be reduced if utility solar was used instead of rooftop solar panels.

Mayor Beerman asked if there was exposure on this project. Cartin talked about the bus barn and stated that project would probably never export energy. He thought other projects could export energy.

Council Member Henney asked if the current policy could address the concerns of Council Member Joyce. He noted all projects would come to Council for approval so there was flexibility. Cartin stated capital funds were used for rooftop solar and operating funds were used for utility solar, so that was one way to view the options. Council could also determine which facilities used which type of solar. Council Member Joyce liked having flexibility to pick the best option for each project. Cartin clarified the policy indicated the project would provide for rooftop solar, but Council could determine if they wanted to change it on a case-by-case basis.

REGULAR MEETING

I) ROLL CALL

Attendee Name	Status
Mayor Andy Beerman Council Member Max Doilney Council Member Becca Gerber Council Member Tim Henney Council Member Steve Joyce Council Member Nann Worel Matt Dias, City Manager Mark Harrington, City Attorney Michelle Kellogg, City Recorder	Present
None	Excused

II) SWEARING-IN CEREMONY

1. Swearing-In Ceremony for Police Officers Josh Bowers and Ryan Dunaway and Police Sergeant Clint Johnson:

Chief Carpenter introduced Officers Bowers and Dunaway, as well as Sergeant Johnson, and they were sworn in by Mayor Beerman.

III) COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments:

Mayor Beerman and the Council members reviewed the events, activities and meetings they participated in since the last meeting. Council Member Gerber asked Council to consider those City employees as well as community workers who needed to stay home because of the Coronavirus, but don't have sick leave. Mayor Beerman indicated he had offered the Council contingency fund for emergency situations.

Staff Communications Report:

1. Main Street Drop, Load, and Staging Zones Update:

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

Mayor Beerman opened the meeting for any who wished to address Council on items not included on the agenda.

Alison Kuhlrow, HPCA, commented on the Drop, Load, and Staging (DLS) zones. Staff wanted to expand the program and HPCA was supportive except for the proposal that

the east side of Main Street be DLS designated. Businesses had seen less foot traffic since this implementation. She requested paid parking until 5:00 p.m.

Council Member Joyce indicated the intent for the 15 minute parking was to drop off or pick up items at the businesses. He knew there was plenty of paid parking as well. He thought the trial should continue, with adjustments being made slowly until the program worked. Council Member Gerber stated much of the area was already 15 minute parking. She agreed with Council Member Joyce. Council Member Doilney stated there were a lot of factors, and decisions shouldn't be made based on the next few weeks.

Joe Butterfield stated another company owned Vail parking lots. He was concerned about the number of buses dropping off passengers. He felt it was Vail's responsibility to get the passengers to the base of the ski resort, not the City's responsibility. He thought the City was in a position to put pressure on Vail.

Council Member Joyce stated the company that bought the parking lot submitted an application to the City. The process was just beginning, but they would be responsible for their share of fixing the Deer Valley intersection. Butterfield thought a lot of time and money would be saved if the City would tell them how they wanted the design.

Mayor Beerman closed the public input portion of the meeting.

V) CONSIDERATION OF MINUTES

Consideration to Approve the City Council Meeting Minutes from February 13 and 14, 2020:

Council Member Gerber moved to approve the City Council Meeting minutes from February 13 and 14, 2020. Council Member Worel seconded the motion.

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, Henney, Joyce, and Worel

VI) CONSENT AGENDA

1. Request to Authorize the City Manager to Execute Contracts for Excavation and Water System Repair Services, in Forms Approved by the City Attorney, with Daley Excavators LLC, in an Amount Not to Exceed \$1,000,000; JWW Excavating Inc., in an Amount Not to Exceed \$200,000; and Newman Construction, Inc., in an Amount Not to Exceed \$200,000:

Council Member Henney stated this was an as-needed service and the money was appropriated as such.

Council Member Henney moved to approve the Consent Agenda. Council Member Doilney seconded the motion.

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, Henney, Joyce, and Worel

VII) OLD BUSINESS

1. Central Wasatch Commission Update:

Matt Dias introduced Blake Perez and Ralph Becker with the Central Wasatch Commission (CWC). Becker reviewed the history of the Mountain Accord which evolved into the Central Wasatch Commission. This entity was formed to add federal protections for the mountains, and provide solutions to the transportation issues for these mountain areas. The federal protections initiative was set aside for the time being as the transportation issues became the focus for the commission. He noted there were other issues that CWC worked on as well.

Funding for the CWC came from its nine members and the contributions ranged from \$100,000 to \$15,000, depending on the size of the entity. Mayor Beerman stated he and prior councils felt there was value in being a member of CWC.

Council Member Worel indicated the CWC's proposed budget was \$1 million less than last year's budget and asked if they could work on a smaller budget. Becker indicated the difference was because there was a reserve set up to be used for special projects. Council Member Joyce thought the main focus was Big and Little Cottonwood Canyons. He also saw the budget was three times what the organization needed. Becker explained traffic problems were on both sides of the mountains. CWC was trying to have a proposal that was coordinated and that would ultimately be a mountain transportation system. The region was interrelated and entities needed to work together.

With regard to the budget, Becker explained individual jurisdictions contributed approximately \$900,000. This year the budget reflected the amount it took to do the job. He wanted a year in reserve and the rest was to look for projects that could make a difference quickly. Mayor Beerman added the Legislature also gave money for the startup of the Commission. Becker stated there was \$600,000 set aside for one-time use. There was also UTA money that was transferred to CWC. Council Member Henney stated the budget report did not reconcile. He requested another discussion that included a budget explanation that accounted for all the funds. Mayor Beerman stated some 2016 and 2017 entity donations came in during 2018.

Council Member Joyce felt there were three issues: the budget issue, the City owing \$100,000 in membership dues, and the value in being a member. Mayor Beerman stated CWC was in the implementation phase and part of the funds would be spent in

1 the Wasatch Back. He also pointed to the Bonanza Flat fundraiser and noted it was
2 largely supported by CWC. There was also a Parley's study and the environmental
3 indicator, which would cover air quality, water quality, and more, so people could see
4 numbers on both sides of the mountain. The indicator would impact the Wasatch Back
5 recreation, forest fires, etc. He felt a mechanism was needed to connect the Wasatch
6 Front and Back and this was the mechanism.

7
8 Council Member Doilney agreed with the concerns, but he felt the relationships were
9 critical and noted they would be essential when the Olympics came back. The Council
10 noted that with the resolution of the budget fund balance question, they supported being
11 members of the CWC, although they didn't know what the appropriate level of
12 contribution would be at this time.

13
14 Mayor Beerman opened the meeting for public input. No comments were given. Mayor
15 Beerman closed the public input portion of the meeting.

16
17 **2. Consideration to Authorize the Mayor to Execute a Memorandum of Agreement**
18 **(MOA) between Park City Municipal Corporation and Empire Pass Master Owners**
19 **Association, in a Form Approved by the City Attorney:**

20 Hannah Tyler, Senior Planner, and Doug Olgilvie, Empire Pass Master Owners
21 Association (EPMOA), were present for this item. Tyler noted two edits to the MOA, the
22 first was adding Exhibit B, which was the agreement between the City and Deer Valley
23 regarding the Daly West site. Tyler indicated the Park City Museum requested their
24 name be removed from that agreement as well as to remove any reference to the
25 Community Development Director because that position no longer existed. The second
26 edit was that upon the approval of the MOA, staff would go to the Planning Commission
27 to have them amend Technical Report Six in order to add the 2019 Historic
28 Preservation Plan as an addendum so the conditions would be updated and part of the
29 record.

30
31 Mayor Beerman opened the meeting for public input.

32
33 Sally Elliott stated she attended the State of the City and listened to the Council's
34 resolve for bold actions. She encouraged Council to make bold amendments here and
35 thought the MOA was bad. She asserted if the Flagstaff agreement had been honored
36 20 years ago, this MOA wouldn't be necessary. She stated the Empire owners paid their
37 costs and it was appreciated. She reviewed the history of the preservation responsibility
38 of the City's mining heritage. She thought there should be more money given upfront
39 and the contract should be permanent, not just for 20 years.

40
41 Mayor Beerman closed the public input portion of the meeting.
42

1 Council Member Joyce asked what would happen at 20 years under this MOA.
2 Harrington stated this was a funding agreement, not a compliance agreement.
3 Negotiations could continue even with this MOA in place. This MOA was a step toward
4 compliance and was a makeup for nothing being done for 20 years. Staff felt this MOA
5 was better at getting something accomplished than an enforcement agreement. This
6 MOA would help get projects completed beginning this summer.

7
8 Council Member Gerber asked who would lead the projects and who would enforce
9 compliance. Harrington stated Empire Pass would be the lead and enforcement would
10 be tied to plat approvals.

11
12 Council Member Joyce stated the City was careful not to hold individuals accountable
13 for the noncompliance of other developers. Harrington stated the MOA gave the City
14 control, and the parties administering the funds were much more reachable in the terms
15 of this agreement. It was a better mechanism, but he couldn't forecast which developers
16 would have problems later on. Council Member Joyce expressed concern that Empire
17 Pass would be responsible when other parties, such as the museum were the experts
18 with regard to prioritizing projects and the best ways to manage restoration and
19 preservation. Harrington stated it was constructed in accordance with the law. There
20 was joint sign off authority with the Planning Director. There was the capability to go to a
21 different party. Tyler stated SWCA did a study in 2019 identifying the conditions and
22 recommendations. Every spring, staff would meet with the EPMOA to identify the sites
23 to target for the work for that year. The EPMOA would then do the work and staff would
24 inspect the project at completion.

25
26 Council Member Henney thought this was the best agreement the City would get. He
27 asked Harrington if this could help reach other parties that could contribute and work
28 toward a global resolution. Harrington stated this was part momentum and it was one
29 step closer to implementation. Hopefully more parties would participate as work moved
30 forward. Council Member Henney stated the disappointing part was that some key
31 partners were still dissatisfied with the MOA.

