



**PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
March 17, 2022**

PUBLIC NOTICE IS HEREBY GIVEN that the City Council of Park City, Utah will hold its regular 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 17, 2022. To participate virtually, follow the public meeting information at www.parkcity.org.

WORK SESSION

2:00 p.m. - Community Housing Update and Policy Discussion

[Community Housing Staff Report](#)
[Exhibit A: Park City Housing Needs Assessment 2021](#)
[Exhibit B: Housing Presentation 3-17-22](#)

5:00 p.m. - Break

5:15 p.m. - Discuss Planning Applications Moratorium

[Moratorium Staff Report](#)

REGULAR MEETING - 6:00 p.m.

I. ROLL CALL

II. PRESENTATION

1. Olympics Presentation by Myles Rademan

III. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments

Staff Communications Reports

1. Use of Arts District for Special Events
[Art District Special Events Use Report](#)
2. January 2022 Budget Monitoring Report, Grant Notification, and Sales Tax Memo

[January 2022 Budget Staff Report](#)
[Exhibit A: January Revenue](#)
[Exhibit B: January Expenses](#)
[Exhibit C: Sales Tax Memo](#)
3. Adjusted Council Packet Publishing Day

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

V. CONSIDERATION OF MINUTES

1. Consideration to Approve the City Council Meeting Minutes from February 17 and March 3, 2022
[February 17, 2022 Minutes](#)
[March 3, 2022 Minutes](#)

VI. CONSENT AGENDA

1. Request to Authorize the City Manager to Execute a Construction Agreement with Geneva Rock Products, Inc. to Construct the Rossie Hill Reconstruction Project, in a Form Approved by the City Attorney, Not to Exceed \$2,150,363.50
[Rossie Hill Project Staff Report](#)
[Exhibit A: Proposed Construction Award](#)
[Exhibit B: Geneva Rock Products Bid](#)
[Exhibit C: GRP Rossi Hill Construction Agreement](#)
[Exhibit D: Old Town Improvement Study](#)
2. Request to Authorize the City Manager to Enter into a Professional Services Agreement with VCBO in an Amount Not to Exceed \$66,000 for PC MARC Conceptual Design and Cost Estimate and for Master Planning of the Park City Sports Complex
[Master Plan Staff Report](#)
[Exhibit A: VCBO Proposal](#)
[Exhibit B: VCBO Fee Proposal](#)

VII. NEW BUSINESS

1. Short Range Transit Plan Project Update
(A) Public Input
[Short Range Transit Plan Staff Report](#)
[Exhibit A: Average Daily Boardings](#)
[Exhibit B: Regional Travel Patterns](#)
[Exhibit C: Local Travel Patterns](#)
[Exhibit D: Transit Dependence Index](#)

VIII. ADJOURNMENT

IX. PARK CITY HOUSING AUTHORITY MEETING

I. ROLL CALL

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

III. NEW BUSINESS

1. Consideration to Approve the Plan to Fulfill the Affordable Housing Obligation Generated by the Proposed Sommet Blanc Development Project
(A) Public Hearing (B) Action
[Sommet Blanc Housing Authority Staff Report](#)
[Exhibit A: Sommet Blanc Housing Mitigation Plan](#)
[Exhibit B: Sommet Blanc CUP](#)

IV. ADJOURNMENT

A majority of City Council members may meet socially after the meeting. If so, the location will be announced by the Mayor. City business will not be conducted. Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the City Recorder at 435-615-5007 at least 24 hours prior to the meeting. Public comments can be accepted virtually. To comment virtually, use eComment or raise your hand on Zoom. Written comments submitted before or during the meeting will be entered into the public record, but will not be read aloud. For more information on participating virtually and to listen live, please go to www.parkcity.org.

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

Council Agenda Item Report

Meeting Date: March 17, 2022

Submitted by: Michelle Kellogg

Submitting Department: Community Development

Item Type: Work Session

Agenda Section: WORK SESSION

Subject:

2:00 p.m. - Community Housing Update and Policy Discussion

Suggested Action:

Receive the informational community housing presentation and provide the Housing Team with policy direction regarding various aspects of the Park City Housing Program.