32
33 Don Roll stated he was happy with the current agreement to put the Daly West
34 Headframe back up. His frustration was that it was too little and too long. Mayor
35 Beerman stated the parties involved had changed three times since the 1998
36 agreement was signed. This was not perfect, but good forward movement. Roll was
37 grateful, but wished he had a seat at the table since he had a good idea of the priorities.

38
39 Mayor Beerman asked if Daly West Headframe could be prioritized over Judge.
40 Harrington stated money could not be spent on Daly West because they didn't have
41 consent from the owner. But if Deer Valley was successful in the real estate transaction,
42 it could be prioritized. Tyler indicated when staff prioritized, they considered that Daly

West had already fallen over, and they didn't want Judge to fall over. So efforts would be to prevent further deterioration.

Council Member Henney moved to authorize the mayor to execute a memorandum of agreement (MOA) between Park City Municipal Corporation and Empire Pass Master Owners Association, in a form approved by the City Attorney. Council Member Doilney seconded the motion.

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, Henney, Joyce, and Worel

VIII) NEW BUSINESS

1. Consideration to Approve Ordinance 2020-15, Amending Land Management Code § 15-7.1-7, Signatures and Recording of the Plat:

Rebecca Ward, Land Use Planner, stated this amendment would put the City in compliance with state code.

Council Member Joyce stated sometimes approved plats never got filed, and asked how that would work. Ward stated the state looked at plats that were recorded.

Mayor Beerman opened the public hearing. No comments were received. Mayor Beerman closed the public hearing.

Council Member Joyce moved to approve Ordinance 2020-15, amending Land Management Code § 15-7.1-7, Signatures and Recording of the Plat. Council Member Worel seconded the motion.

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, Henney, Joyce, and Worel

2. Consideration to Approve Ordinance 2020-16, an Ordinance Adopting an Adjusted Budget for FY 2020 for Park City Municipal Corporation and its Related Agencies:

Caitlyn Barhorst, Historic Preservation Planner, stated this amendment would update the budget policy that discussed the Historic Preservation Grant Program. Upon approval the Historic Preservation Board (HPB) would review the program. The funding sources included Main Street RDA - \$30,000 allocated, Lower Park - \$50,000 allocated, and General Fund - \$47,136 allocated.

Council Member Joyce reviewed the discussion that the City could only apply for grants if there was money left over. Tyler stated nothing had been decided, but that could be discussed. Council Member Gerber thought the City could use the money from the

1 emergency repair fund. Mayor Beerman stated the purpose of the program was to
2 protect historic structures, no matter who the applicant was. Council Member Joyce
3 struggled with competing for money with other people because the City would be the
4 judge and the applicant. He thought the purpose was to create money for people to use.

5
6 Bruce Erickson stated big projects could compete in the budgeting for outcomes
7 process. Emergency repairs was in a different category.

8
9 Mayor Beerman opened the public hearing.

10
11 Doug Stephens, Historic Preservation Board Chair, stated this project needed to be
12 rebranded. The program needed to get on its feet and members of the community
13 needed to be made aware of this resource.

14
15 Mayor Beerman closed the public hearing.

16
17 Tyler indicated there would be community outreach to make people aware of this grant
18 program.

19
20 Council Member Joyce moved to approve Ordinance 2020-16, an ordinance adopting
21 an adjusted Budget for FY 2020 for Park City Municipal Corporation and its related
22 agencies with the amendment that the City is only eligible for the emergency grant
23 funding. Council Member Gerber seconded the motion.

24 **RESULT: APPROVED**

25 **AYES:** Council Members Doilney, Gerber, Henney, Joyce, and Worel

26
27 **3. Consideration to Approve Resolution 03-2020, a Resolution Authorizing the**
28 **Sale and Issuance of up to \$10,200,000 General Obligation and Refunding Bonds,**
29 **Series 2020 of Park City, Utah; and Providing for Related Matters:**

30 Jed Briggs, Budget Manager, and Brian Baker with Zions Bank, were present for this
31 item. Briggs stated the bond would refund the 2009 and 2010 bonds and pay for
32 Armstrong Ranch pastures property that was purchased in 2019.

33
34 Council Member Joyce asked if the City should wait for a better rate or should the City
35 execute now. Baker stated time was an issue because they needed to get the bond on
36 the tax rolls for this year.

37
38 Mayor Beerman opened the public hearing. No comments were received. Mayor
39 Beerman closed the public hearing.

40
41 Council Member Gerber moved to approve Resolution 03-2020, a resolution authorizing
42 the sale and issuance of up to \$10,200,000 General Obligation and Refunding Bonds,

Series 2020 of Park City, Utah; and Providing for Related Matters. Council Member Doilney seconded the motion.

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, Henney, Joyce, and Worel

4. 2020 Legislative Update:

Matt Dias, City Manager, reviewed the current bills of interest to the City. He noted HB 273 - Property Rights Ombudsman Bill had been watered down and so the City was no longer concerned. The Transient Room Tax (TRT) bill proposed to reauthorize the proportion, so people could go after TRT. The City's lobbyist tried to put in a provision for the City to get some of the tax to address impacts of tourism. This bill got held up because the Park City Chamber had concern with it. Mayor Beerman thought those funds could have helped with City projects, but he knew the Chamber was trying to protect the businesses. Council Member Joyce asked if it was too late to lobby or if the Chamber changed its mind, could it move forward. Dias felt there was a possibility, but there were many things that would have to happen first, and he thought it was probably too late.

IX) ADJOURNMENT

With no further business, the meeting was adjourned.

Michelle Kellogg, City Recorder

Council Agenda Item Report

Meeting Date: March 19, 2020

Submitted by: Celia Peterson

Submitting Department: Sustainability

Item Type: Staff Report

Agenda Section:

Subject:

Request to Authorize the City Manager to Execute a Professional Services Agreement with The Electric Highway Co. for Installation of Electric Vehicle Charging Equipment on City Properties in a Form Approved by the City Attorney Not to Exceed \$59,820.00

Suggested Action:

Attachments:

[Electric Vehicle Charging Stations Contract Staff Report](#)

City Council Staff Report

Subject: Electric Vehicle Charging Equipment Award

Author: Celia Peterson

Department: Sustainability

Date: March 19, 2020

Type of Item: Administrative

Summary Recommendation

Authorize the City Manager to execute a contract to install 16 electric vehicle service equipment (EVSE) chargers, in a form approved by the City Attorney, with The Electric Highway Co., in an amount not to exceed \$59,820.00.

Background

- Transitioning to electric vehicles powered by renewable electricity is likely necessary to meet PCMC's goal of net-zero carbon by 2030.
- New locations for EV chargers are: the Bob Wells parking lot (4 charging points), the Flag Pole parking lot (4 charging points), the Ice Arena parking lot (4 charging points), and the Public Works parking garage (4 charging points).
- Fourteen new charging points were installed on City owned lots in November 2019. Locations include the Brew Pub parking lot (4 charging points), China Bridge (6 additional charging points, 2 already existed), and City Park (4 charging points). The Electric Highway Co installed the chargers.
- The RFP was sent to all Pre-Qualified Vendors by the State of Utah.
- After the first installation, staff determined that an additional sixteen chargers could be added without new electrical design or service contracts with Rocky Mountain Power.
- If approved, the chargers will be installed May 2020.
- The addition of sixteen chargers will bring the total on City property to thirty-two.

Funding Source

The Capital Budget request was approved on June 20, 2019, by City Council. In addition, City staff has secured funding from Rocky Mountain Power for 50% of charger installation costs, up to \$170,000. Thus far \$49,940 has been spent and \$78,898 remains in the account, not including Rocky Mountain Power incentive.

Council Agenda Item Report

Meeting Date: March 19, 2020

Submitted by: Brian Beckstrand

Submitting Department: Transit

Item Type: Staff Report

Agenda Section:

Subject:

Request to Authorize the City Manager to Purchase One (1) Transit F-350 V10 Support Truck and Three (3) Hybrid Support SUVs with Equipment at a Cost Not to Exceed \$31,700

Suggested Action:

Attachments:

[Transit Support Vehicles Staff Report](#)

[Exhibit A: RAV4 Hybrid State Contract Quote](#)

[Exhibit B: Ford F-350 State Contract Quote](#)



City Council Staff Report

Subject: Transit Support Vehicle Purchase
Author: Brian Beckstrand
Department: Transportation Department
Date: March 2, 2020
Type of Item: Consent Agenda

Summary Recommendation

Authorize the City Manager to purchase three (3) Toyota RAV4 Hybrid SUVs and one (1) F-350 V8 gas truck to expand the current Transit Safety support vehicle fleet. The current fleet is not sufficient for existing Transit needs and lacks capability for real-time emergency traffic safety control.

Executive Summary

Park City Transit is experiencing a shortage of support vehicles due to increased personnel, growing size of the fleet, and the repurposing of a repair support truck. The support truck was previously used for road call vehicle maintenance, but is now needed for transit system additional snow removal needs. While this repurposing benefits transit snow removal needs in shelters and bus stop areas, the reduced ability for road call response has continually been a concern.

The purchase of a support repair truck, and three (3) hybrid SUVs with amber light bars and radios, will allow better response to emergency contingencies with standard safety equipment and higher visibility.

With the recent shift of Transit Supervisor responsibilities to be more involved in the field than in the office, the current support fleet is no longer sufficient. The current Transit fleet of support vehicles, which lack light bars for public identification and visibility, is no longer sufficient to maintain the same level of operations moving forward.

Adding hybrid support vehicles will help us meet our sustainability goals, but there are no available electric or hybrid trucks that can meet the rigorous requirements for a support work truck capabilities. The support truck will be equipped with an air compressor and welder to provide road call assistance for field repairs. These field repairs are necessary more often given the growth of our bus fleet and the high expectation of the public and City and County Council.

Fortunately, Federal 5311 grant money is available and programmed to reduce the costs to PCMC. Staff determined the estimated total cost of the local match is \$31,700. The Federal match is \$126,800, for a total price of \$158,500.

Department Review

The City Manager's Office the City Attorney's Office and Transit have reviewed this Staff Report. The purchase will be made on the Utah State Vehicle contract. The State Vehicle Contract fulfills competitive bidding requirements. The Sustainability Department has reviewed this support and has signed off on this purchase.

Funding Source

The \$31,700.00 will be covered by a combination of local mass transit sales tax, business license fees, and resort city sales tax.

Standard Features

2020 - 4444 - RAV4 HYBRID XLE AWD SUV - CVT-E - Cont Variable Trans

- **MECHANICAL & PERFORMANCE**

- 2.5L 4-Cylinder Engine 219 Combined Net Horsepower
- Electronic Continuous Var. Tran. (ECVT)
- Electronic On-Demand All-Wheel Drive

- **SAFETY & CONVENIENCE**

- Toyota Safety Sense 2.0: Pre-Collision Sys w/ Pedestrian Detection, Full-Speed Range Dynamic Radar Cruise Control, Lane Departure Alert w/ Steering Assist, Lane Tracing Assist, Automatic High Beams, Road Sign Assist
- STAR Safety System: VSC, TRAC, ABS, Elect Brake-Force Distribution, Brake Assist & Smart Stop Technology
- Backup Camera
- 8 Airbags
- LATCH-Lower Anchor & Tether for Children
- Blind Spot Monitor w/ Rear Cross-Traffic Alert

- **EXTERIOR**

- LED Projector Headlights
- LED Daytime Running Lights
- 17-in. Five-Spoke Silver Alloy Wheels

- **INTERIOR**

- Audio - 7" Touch-Screen, 6 Speakers, Hands-Free Bluetooth Phone/Music, USB Media Port, 4 USB Charge-Ports, SiriusXM w/ 3-Month All Access Trial, Android Auto & Apple CarPlay Compatible
- Dual Zone Auto A/C w/ Rear Vents
- Fabric Seats w/ Power Driver's Seat
- Smart Key System w/ Push Button Start
- For Full Product Details, Please Visit Toyota.com/RAV4

NOTE: Standard features are based on information available when this page was posted and are subject to change without notice.

Factory Accessories

FE - 50 State Emissions

CY - XLE Weather Package - Includes Heated Leather-Trimmed Steering Wheel, Heated Front Seats, & Rain- Sensing Variable Intermittent Windshield Wipers w/ De-Icer Function

Post Production Options

2T - All Weather Floor Liners and Cargo Tray

Per the State Contract the above equipped vehicle price is \$27,524.66.

Prepared for: John Perrce, Park City
Office: 435-615-5342
Email: jpearce@parkcity.org

2020 F-350 Chassis 4x4 SD Regular Cab 169" WB DRW XL (F3H)

Price Level: 25



Client Proposal

Prepared by:
Jim Elliott
Office: 801-362-1261
Date: 01/13/2020



Prepared for: John Perrce

Park City

Prepared by: Jim Elliott

01/13/2020



Ken Garff Ford | 597 East 1000 South American Fork Utah | 840033372

2020 F-350 Chassis 4x4 SD Regular Cab 169" WB DRW XL (F3H)

Price Level: 25

Pricing Summary - Single Vehicle

MSRP*Vehicle Pricing*

Base Vehicle Price	\$39,460.00
Options & Colors	\$4,145.00
Upfitting	\$0.00
Destination Charge	\$1,595.00

Subtotal	\$45,200.00
-----------------	--------------------

*Pre-Tax Adjustments***Description**

State/ Government Discount AV2528 Ken Garff Ford American Fork	-\$11,268.00
--	--------------

Subtotal	\$33,932.00
-----------------	--------------------

*Sales Taxes***Description**

State Fee	\$84.83
-----------	---------

Subtotal	\$34,016.83
-----------------	--------------------

*Post-Tax Adjustments***Description**

Fuel	\$45.00
------	---------

Total	\$34,061.83
--------------	--------------------

Customer Signature_____
Acceptance Date

Prepared for: John Perrce

Park City

Prepared by: Jim Elliott

01/13/2020

Ken Garff Ford | 597 East 1000 South American Fork Utah | 840033372

**2020 F-350 Chassis 4x4 SD Regular Cab 169" WB DRW XL (F3H)**

Price Level: 25

As Configured Vehicle

Code	Description	MSRP
Base Vehicle		
F3H	Base Vehicle Price (F3H)	\$39,460.00
Packages		
640A	Order Code 640A <i>Includes:</i> - Transmission: TorqShift 10-Speed Automatic Includes selectable drive modes: normal, tow/haul, eco and deep sand/snow. - 3.73 Axle Ratio - GVWR: 14,000 lb Payload Package - Wheels: 17" Argent Painted Steel Hub covers/center ornaments not included. - Radio: AM/FM Stereo w/MP3 Player Includes 4 speakers. - SYNC Communications & Entertainment System Includes enhanced voice recognition, 911 Assist, 4.2" LCD center stack screen, AppLink, 1 smart-charging USB-C port and steering wheel audio controls.	N/C
Powertrain		
99N	Engine: 7.3L 2V DEVCT NA PFI V8 Gas	\$1,705.00
44G	Transmission: TorqShift 10-Speed Automatic <i>Includes selectable drive modes: normal, tow/haul, eco and deep sand/snow.</i>	Included
X37	3.73 Axle Ratio	Included
STDGV	GVWR: 14,000 lb Payload Package	Included
Wheels & Tires		
TBM	Tires: LT245/75Rx17E BSW A/T	\$165.00
64K	Wheels: 17" Argent Painted Steel <i>Hub covers/center ornaments not included.</i>	Included
Seats & Seat Trim		
1	Cloth 40/20/40 Split Bench Seat <i>Includes center armrest, cupholder, storage and driver's side manual lumbar.</i>	\$100.00
Other Options		
PAINT	Monotone Paint Application	STD
169WB	169" Wheelbase	STD

Prepared for: John Perrce

Park City

Prepared by: Jim Elliott

01/13/2020

Ken Garff Ford | 597 East 1000 South American Fork Utah | 840033372

**2020 F-350 Chassis 4x4 SD Regular Cab 169" WB DRW XL (F3H)**

Price Level: 25

As Configured Vehicle (cont'd)

Code	Description	MSRP
STDRD	Radio: AM/FM Stereo w/MP3 Player <i>Includes 4 speakers. Includes: - SYNC Communications & Entertainment System Includes enhanced voice recognition, 911 Assist, 4.2" LCD center stack screen, AppLink, 1 smart-charging USB-C port and steering wheel audio controls.</i>	Included
90L	Power Equipment Group <i>Deletes passenger side lock cylinder. Includes upgraded door-trim panel. Includes: - Accessory Delay - Advanced Security Pack Includes SecuriLock Passive Anti-Theft System (PATS) and inclination/intrusion sensors. - Trailer Tow Mirrors w/Power Heated Glass Includes manual telescoping, heated convex spotter mirror and integrated clearance lamps/turn signals. - MyKey Includes owner controls feature. - Power Front Side Windows Includes 1-touch up/down driver/passenger window. - Power Locks - Remote Keyless Entry</i>	\$915.00
473	Snow Plow Prep Package <i>Includes pre-selected springs (see Order Guide Supplemental Reference for springs/FGAWR of specific vehicle configurations). Note 1: Restrictions apply; see Supplemental Reference or Body Builders Layout Book for details. Note 2: Also allows for the attachment of a winch.</i>	\$250.00
86M	Dual 78 AH Battery	\$210.00
67B	397 Amp Alternator	\$115.00
52B	Trailer Brake Controller <i>Includes smart trailer tow connector. Verified to be compatible with electronic actuated drum brakes only.</i>	\$270.00
872	Rear View Camera & Prep Kit Upfitters kit includes camera with mounting bracket, 14' jumper wire and camera mounting and aiming instructions. Kit requires video display option to be added to unit. Reference order guide for additional information. Related option content: 872, 585 and 96V. <i>Includes loose camera and wiring bundle.</i>	\$415.00

Emissions

425	50-State Emissions System	STD
-----	---------------------------	-----

Interior Colors

1S_02	Medium Earth Gray	N/C
-------	-------------------	-----

Primary Colors

Z1_01	Oxford White	N/C
-------	--------------	-----

Prepared for: John Perrce

Park City
Prepared by: Jim Elliott
01/13/2020



Ken Garff Ford | 597 East 1000 South American Fork Utah | 840033372

2020 F-350 Chassis 4x4 SD Regular Cab 169" WB DRW XL (F3H)

Price Level: 25

As Configured Vehicle (cont'd)

Code	Description	MSRP
SUBTOTAL		\$43,605.00
Destination Charge		\$1,595.00
TOTAL		\$45,200.00

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.