Attachments:

[Community Housing Staff Report](#)

[Exhibit A: Park City Housing Needs Assessment 2021](#)

[Exhibit B: Housing Presentation 3-17-22](#)

City Council Staff Report

Subject: Housing Work Session
Author: Housing Team
Department: Housing
Date: March 17, 2022
Type of Item: Administrative



Recommendation

Receive the informational community housing presentation and provide the Housing Team with policy direction regarding various aspects of the Park City Housing Program.

Executive Summary

Park City is amid an affordable housing crisis, and the Vision 2020 process demonstrated that residents believe housing affordability is one of the highest policy priorities for our municipal government. As a follow-up to the City Council's Annual Retreat, this report builds on the in-depth presentation on the status of the housing crisis in Park City and provides possible strategies moving forward. In addition, the Housing Team requests that the City Council provide direction on several key policy questions, including:

- Should the City continue to prioritize investment in the community and affordable housing?
- Should the City continue to diversify its approach to developing community and affordable housing?
- Where should community and affordable housing be located? Does Council seek to expand the geographic area beyond PCMC boundaries? If so, under what circumstances?
- Should the City continue to target 15% of its workforce living in Park City as our goal? (Creating a unit goal. For example, the 800 units by 2026).
- Should the City continue to evaluate and consider updating the governance model of the Park City Housing Authority?

Background

The Housing Team has identified several key areas where policy direction from City Council is needed. Below is a brief overview of each area that will be discussed in greater detail during the work session (Exhibit B).

2021 Housing Study

Every five years, the State of Utah requires City/towns to update their Housing Needs Assessments. The Assessment is required as part of Park City's Annual Housing Needs & Plan, which the City Council formally adopts and is submitted to the State Department of Workforce Services each December. The last Assessment was completed in 2017 and was the foundation of the current housing goal.

Recently, the City hired James Wood and Associates to complete a new Park City 2021 Housing Assessment (Exhibit A). The Housing Team will provide an overview of the study, its key findings, and summarize how the housing situation in Park City has changed since 2017.

Housing Goal

Park City adopted a goal to produce 800 new deed-restricted housing units by 2026. That goal was based upon 15% of our workforce being able to live in town. However, the recent housing study demonstrates Park City is falling short of that goal, that the need is growing considerably, and the City's housing goal will need to be adjusted to keep pace.

Housing Resolution

The Housing Team reviews the Housing Resolution each year to ensure we have the most aggressive and up to date regulations in Utah. The last update was conducted in 2021. The housing team is working to provide a list of recommendations to update (employee generation tables, fee-in-lieu calculations, and participant qualifications).

Housing Authority

As requested by Council, the Housing Team is assessing alternative governance structures for the Park City Housing Authority. As part of the assessment process, the Housing Team researched over fifty communities with housing authorities and found that many other peer communities throughout the Mountain West operate at a regional level or separate from their City Council and Mayor. The Housing Team will present preliminary findings and seek direction on continued evaluation next steps.

Potential Housing Tools

Park City has the most aggressive housing program in the State of Utah. Our regulations include the most progressive inclusionary zoning requirement, the municipality constructs its own affordable housing projects as the developer, the municipality purchases units from the private market, and amendments are frequently made to the Land Management Code to incentivize private sector development of affordable housing.

However, these initiatives are just the start of what the City could add to its toolbox to promote affordable housing. The Housing Team will present additional tools for consideration, such as a buy-down program, a shared equity program, and a rent to own program. Like any complex and expensive initiative, a financial evaluation matrix was created to help Council prioritize which tools and funding levels derive the most beneficial outcomes.

Housing Construction and Development

The Housing Team has several City-owned properties under development analysis that are feasible for development or working to make shovel-ready. These include three City-owned properties; Mine Bench, Woodside Park Phase 2, and the Homestake

parcel. In the near term, the Housing Team needs confirmation and direction to move forward with each project, particularly regarding the Homestake project. The Homestake project is arguably the closest thing we have to our next project. We are aware of discussions regarding a neighborhood plan that would delay further progress.

During the work session, we aim to solidify Council direction on these parcels so we can prioritize our work plans.

Attachments

Exhibit A 2021 Park City Needs Assessment

Exhibit B Housing Program Work Session Presentation

Prepared for:

Park City
Community
Development

PARK CITY'S HOUSING NEEDS ASSESSMENT 2021



Prepared by:

James Wood

February 2022

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TABLE OF CONTENTS

Executive Summary	3
I. An Analysis of Park City's Housing Supply	4
Housing Inventory by Type of Housing	4
Summary of Construction Trends	4
Characteristics of Housing Supply.....	5
Housing Price Trends.....	7
Inventory of Affordable Housing.....	9
Rental Market Conditions	12
Summary of Housing Market Conditions and Affordability	13
II. Demographic and Employment Conditions and the Demand for Housing in Park City	14
Demographic Trends and Characteristics	14
Employment and Wages	15
Commuter Characteristics.....	17
II. Housing Affordability and Needs Analysis	19
Park City Households by Income	19
Housing Cost Burdens	20
Gap or Current Shortage of Affordable Rental and Owner Occupied Units	21
Affordable Renter Unit Gap.....	21
Affordable Owner Unit Gap	22
Affordable Housing Calculator.....	23
Projected Five-Year Affordable Housing Needs	25
Population and Households Projections.....	25
Demographic Growth and Demand for Housing Units	25
Affordable Housing Production Goal	25
Area Median Income (AMI) versus Workforce Wages.....	27
Affordable Housing Need Compared to Likely Development	28
VITA James Wood	29

Executive Summary

- Park City has an inventory of 650 affordable housing units; however, this supply falls well short of demand. The 99% percent occupancy rate is one indication of the need for additional units. A sizeable supply increase is planned over the next five years. Six hundred affordable housing units are planned for development by 2026. Funding will be provided primarily by the Housing Resolution obligations (inclusionary zoning) and RDA participation.

- Goal 7 in Park City's General Plan addresses the need to create a diversity of primary housing opportunities. "By creating a mix of housing stock at varying price ranges, sizes, and designs, residents will have local options, whether they are seasonal workers, young professionals, families, empty nesters or retirees." Varying price ranges are essential if the city meets its goal of 15% of workforce housing needs. Currently, the city's affordable inventory meets the housing needs of about 6% of the workforce. The 600 units planned would bring the share to 11%, about 400 units short of the 15% goal.

- The need for additional affordable units is also shown by Park City residents' housing cost burdens. Forty percent of all renters and 22% of owners pay at least 30% of their income for housing and utilities. Most troubling is the share of renters paying more than 50% of their income for housing, defined as a severe housing cost burden. One in five Park City renters has a severe housing cost burden.

- Five-year population projections for Park City show that additional affordable housing will be needed to meet demographic growth. The demographic growth rate is based on past rates of growth, which included relatively low levels of affordable housing development. Therefore, the 1.2% annual growth rate used to determine Park City's 2026 population does not capture growth associated with the city's scheduled affordable housing development. That growth is treated separately in the report.

- Park City is the only city in Utah where workers (11,000) outnumber the population (8,500). The workforce needs more housing opportunities. Due to the scarcity of affordable housing, over 8,000 workers with an average wage of less than \$40,000 commute daily from homes out of Summit County to jobs in Park City. This large reservoir of pent-up demand all but guarantees rapid absorption of additional affordable housing units.

- The affordable housing gap or need includes three sources of demand; (1) 330 renters with housing cost burdens, (2) demand created by demographic growth over the next five years, at least 100 affordable units, and (3) the workforce housing demand created by the more than 8,000 out-of-county workers commuting daily to Park City. Just five percent of these commuters opting to move to Park City would generate demand for 400 affordable housing units.

Demand for affordable housing could absorb as many as 800 to 1,000 units over the next five years. The 600 proposed units over the next five years will bring the affordable inventory to 1,250 units, a commendable achievement. Nevertheless, supply will still fall short of demand.

I. An Analysis of Park City's Housing Supply

A housing needs assessment requires a comprehensive look at the local housing supply. The objective is to provide a detailed overview of the housing supply in Park City, which includes residential construction trends, changes in the housing inventory, types and characteristics of housing units, price and vacancy trends, and overall market conditions. The supply analysis will be combined with the demand analysis—following section—to develop the Park City affordable housing needs assessment.

Housing Inventory by Type of Housing: Primary Residences, Second Homes and Apartments

The decennial 2000 and 2010 censuses provide estimates of Park City's housing inventory by type of use. Since detailed data from the 2020 Census have not yet been released, I have constructed the 2021 estimates from residential building permit activity from 2010 to 2021 and incorporated past types of use (2000 and 2010) into my current estimates.