Prepared for: John Perrce

Park City

Prepared by: Jim Elliott

01/13/2020



Ken Garff Ford | 597 East 1000 South American Fork Utah | 840033372

2020 F-350 Chassis 4x4 SD Regular Cab 169" WB DRW XL (F3H)

Price Level: 25

Major Equipment

(Based on selected options, shown at right)

7.3L V-8 OHV w/SMPI 350hp

TorqShift 10 speed automatic w/OD

- * 4-wheel ABS
- * Traction control
- * Battery with run down protection
- * Air conditioning
- * AM/FM stereo with seek-scan, external memory control
- * Daytime running
- * Variable intermittent wipers
- * Dual front airbags w/passenger cancel
- * SecuriLock immobilizer
- * Message Center
- * Cloth seats
- * Front axle capacity: 6000 lbs.
- * Front spring rating: 5200 lbs.
- * Frame section modulus: 12.7 cu.in.
- * Cab to axle: 84"

Exterior: Oxford White

Interior: Medium Earth Gray

- * Brake assistance
- * LT 245/75R17 E BSW AT S-rated tires
- * Firm suspension
- * Tinted glass
- * Bluetooth streaming audio
- * Dual power remote heated mirrors
- * 17 x 6.5 steel wheels
- * Driver and front passenger seat mounted side airbags
- * Tachometer
- * Reclining front split-bench seats
- * Audio control on steering wheel
- * Rear axle capacity: 10400 lbs.
- * Rear spring rating: 10040 lbs.
- * Frame Yield Strength 50000 psi
- * Axle to end of frame: 47.2"

Fuel Economy

As Configured Vehicle

MSRP

STANDARD VEHICLE PRICE	\$39,460.00
Order Code 640A	N/C
Transmission: TorqShift 10-Speed Automatic	Included
3.73 Axle Ratio	Included
GVWR: 14,000 lb Payload Package	Included
Wheels: 17" Argent Painted Steel	Included
Monotone Paint Application	STD
169" Wheelbase	STD
Radio: AM/FM Stereo w/MP3 Player	Included
50-State Emissions System	STD
SYNC Communications & Entertainment System	Included
Engine: 7.3L 2V DEVCT NA PFI V8 Gas	\$1,705.00
Power Equipment Group	\$915.00
Accessory Delay	Included
Advanced Security Pack	Included
Trailer Tow Mirrors w/Power Heated Glass	Included
MyKey	Included
Power Front Side Windows	Included
Power Locks	Included

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.

Prepared for: John Perrce

Park City

Prepared by: Jim Elliott

01/13/2020



Ken Garff Ford | 597 East 1000 South American Fork Utah | 840033372

2020 F-350 Chassis 4x4 SD Regular Cab 169" WB DRW XL (F3H)

Price Level: 25

City
N/A



Hwy
N/A

As Configured Vehicle

MSRP

Remote Keyless Entry Included

Tires: LT245/75Rx17E BSW A/T \$165.00

Snow Plow Prep Package \$250.00

397 Amp Alternator \$115.00

Dual 78 AH Battery \$210.00

Trailer Brake Controller \$270.00

Rear View Camera & Prep Kit \$415.00

Oxford White N/C

Medium Earth Gray N/C

Cloth 40/20/40 Split Bench Seat \$100.00

SUBTOTAL **\$43,605.00**

Destination Charge \$1,595.00

TOTAL **\$45,200.00**

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.

Council Agenda Item Report

Meeting Date: March 19, 2020

Submitted by: Heinrich Deters

Submitting Department: Sustainability

Item Type: Ordinance

Agenda Section:

Subject:

Consideration to Adopt Resolution 04-2020, a Resolution Adopting the 2020 City Property Disposition List
(A) Public Hearing (B) Action

Suggested Action:

Attachments:

[2020 Park City Property Disposition List Staff Report](#)

[Exhibit A: 2020 Disposition Resolution](#)



City Council Staff Report

Subject: 2020 City Property Disposition Resolution

Author: Heinrich Deters

Department Sustainability

Date: March 19, 2020

Type of Item: Administrative

Recommendation

Review and adopt the attached Resolution on the possible disposition of City-Owned property. (Exhibit A)

Background

Each year, City Council adopts a strategic plan for City-owned parcels with development potential. The intent of the plan is to provide transparency and available parcels for potential municipal purposes or disposition.

A property strategic plan for City-owned parcels enables staff and the Council to:

- 1) use basic, centralized management standards and prioritization for assets that are otherwise managed by various departments of the City;
- 2) identify long term planning strategies or options, and
- 3) establish some degree of predictability for property owners adjacent to municipal property.

Additionally, the disposition list and associated resolution constitutes public notice that the properties listed may be intended for sale or trade if noted and the City Council may consider the best possible terms of a potential transaction in closed session if necessary pursuant to state law.

Park City Municipal owns numerous parcels, ranging greatly in acreage and use. These parcels include large open space properties restricted by deed restrictions and conservation easements, all the way to small remnant parcels, real property and dedicated rights of way and various easements. This strategic plan is for property with development and/or lease potential only. Identifying certain properties for possible use for municipal needs, including public works facilities, water facilities and snow storage is a long term planning priority as demands for City services increase, and potential property availability decreases. Conversely, implementing Council goals and capital projects, such as affordable housing initiatives or carbon sequestration, may be better or more efficiently achieved by selling, leasing or providing easements on city-owned property, to a third party or otherwise transferring property to another nonprofit or government entity.

The potential uses identified in the list are intentionally broad and in no way binds Council to future decisions. Prior to action taken with any of the properties identified within the list, staff and Council would adhere to public notification standards for Disposals of Significant Parcels of Real Property as required by State Code and Municipal Code § 2-3-11. Staff anticipates updating the list more frequently as the City continues to acquire locations for affordable housing and transportation projects.

ATTACHMENTS

A-2020 Disposition Resolution

Exhibit A- Draft Resolution No. 04-2020

A RESOLUTION ADOPTING THE 2020 CITY PROPERTY DISPOSITION LIST

WHEREAS, the City owns numerous properties with possible uses and/or development potential that may be utilized to attain community goals;

WHEREAS, on-going strategic planning of municipal assets is in the best interest of the public;

WHEREAS, City Council's goal for an engaged and informed citizenry is a product of transparent government and public notification;

WHEREAS, the growing demand for City services and ability to implement Council's critical goals is subject to continual evaluation of asset management.

NOW, THEREFORE BE IT RESOLVED by the City Council of Park City, as follows:

SECTION 1. CITY PROPERTY DISPOSITION LIST. Park City adopts the 'Property disposition list' as attached hereto as Exhibit A.

This Resolution hereby constitutes public notice that the properties listed herein are intended for sale if so noted and the City Council may meet in closed session as allowed by state law to discuss the best possible terms of a potential sale. Any final approval of a sale by the City Council must be done at a regular, open meeting.

SECTION 2. EFFECTIVE DATE. This Resolution shall take effect upon adoption.

PASSED AND ADOPTED this 19th day of March, 2020.

PARK CITY MUNICIPAL CORPORATION

Mayor Andy Beerman

Attest:

Michelle Kellogg, City Recorder

Approved as to form:

Mark D. Harrington, City Attorney

Exhibit A- March 2020 City Property list (updates reflected in red)

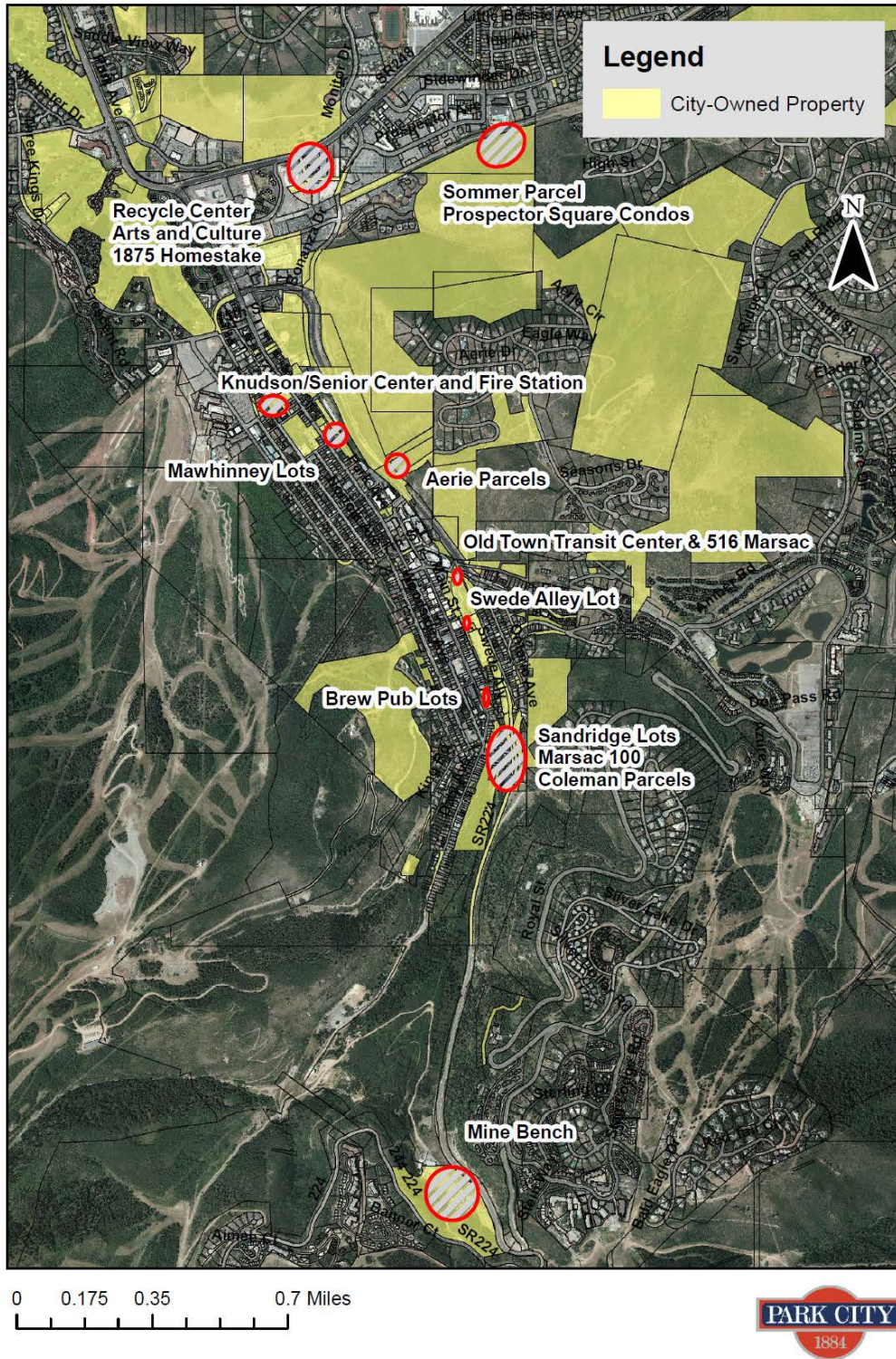
2019 City Property Disposition Resolution	
Property/Parcels/Acres	Potential Use
Bango-Wortley/Gordo Parcels PC-9-95-X, PC-9-95-M-X, PC-9-95-J-X, PC-9-95-F-X, PC-9-95-G-X, PC-9-95-H-X, PC-9-95-L-X, PC-9-95-K-X, PC-9-95-1-X, PC-9-95-B-X, PCA-95-A-X (approx. 14 acres)	Hold/Sell/Trade/Lease; PW Storage; Municipal Facility; Inside Soils Ordinance; Affordable Housing
Woodside/Empire/Lowell NGS-2-X, PC-98-X, PC- 322-X, PC-325-X, PC-364-B-X (.07 acre)	Hold/Trade/Sell/Lease/Easements
1875 Homestake Lot 1 of Yard Subdivision, YARD- 1 (approx. 2 acres)	Hold/Trade/Sell/Lease/Easements; Transportation facility; Affordable Housing; City Facility; Arts and Culture
7700 Marsac Ave. Mine Bench Part of S-46 and S-98 (29.06 acres)	Hold/Trade/Sell/Lease/Public Works/Parking/ Affordable Housing/Special Events
516 Marsac OA-2-X (.05 acre)	Hold/Trade/Sell/Lease/Easements/Transit Housing
Park and Ride SS-87 (16.25 acres)	Hold/Sell/Trade/Lease; Recreation; City Facilities; Open Space; Special Events
Brew Pub Parking Lots PC-263-X, PC-264-1-X, PC- 265-X, PC-266-X, PC-563-X, PC-261-B-X, PC-563-A-X (.5 acre)	Hold/Trade/Sell/Lease; Parking; Park; Inter-modal municipal oriented transit, Affordable Housing; Public Gathering Space/Plaza; Inside Soils Ordinance
Old Town Transit Center Marsac Transit Center Sub., PC-476-A-X, PC-476-B-X, PC-730-B-X, PC-426-X, PC-730-A-X (approx. 4 acres)	Hold/Lease; Inter-modal transit oriented use (multi-modal transportation/housing); Inside Soils Ordinance
SR-224 Kiosk (.44 acres)	Hold/Sell/Trade/Lease; Transportation; Trailhead Parking
Mawhinney Lots SA-369-X, SA-370-X, SA-371-X, SA-372-X, SA-360-A-X (1.5 acre)	Hold/Sell/Trade/Lease; Skate Park; Parking; City Park; Affordable Housing; Inside Soils Ordinance; Senior/Community Center