2021 summary of inventory (Table 1)

- Park City housing inventory totals 10,440 units.
- 3,399 units are occupied, and 7,041 are vacant. Vacant units are due primarily to second homes and recreational use, which account for 6,750 or 96% of vacant units.
- Owner-occupied units total 2,230 units and renter-occupied units 1,169 units.
- Rental units account for 34% of occupied units.

Table 1
Changes in the Park City Housing Inventory by Type of Use

Category	2000	2010	2021	Change 2000-2021	Change 2010-2021
Total Housing Units	6,661	9,471	10,440	3,779	969
Occupied	2,705	2,885	3,399	694	514
Share of Total Units	40.80%	30.50%	32.60%		
Vacant	3,956	6,586	7,041	3,085	455
Share of Total Units	59.2	69.5	67.40%		
Owner Occupied	1,660	1,775	2,230	570	455
Share of Units	24.90%	18.70%	21.50%		
Renter Occupied Units	1,045	1,110	1,169	124	59*
Share of Total Units	16.00%	11.70%	11.20%		
Vacant Seasonal, Recreational	3,383	5,609	6,750	3,367	1,141

*Rental units include only those new units classified as rental units by the Park City Building Department. Rehabilitated units and condominium units are not included in the additional rental units.

Source: U.S. Census Bureau and Gardner Policy Institute, University of Utah.

Summary of construction trends (Table 2 and Figure 1)

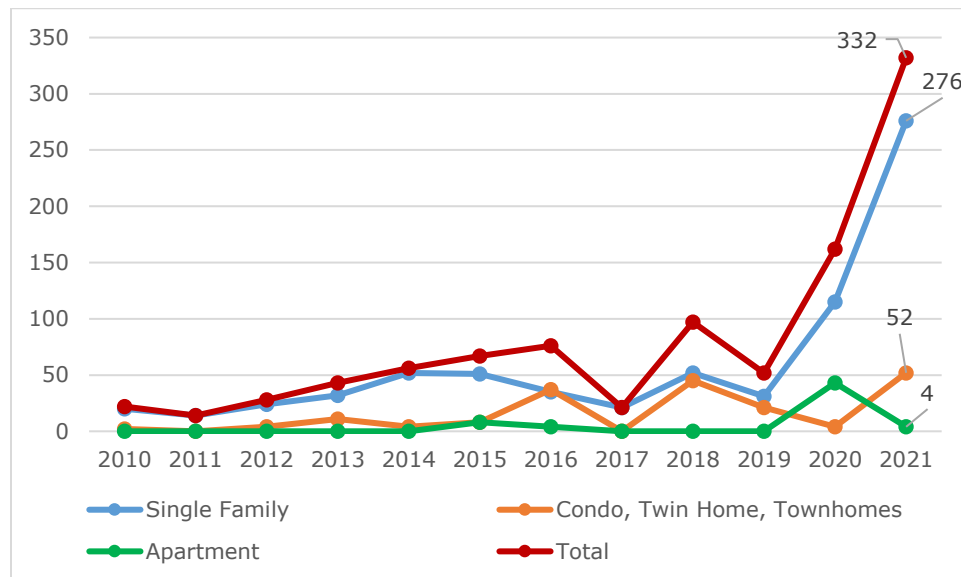
- Since 2010 building permits have been issued for 970 units in Park City. Half of the building permits issued over the last 11 years were issued in 2020 and 2021.
- In 2021, 332 residential units received building permits, the highest activity level in the past ten years.

Table 2
Residential Building Permits Issued in Park City

	Single-Family	Condominium Twin Homes Townhomes	Apartment	Total
2010	20	2	0	22
2011	14	0	0	14
2012	24	4	0	28
2013	32	11	0	43
2014	52	4	0	56
2015	51	8	8	67
2016	35	37	4	76
2017	21	0	0	21
2018	52	45	0	97
2019	31	21	0	52
2020	115	4	43	162
2021	276	52	4	332
Total	723	188	59	970

Source: Gardner Policy Institute, University of Utah.

Figure 1
Construction Trends in Park City, 2010-2021



Source: Gardner Policy Institute, University of Utah.

Characteristics of housing supply (Tables 3-6)

- Sixty-two percent of owner-occupied units have four or more bedrooms, compared to 50% statewide.
- Studio units represent nearly 9% of all rental units compared to only 4% statewide. Likely an indication of small workforce housing units in Park City.
- The median age of all housing units in the city is 32 years compared to 40 years statewide.