Swede Alley/Main Street Lot MPS-3-AM-X, PC- 304-A-X, PC-730-S-X, CARR-B-X, PC-127-X, PC-305-X, MAR-SWED-300-X, PC-147-X, PC-148-C-X (.4 acre)	Hold/ Sell/Trade/Lease; Parking; Park; Main Street Improvements
Arts and Culture Properties PSA-46-A, PSA-46-RE-B, PSA-46-RE-C, PCA-110-G-1-X, PCA-110-G-3, PCA-110-G-2-A, KBC-A, KBC-B, SA-109-G-X	Hold/Sell/Trade/Lease; Arts and Culture, parking, Affordable housing
North 40 Parking area PCA-98-C-1-X (73 acres)	Hold/Sell/Trade/Lease; Recreation, Affordable Housing, Parking; Trails
IHC Lot 5 IHPCMC-5-2AM-X (15 acres)	Hold/Sell/Trade/Lease; Recreation; Trails, City Facilities
IHC Lot 4 IHPCMC-4-2AM-X (2.5 acres)	Hold/Sell/Trade/Lease/Easements; Recreation, City/ Public Facilities
Naniola/Kivett SS-29-C-X, SS-21-A-X (60 acres)	Hold/Sell/Trade/Lease; Agriculture, City Facility, Trails
1353 & 1333 Park Ave. Fire Station/Miners Hospital/City Park SA-273-X, SRNYK-2-X (.5 acre)	Hold/Sell/Trade/Lease; Lower RDA Plan Development; partially inside soils ordinance. Senior/Community Center
Knudson (portions of SA-200, SA-201, SA-202-A-1) 14,624 sq/ft. per purchase agreement), SA-402-C-X	Hold/Sell/Trade/Lease; Lower RDA Plan Development, Affordable Housing
1361 Woodside Ave. Senior Center and parking SA-265-A-X , SA-277-278-X , SA-278-1-X (2 acres)	Hold/Sell/Trade/Lease; Lower RDA Plan Development, Affordable Housing
1951 Woodbine Way Recycling Center/BoPa SS- 224-X, SA-224-Z-X (.5 acre)	Hold/Sell/Lease/Trade; Affordable Housing, Transportation
Pace Parcels SS-28-A-1-X, SA-28-A-X (110 acres)	Hold/Sell/Trade/Lease; Open Space; Recreation; Snow Storage; Municipal Facility; Agricultural
Sandridge Parcels PC-730-2-X, PC-730-G-X (2 acres)	Hold/Sell/Trade/Lease; Parking; Multi-modal; Inside Soils Ordinance; Affordable Housing
Marsac 100 PC-430-R, portions of PC-730 and PC-S-46-B (2.27 acres)	Hold/Sell/Trade/Lease; Affordable Housing
Prospector Square Units #100-103, 105, 107, 108, 111-115, 117, 119-121, 123, 125, 133, 135, 137, 141, 201	Hold/Sell/Trade/Lease; Transit Housing
PC Heights Parcel (24 acres)	Hold/Sell/Trade/Lease/Easements; Open Space; Recreation; Snow Storage; Agricultural; City Facility

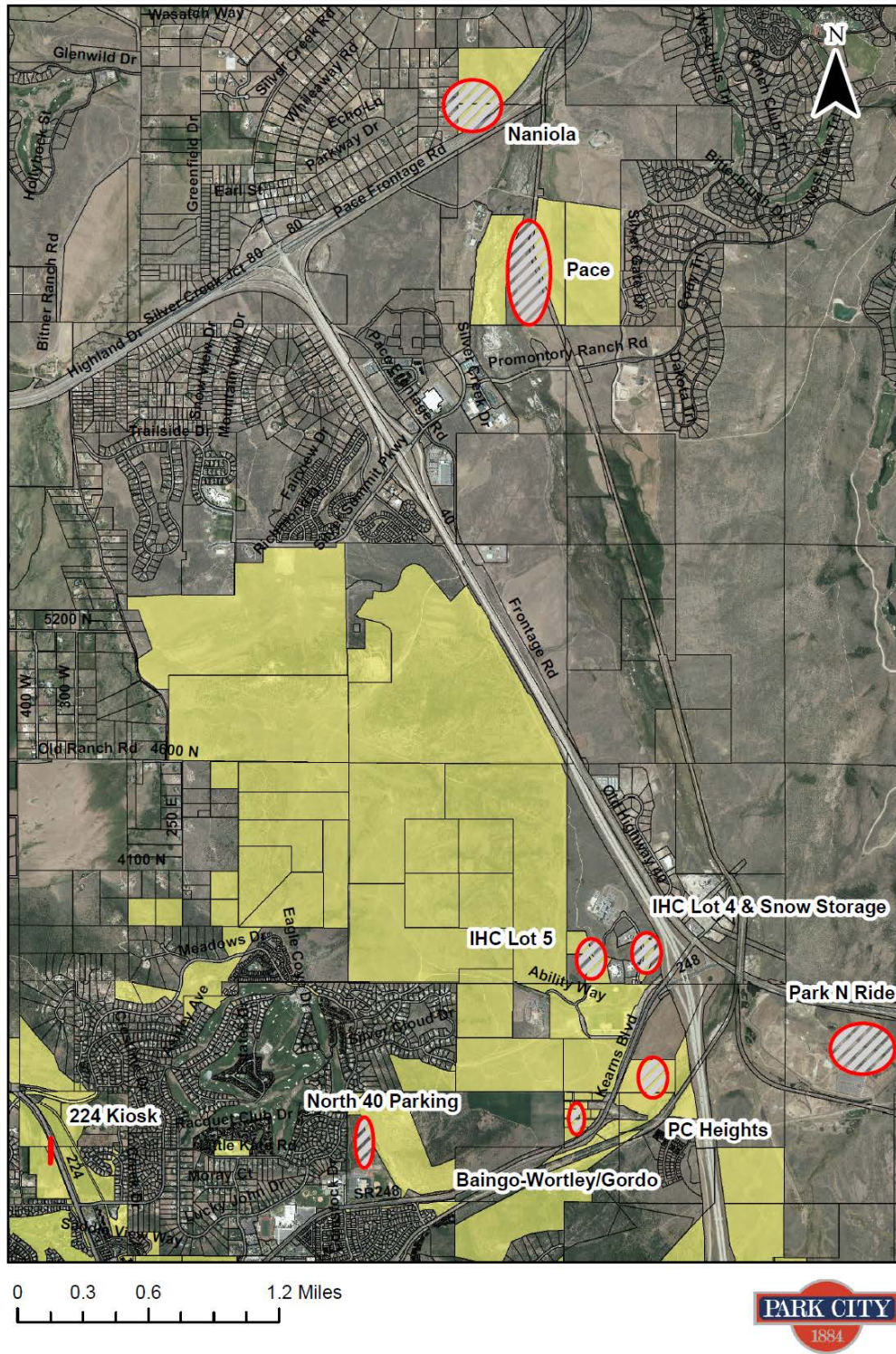
Olympic Plaza (.3 acres) SA-224-H-1-X, SCCS-D-X	Hold/Sell/Trade/Lease; Walkability and UDOT projects/ Affordable Housing
SR-224 Parcels SA-224-L-9-X, SA-224-L-8-X, SA- 224-L-10-X, SA-254-1-X, PAL-1-A-X	Hold/Sell/Trade/Lease/Easements; Walkability and UDOT projects
Daly Parking PC-259-X	Hold/Sell/Trade/Lease/Easements
Ontario Remnants PC-509-X, PC-440-B, PC-440-B	Hold/Sell/Trade/Lease/Easements
Wyatt Earp Prospector Park PCA-3-3107-PC-X, PCA-98-B-X	Hold/Sell/Trade/Lease/Easements
Silver Summit Water Tank SS-57-2-A	Hold/Sell/Trade/Lease/Easements
Woodside Gulch PC-S-55-X	Hold/Sell/Trade/Lease/Easements
Sommer Parcel PCA-3-3000 (14.35 acres)	Hold/Sell/Trade/Lease/Easements; Open Space, Affordable Housing/ City Facility
Snow Storage Parcel SS-65-A-X-X (.78 acre)	Hold/Trade/Lease/Easements; Snow Storage, Special Event Parking
City Open Space Properties	Open Space/Agricultural/Recreational/Special Event/Filming Leases consistent with property conservation easements, funding or deed restrictions
8789 Marsac Avenue #EHU	Hold/Sell/Trade/Lease
Coleman Parcels PC-261-A-X, PC-224-B-X (9.06 acres)	Hold/Sell/Trade/Lease/Easements/ Encroachments; Open Space; Parks
Aerie Entry Parcels SA-400-2, SA-400-C (4.72 acres)	Hold/Sell/Trade/Lease/Easements/ Encroachments; Affordable Housing; Open Space
City Rights of Way as noted in Streets Master Plan	Hold/Sell/Trade/Lease/Easements
City Prescriptive Easements	Hold/Trade/Lease/Easements