- The median age of owner-occupied units is 30 years and 35 years for renter-occupied units.
- Detached single-family homes account for only 76% of owner-occupied units in Park City compared to 87% statewide. Park City's relatively low share of single-family owner occupied units is due to a higher percentage owner-occupied condominiums and townhomes in attached structures.
- Thirty-six percent of renter-occupied units are in detached or attached single-family homes, about the same as the statewide percentage share.

Table 3
Number of Bedrooms in Owner Occupied and Renter Occupied Units
2021

Category	Units
Total Occupied Units	3,399
Owner Occupied	2,230
No Bedroom	30
1 Bedroom	36
2-3 Bedrooms	778
4 or more Bedrooms	1,386
Renter Occupied	1,169
No Bedroom	102
1 Bedroom	146
2-3 Bedrooms	803
4 or more Bedrooms	118

*occupied units are full-time residents.
Source: Derived by James Wood from
U.S. Census Bureau, and Gardner Policy
Institute, University of Utah.

Table 4
Age by Decade of Residential Units in Park City

Year Built	Units	% Share
Owner Occupied	2,230	100.00%
2010 or later	496	22.24%
2000 to 2009	285	12.77%
1990 to 1999	422	18.91%
1980 to 1989	447	20.03%
1970 to 1979	456	20.47%
1960 to 1969	51	2.29%
1950 to 1959	10	0.43%
1940 to 1949	7	0.30%
1939 or earlier	57	2.55%
Renter Occupied	1,169	100.00%
2010 or later	59	5.05%
2000 to 2009	157	13.43%
1990 to 1999	252	20.79%
1980 to 1989	259	21.39%
1970 to 1979	362	30.97%
1960 to 1969	26	2.22%
1950 to 1959	8	0.68%
1940 to 1949	0	0.00%
1939 or earlier	46	3.93%

Source: Derived by James Wood from U.S. Census Bureau
and Gardner Policy Institute data.

Table 5
Median Age of Owner and Renter Occupied Units
in Park City

Type	Year
Owner Occupied	1991
Renter Occupied	1986
Total	1989

Source: U.S. Census Bureau.

Table 6
Units in Structure by Tenure

Category	Units	% Share
Owner-Occupied	2,230	100.0%
1, detached	1,705	76.4%
1, attached	248	11.1%
2	60	2.7%
3 or 4	44	2.0%
5 to 9	49	2.2%
10 to 19	67	3.0%
20 to 49	12	0.5%
50 or more	45	2.0%
Mobile home	0	0.0%
Boat, RV, van, etc.	0	0.0%
Renter-Occupied	1,169	100.0%
1, detached	338	28.9%
1, attached	89	7.6%
2	62	5.3%
3 or 4	220	18.8%
5 to 9	215	18.4%
10 to 19	191	16.3%
20 to 49	49	4.2%
50 or more	5	0.5%
Mobile home	0	0.0%
Boat, RV, van, etc.	0	0.0%

Source: Derived from U.S. Census Bureau and Gardner Policy Institute Data.

Housing price trends (Tables 7-8 and Figure 2)

- Park City is the highest-priced housing market in the state. The median sales price of a single-family home was \$2.25 million in 2021. In Salt Lake County, the median sales price was \$550,000, about 25% of the price in Park City.
- Since 2010 prices of single-family homes have increased at an annual rate of 11.2%. At this rate, housing prices double every 6 ½ years.
- The median-priced home would require an income of \$500,000, nearly five times the median income.
- Demand remains very strong despite the rapid acceleration in prices, as shown by the days on market data. In 2021, the typical home was under contract 15 days after listing.
- The median sales price of a condominium/townhome in 2021 was \$791,000, and days market at a historic low of 14 days. The median-priced condominium would require an income of nearly \$200,000, almost double the median income.

Table 7
Median Sales Price of Single-family Home in Park City

Year	Median Sales Price	Transactions	Days on Market
2010	\$705,000	272	111
2011	\$679,000	287	119
2012	\$675,000	378	84
2013	\$750,000	418	57
2014	\$831,250	395	65
2015	\$1,050,000	381	70
2016	\$1,074,175	397	63
2017	\$1,210,000	452	64
2018	\$1,317,500	427	54
2019	\$1,470,000	449	62
2020	\$1,850,000	687	42
2021	\$2,255,750	588	15
AARC	11.2%	---	---

Source: UtahRealEstate.com.