Exhibit B & C- Property Maps

2020 City-Owned Disposition Properties I

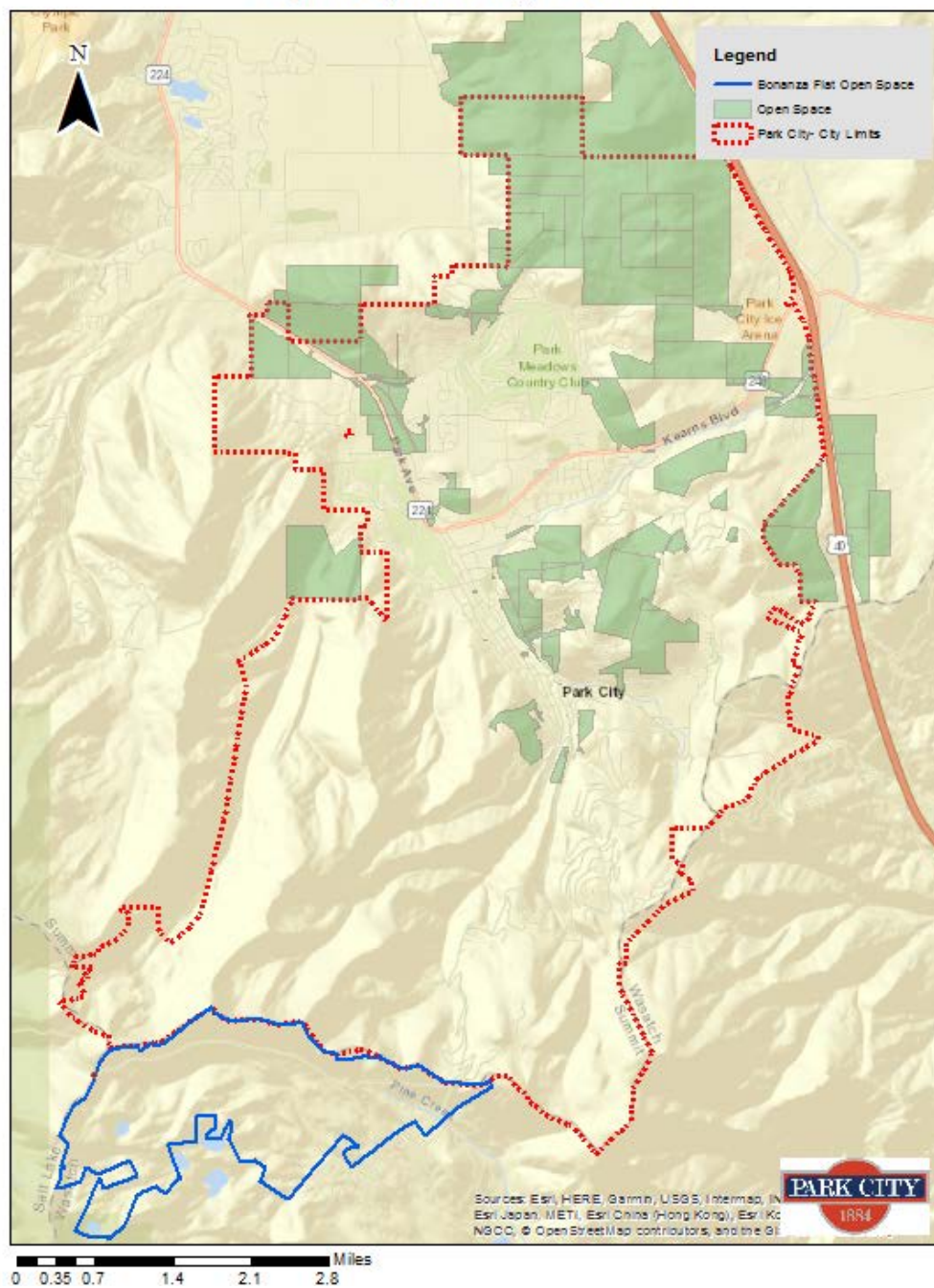


2020 City-Owned Disposition Properties II



Open Space Map

Open Space August 2018



Council Agenda Item Report

Meeting Date: March 19, 2020

Submitted by: Michelle Kellogg

Submitting Department: Executive

Item Type: Ordinance

Agenda Section:

Subject:

Consideration to Approve Ordinance 2020-17, an Ordinance Amending the Municipal Code of Park City: Title 2, Chapter 2, Section 5, Election Qualifications
(A) Public Hearing (B) Action

Suggested Action:

Attachments:

[Filing Fee Code Amendments Staff Report](#)

[Exhibit A: Code Amendments with Registered Voter Signature Requirement](#)

[Exhibit B: Code Amendments with Resident Signature Requirement](#)

[Exhibit C: January 9, 2020 Council Meeting Staff Report](#)



City Council Staff Report

Subject: Municipal Election Candidate Filing Fee
Author: Michelle Kellogg, City Recorder/Election Official
Department: Executive
Date: March 19, 2020
Type of Item: Legislative

Recommendation

Authorize a code amendment to implement filing fees for persons declaring candidacy for mayor or council in municipal elections.

Background

At City Council's request, on January, 9, 2020, staff presented the pros and cons of implementing a filing fee for municipal elections. In response, Council requested a code amendment to assess a \$150 filing fee for mayoral candidates and a \$100 fee for city council candidates, with a fee waiver if at least 100 signatures of Park City registered voters were collected. Two code amendment options have been attached for Council's consideration regarding the signature collection. Exhibit A is the code amendment requiring the signatures of Park City registered voters. The signatures will be verified at the Summit County Clerk's office. Exhibit B is the code amendment requiring the signatures of Park City residents who are 18 years old or older. Of the three cities in Utah that currently have a signature collection option, two cities require signatures from residents who are 18 years old or older and one city requires signatures from registered voters.

Staff recommends amending the City code to assess a filing fee and waiver provision for individuals declaring candidacy. The amendment will be effective upon publication and it is anticipated the fees and/or signature requirements will be implemented beginning June 1-7, 2021, which is the filing period for the next Municipal Election. The fee schedule will be update during the budget process June, 2020.

Department Review

Executive and Legal

Funding Source

Implementing a filing fee would not affect the budget.

Attachments

Exhibit A: Code Amendments with Signature Requirements from Registered Voters
Exhibit B: Code Amendments with Signature Requirements from Residents
Exhibit C: January 9, 2020 Council Meeting Staff Report

Ordinance No. 2020-17

**AN ORDINANCE AMENDING THE MUNICIPAL CODE OF PARK CITY: TITLE 2,
CHAPTER 2 SECTION 5 ELECTION QUALIFICATIONS**

WHEREAS, Park City does not require a filing fee to declare candidacy for its municipal election;

WHEREAS, the City Council supports assessing a \$150 filing fee for mayoral candidates and a \$100 fee for city council candidates, with a fee waiver for candidates who prefer to collect 100 signatures of Park City registered voters;

WHEREAS, implementing a filing fee or signature gathering process can assess a candidate's engagement and desire to participate in the election process;

WHEREAS, City Council seeks a candidate filing process that is open to all who are interested in serving the community by running for mayor or city council;

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF PARK CITY, UTAH THAT:

Title 2, Chapter 2, Section 5 of the Municipal Code is amended to read as outlined in Exhibit A. This Ordinance shall become effective upon publication.

PASSED AND ADOPTED this 19th day of March, 2020.

PARK CITY MUNICIPAL CORPORATION

Mayor Andy Beerman

Attest:

Michelle Kellogg, City Recorder

Approved as to form:

Margaret Plane, Special Counsel

Exhibit A:

Park City Municipal Code Title 2 Administration Section 2-2 Municipal Government Chapter 2-2-5 Election Qualifications

A. An ~~person~~ individual seeking to become a candidate for mayor or council shall file a declaration of candidacy with the City Recorder during office hours and not later than 5:00 p.m. between June 1 and June 7 of any odd numbered year, together with the associated filing fee. When June 7 is a Saturday, Sunday, or holiday, the filing time shall be extended until 5:00 p.m. on the following regular business day.

~~A.B.~~ An individual may become a candidate if: ~~at the time of filing a declaration of candidacy or submittal of nomination petition shall:~~

1. the individual is a registered voter;
2. the individual has ~~resided~~ ~~have been a resident of~~ ~~within~~ the City for at least 365 consecutive days immediately before the date of the election, or a resident of a recently annexed area of the City for at least 365 days before the date of the election; ~~and~~

C. In accordance with Utah Constitution, Article IV, Section 6, a mentally incompetent individual, or an individual convicted of a felony, or an individual convicted of treason or a crime against the elected franchise, may not hold office until the right to hold office is restored under Utah law.

~~B.D.~~ An individual seeking to become a candidate must, at the time of filing a declaration of candidacy, either:

1. Pay the filing fee:
 - a. \$150 Mayoral filing fee; or
 - b. \$100 Council filing fee; or
2. Submit a nomination petition signed by at least 100 voters who are registered to vote in Park City.

E. Nomination petitions must be submitted in person on a form provided by the City Recorder, which must include:

1. language that those signing the petition nominate the individual as a candidate in the upcoming City election;
2. the printed names, signatures, addresses, zip code, and phone numbers of those signing the petition; and
3. a signed statement that the candidate has gathered the required number of signatures.

F. The City Recorder shall provide the candidate a receipt for the submission and a copy of the submission for the candidate's records. Upon submission, the City Recorder will

submit the signatures to the Summit County Clerk's office to be verified no later than five calendar days after the close of the filing period.

G. A declaration of candidacy or nomination petition is valid unless a person files a written objection with the City Recorder before 5:00 p.m. within five days after the last day for filing.

1. If an objection is made, the City Recorder shall:

a. Deliver notice of the objection to the affected candidate immediately; and

b. Decide any objection within 48 hours after it is filed.

2. If the City Recorder sustains the objection, the candidate may correct the problem by amending the declaration or petition within three days after the objection is sustained or by filing a new declaration within three days after the objection is sustained.

3. The City Recorder's decision upon objections to form is final.

4. The City Recorder's decision upon substantive matters is reviewable by a court of competent jurisdiction.

~~C.~~H. A candidate who qualifies for the ballot may withdraw as a candidate by filing a written affidavit with the City Recorder.

~~D.~~I. Each City Council member of the City shall maintain residency within the incorporated boundaries of the City during their term of office.

~~E.~~J. If a City Council member is absent from the City any time during their term of office for a continuous period of more than sixty (60) days without the consent of the City Council, their office is automatically vacant.

Ordinance No. 2020-17

**AN ORDINANCE AMENDING THE MUNICIPAL CODE OF PARK CITY: TITLE 2,
CHAPTER 2 SECTION 5 ELECTION QUALIFICATIONS**

WHEREAS, Park City does not require a filing fee to declare candidacy for its municipal election;

WHEREAS, the City Council supports assessing a \$150 filing fee for mayoral candidates and a \$100 fee for city council candidates, with a fee waiver for candidates who prefer to collect 100 signatures of Park City residents who are 18 years old or older;

WHEREAS, implementing a filing fee or signature gathering process can assess a candidate's engagement and desire to participate in the election process;

WHEREAS, City Council seeks a candidate filing process that is open to all who are interested in serving the community by running for mayor or city council;

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF PARK CITY, UTAH THAT:

Title 2, Chapter 2, Section 5 of the Municipal Code is amended to read as outlined in Exhibit A. This Ordinance shall become effective upon publication.

PASSED AND ADOPTED this 19th day of March, 2020.

PARK CITY MUNICIPAL CORPORATION

Mayor Andy Beerman

Attest:

Michelle Kellogg, City Recorder

Approved as to form:

Margaret Plane, Special Counsel

Exhibit A:

Park City Municipal Code Title 2 Administration Section 2-2 Municipal Government Chapter 2-2-5 Election Qualifications

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~~A.B.~~ An individual may become a candidate if: ~~at the time of filing a declaration of candidacy or submittal of nomination petition shall:~~

1. the individual is a registered voter;
2. the individual has resided ~~have been a resident of~~ within the City for at least 365 consecutive days immediately before the date of the election, or a resident of a recently annexed area of the City for at least 365 days before the date of the election; and

C. In accordance with Utah Constitution, Article IV, Section 6, a mentally incompetent individual, or an individual convicted of a felony, or an individual convicted of treason or a crime against the elected franchise, may not hold office until the right to hold office is restored under Utah law.

~~B.D.~~ An individual seeking to become a candidate must, at the time of filing a declaration of candidacy, either:

1. Pay the filing fee:
 - a. \$150 Mayoral filing fee; or
 - b. \$100 Council filing fee; or
2. Submit a nomination petition signed by at least 100 Park City residents who are 18 years old or older.

E. Nomination petitions must be submitted in person on a form provided by the City Recorder, which must include:

1. language that those signing the petition nominate the individual as a candidate in the upcoming City election;
2. the printed names, signatures, addresses, zip code, and phone numbers of those signing the petition; and
3. a signed statement that the candidate has gathered the required number of signatures.

F. The City Recorder shall provide the candidate a receipt for the submission and a copy of the submission for the candidate's records.

G. A declaration of candidacy or nomination petition is valid unless a person files a written objection with the City Recorder before 5:00 p.m. within five days after the last day for filing.

1. If an objection is made, the City Recorder shall:

a. Deliver notice of the objection to the affected candidate immediately; and

b. Decide any objection within 48 hours after it is filed.

2. If the City Recorder sustains the objection, the candidate may correct the problem by amending the declaration or petition within three days after the objection is sustained or by filing a new declaration within three days after the objection is sustained.

3. The City Recorder's decision upon objections to form is final.

4. The City Recorder's decision upon substantive matters is reviewable by a court of competent jurisdiction.

~~C.~~H. A candidate who qualifies for the ballot may withdraw as a candidate by filing a written affidavit with the City Recorder.

~~D.~~I. Each City Council member of the City shall maintain residency within the incorporated boundaries of the City during their term of office.

~~E.~~J. If a City Council member is absent from the City any time during their term of office for a continuous period of more than sixty (60) days without the consent of the City Council, their office is automatically vacant.



City Council Staff Report

Subject: Municipal Election Candidate Filing Fee
Author: Michelle Kellogg, City Recorder/Election Official
Department: Executive
Date: January 9, 2020
Type of Item: Administrative

Recommendation

In response to a City Council request, consider the pros and cons of Declaration of Candidacy filing fees prior to the 2021 Municipal Election for Mayor and City Council seats.

Background

Elected officials and city recorders throughout Utah have expressed concerns that some individuals declare candidacy for municipal elections primarily to promote their personal or professional interests, rather than to meaningfully seek elected office. Running for elected office should be available to all qualified individuals, but elections come at a cost to the candidates, supporters, City, and ultimately the taxpayers.

Currently, Park City does not require a filing fee to declare candidacy for its municipal election. Seven individuals declared candidacy during Park City's 2019 election cycle, causing the City to hold a Primary Election in order to narrow the field of candidates to six (twice the number of open seats on the City Council). Although campaigning is not required, running for office reflects an ethic and sense of commitment to the election process. The Election Officer/City Recorder encourages City Council to consider a process that is open to all who are interested in serving the community by running for mayor or city council, yet at the same time avoids devoting staff time and City resources on candidates who file and don't meaningfully participate in the process.

Park City spent \$13,935.08 for the Primary Election, which included newspaper notices, ballots, postage, a recount fee and the election workers' time. The General Election cost \$9,448.30. These amounts do not include City and County staff time. The Primary Election cost is approximately \$4,500 higher than the General Election cost because Park City was the only city in Summit County that held a Primary. Therefore, the County Clerk held Park City responsible for all the newspaper notices, which the County paid for in the General Election. Also, approximately 800 ballots were returned as "undeliverable" during the Primary Election, and those names were removed from the

voter registration file. This resulted in ballots and postage fees savings of \$1,300 for the General Election.

Other jurisdictions have implemented a filing fee or signature gathering process to assess a candidate's engagement and desire to participate in the election process. The Utah Municipal Clerks Association performed a survey at the beginning of 2019, asking city recorders and town clerks in Utah if their entities imposed filing fees. Exhibit A shows the results of that survey. Of the cities and towns that responded, 28 municipalities assess a filing fee. It was noted that Riverdale, Salt Lake City, and Taylorsville reduced or waived the filing fee if the candidate collected a certain number of signatures from registered voters. Filing fees were also higher for mayoral candidates than they were for council candidates in Midvale, Orem, Provo, and Salt Lake City.

State law delineates candidacy fees for federal, state, and county elections, but [legislators left it to municipalities](#) to determine whether to impose a fee, and if so, how much. For example, candidates running for county elected office have a filing fee of \$50 plus 1/8 of 1% of the total salary for the full term of office legally paid to the person holding the office for all other federal, state, and county offices, which usually totals \$250-\$300.

It is proposed to charge a filing fee or require a signature collection that demonstrates commitment by the candidate.

Alternatives for City Council to Consider

Alternative 1: Assess a \$150 filing fee for mayoral candidates and a \$100 fee for city council candidates, with a fee waiver if 100 signatures of Park City registered voters (2% of current registered voters) are collected.

Pros

- a. Paying a filing fee or collecting the required number of signatures is an indicator of the candidate's commitment to the election process.
- b. This alternative takes the City's social equity priority into consideration by allowing an alternate way to file for office if an individual does not have the ability or inclination to pay the filing fee.
- c. Having the different filing fees reflects the level of responsibility associated with each office.
- d. The filing fees are in line with federal, state, and county fees.

Cons

- a. A filing fee or signature collection could be a deterrent for some individuals considering a run for office.

Alternative 2: Assess a \$150 filing fee for mayoral candidates and a \$100 fee for city council candidates, without a fee waiver for petition signatures. The pros and cons are

the same as the above, although this alternative moves consideration of the City's social equity priority from a pro to a con.

Alternative 3 (Status Quo): If a filing fee is not implemented, there could be Primary elections from time to time with unengaged candidates.

Pros

- a. Individuals do not have any risk associated with running for election.

Cons

- a. Individuals do not have any risk associated with running for election.
This is a pro or a con depending on the perspective.

Staff recommends bringing an ordinance back to Council that amends the City code to assess a filing fee and waiver provision for individuals declaring candidacy.

Funding Source

Implementing a filing fee would not affect the budget.

Attachments

Exhibit A: Utah Cities that Assess Candidate Filing Fees

Council Agenda Item Report

Meeting Date: March 19, 2020

Submitted by: Margaret Plane

Submitting Department: Legal

Item Type: Ordinance

Agenda Section:

Subject:

Consideration to Approve Ordinance 2020-18, an Ordinance Amending the Municipal Code of Park City: Title 2, Chapter 3 Sections 2 and 5 Meetings; and Title 15, Chapter 12, Sections 13 and 14
(A) Public Hearing (B) Action

Suggested Action:

Attachments:

[Electronic Meetings Staff Report](#)

[Exhibit A: Electronic Meetings Ordinance](#)

City Council Staff Report



Subject: Electronic Meetings
Author: Margaret Plane, Special Counsel
Department: City Attorney's Office
Date: March 19, 2020
Type of Item: New Business

Summary Recommendations:

The City Council should consider amending the City Code and the Land Management Code to allow the City Council and the Planning Commission to hold electronic meetings under certain circumstances.

Analysis:

Under the Open and Public Meetings Act (OPMA), a public body may hold an electronic meeting if it has adopted an ordinance, rule, or resolution governing electronic meetings. [OPMA defines](#) an "electronic meeting" as a "public meeting convened or conducted by means of a conference using electronic communications."

During the COVID-19 emergency, the City wants to ensure that the public's business continues despite recommended social distancing. The proposed ordinance amendments allow electronic meetings, but require a quorum to be physically present at a single anchor location unless there is a local, State, or national proclamation of emergency. This provides some flexibility for these two bodies, but also recognizes the importance of in-person meetings for the public, members of the public bodies, and staff.

If the amendments are adopted, the City Council or Planning Commission could hold an electronic meeting by providing the required minimum of 24 hours' notice to the public and the members of the public body; a description of which members will be participating electronically; and a description of how the members will be attending electronically. OPMA also requires that the City provide space at an anchor location, in the building where the public body usually meets, to allow the public to monitor and participate in the meeting. A means for public comment must be provided.

During the current emergency, members of the public may be discouraged from gathering at an anchor location. The anchor location requirement could be suspended under [state law, Disaster Response and Recovery Act](#), during a declared emergency. In that case, other means for public participation should be provided to facilitate the City's commitment to transparency. Regardless, the City may wish to allow remote participation even if an anchor location is available. The IT Department is working to provide options to enable electronic meetings and public participation.

Questions for Council

Staff is looking for Council input on at least two issues:

- 1) Should City Code allow other public bodies to hold electronic meetings? If so, which bodies and under what circumstances?
- 2) What are Council's preferences for managing electronic meetings? The best solution may not be immediately available, but as we work through this, Council may have input on these recommendations for public participation in electronic meetings:

Recommendations for Public Comment

- The protocol that governs public hearings and public input during in-person public meetings should apply to electronic meetings.
- If an anchor location is provided, provide a conference phone to allow public input from those who physically attend. If the meeting is not telephonic, but is through a web-based meeting platform, provide a microphone or other means for public comment to be received.
 - The phone or meeting platform remains on mute until it is time for public comment. A moderator should be available to manage the phone.
- Consider providing an opportunity for public comment from those who are not present at the anchor location due to social distancing. These comments, like all comments, need to be documented and received only during the appropriate times on an agenda.
- Provide in the meeting notice:
 - how comments will be accepted (for example: via email to publiccomment@parkcity.org, Zoom, phone number, other);
 - whether there are limits on public comments (for example: word limits or time limits);
 - a reminder of the rules of decorum for public comment.

Exhibits

Exhibit A: Ordinance 2020—18 Amending Title 2 and Title 15 Electronic Meetings

Ordinance No. 2020-18

AN ORDINANCE AMENDING THE MUNICIPAL CODE OF PARK CITY: TITLE 2, CHAPTER 3 SECTIONS 2 & 5 MEETINGS; AND TITLE 15, CHAPTER 12, SECTIONS 13 & 14

WHEREAS, Park City values transparency and conducting the public's business in public meetings where actions are taken, and deliberations are conducted, openly;

WHEREAS, while the City Council and the Planning Commission convene in person, the Council recognizes that there may be circumstances where electronic meetings are necessary;

WHEREAS, when electronic meetings are used, the preference is that a quorum of the public body is physically present at a single anchor location;

WHEREAS, because of the current COVID-19 emergency, electronic meetings may be necessary to facilitate social distancing;

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF PARK CITY, UTAH THAT:

Title 2, Chapter 3, Sections 2 & 5, and Title 15, Chapter 12, Sections 13 & 14 of the Municipal Code are amended to read as outlined in Exhibit A. This Ordinance shall become effective upon publication.

PASSED AND ADOPTED this 19th day of March, 2020.

PARK CITY MUNICIPAL CORPORATION

Mayor Andy Beerman

Attest:

Michelle Kellogg, City Recorder

Approved as to form:

Margaret Plane, Special Counsel

Exhibit A:

Park City Municipal Code Title 2 Administration Section 2-3 City Council Procedure

2-3-2 Meetings

1. REGULAR MEETINGS. The City Council shall, by ordinance adopted at the beginning of the year, prescribe an annual meeting schedule with at least one regular meeting each month.
2. SPECIAL MEETINGS.
 1. If at any time the business of the City requires a special meeting of the City Council, such meeting may be ordered by the Mayor or any two (2) members of the City Council. The order shall be entered in the minutes of the City Council. The order shall provide at least three (3) hours' notice of the special meeting and notice thereof shall be served by the City Recorder or Clerk on each member of the City Council who did not sign the order by delivering the notice personally or by leaving it at the Council member's place of residence. The personal appearance by a member of any specially called meeting constitutes a waiver of the notice required in this section.
 2. No business shall be transacted at any special meeting of the City Council unless it has been stated in the notice of such meeting. Any business which may lawfully come before a regular meeting may be transacted at a special meeting.
 3. RECONSIDERATION. Any action taken by the City Council shall not be reconsidered or rescinded at any special meeting unless the number of members of the City Council present at the special meeting is equal to or greater than the number of members present at the meeting when the action was approved.
3. ELECTRONIC MEETINGS. The City Council may convene and conduct an electronic meeting only if a quorum of the Council is physically present at a single anchor location. However, if a proclamation of local, State or national emergency is in effect, a quorum is not required to be physically present at a single anchor location in order for an electronic meeting to be held. The meeting should be conducted and notice must be given in accordance with U.C.A. §52-4-207, as amended.

2-3-5 Meetings To Be Public

1. All meetings and business of the City Council shall be conducted only in open meeting and in compliance with the provisions of U.C.A. Title 52, Chapter 4, Open and Public Meetings Act.
2. With the exception of an emergency meeting, the City Council may not consider a topic in an open meeting that is not:

1. listed under an agenda item that provides reasonable specificity to notify the public as to the topics to be considered at the meeting. Each topic must be listed under an agenda item on the meeting agenda; and
 2. included with the advanced public notice in accordance with this section.
 3. A topic not listed on the open meeting agenda that is raised during an open meeting may be discussed but no final action may be taken by the public body during that meeting.
- 3.
1. A meeting that is open to the public includes a workshop or an executive session of a public body in which a quorum is present, unless closed in accordance with this chapter.
 2. A workshop or an executive session of a public body in which a quorum is present that is held on the same day as a regularly scheduled public meeting of the public body may only be held at the location where the public body is holding the regularly scheduled public meeting unless:
 1. the workshop or executive session is held at the location where the public body holds its regularly scheduled public meetings but, for that day, the regularly scheduled public meeting is being held at a different location;
 2. any of the meetings held on the same day is a site visit or a traveling tour and in accordance with this chapter, public notice is given;
 3. the workshop or executive session is an electronic meeting conducted according to the requirements of [City Code 2-3-2 U.C.A. §52-4-207, as amended](#); or
 4. it is not practicable to conduct the workshop or executive session at the regular location of the public body's open meetings due to an emergency or extraordinary circumstances.

Park City Municipal Code
Title 15 Land Management Code
Section 15-12 Planning Commission

15-12-13 Quorum Requirement

The Commission shall not conduct any business at a meeting ~~without unless~~ a quorum ~~is present~~. A quorum shall consist of a majority of the appointed members of the Commission, including the Chair for computation purposes.

15-12-14 Voting And Electronic Meetings

- A. Actions of the Commission pass by majority vote. A majority is a simple majority of those members ~~present at participating in~~ the meeting and entitled to vote on the matter under consideration. The vote of the Chair shall be counted only when he or she votes in order to break a tie vote of the other Commission members. The Commissioner elected Chair Pro Tem shall, at all times, be entitled to cast his or her vote as a member of the

Commission, including those occasions on which he or she is acting as Chair Pro Tem. All votes shall be a simple majority.

B. The Planning Commission may convene and conduct an electronic meeting only if a quorum of the Planning Commission is physically present at a single anchor location. However, if a proclamation of local, State or national emergency is in effect, a quorum is not required to be physically present at a single anchor location in order for an electronic meeting to be held. The meeting should be conducted and notice must be given in accordance with U.C.A. §52-4-207, as amended.