Table 8
Median Sales Price of Condominiums, Townhomes, and Twin Homes in Park City

Year	Median Sales Price	Transactions	Days on Market
2010	\$292,500	259	107
2011	\$250,000	278	102
2012	\$275,000	327	102
2013	\$324,850	374	57
2014	\$372,500	420	60
2015	\$425,750	446	49
2016	\$477,450	436	34
2017	\$532,500	474	47
2018	\$577,400	438	44
2019	\$539,500	485	49
2020	\$651,000	671	40
2021	\$791,000	837	14
AARC	9.5%	---	---

Source: UtahRealEstate.com

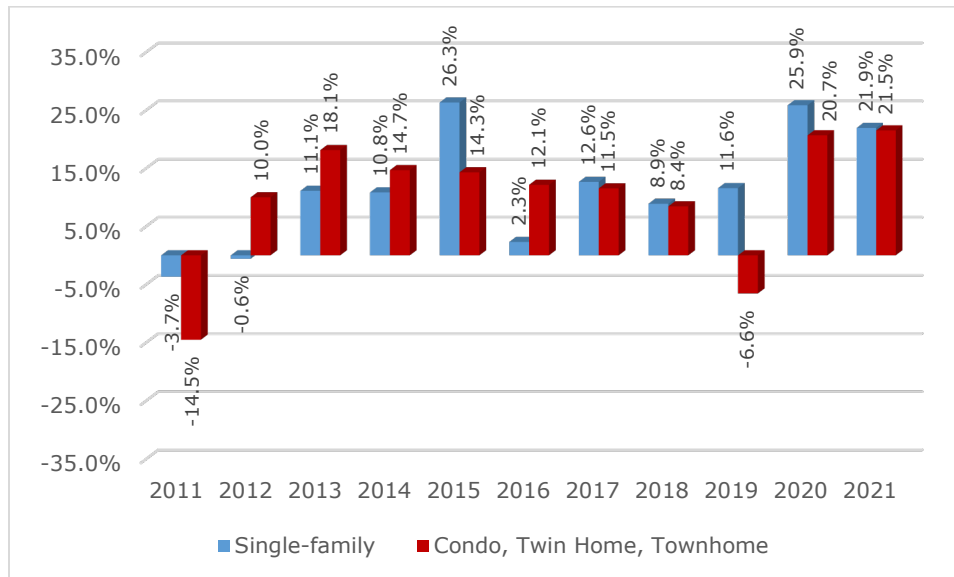
Table 9
Single-family and Condominium Sales by Price Category in Park City, 2021

Price Category	Single-family sales	Condominiums Sales
<\$500,000		241*
\$500,000 to \$599,999		59
\$600,000 - \$649,999	2	30
\$650,000- \$699,999	5	31
\$700,000 - \$749,999	2	36
\$750,000 - \$799,999	11	28
\$800,000 - \$849,999	8	31
\$850,000 - \$899,999	7	24
\$900,000 - \$949,999	9	21
\$950,000 - \$1,000,000	14	27
> \$1,000,000	530	309
Median Price	\$2,255,750	\$791,000

*primarily ownership share and/or very small units.

Source: UtahRealEstate.com

Figure 2
Percent Change in Median Sales Price of Single-family
and Condominium Units



Source: *UtahRealEstate.com*

Inventory of affordable housing (Tables 10-14)

- Park City has a long history of facilitating affordable housing development using regulatory policy, financial support, and direct city-sponsored development. According to the *2020 Housing Assessment and Plan* the inventory of affordable housing units totaled 550 units and by the end of 2021, this number increased to 650.
- More than half of the affordable units (293) are a result of the Housing Resolution obligations inclusionary zoning. Low Income Housing Tax Credits account for 196 of the affordable units.
- Over the next five years, 600 affordable housing units are under development or proposed. Adding these units to the 153 developed between 2016 and 2021 would bring the total affordable housing units developed from 2016 to 2026 to 753 units, just slightly below the goal of the 2016 Resolution of 800 units over the 10-year period.

Table 10
Inventory of Park City's Affordable Housing,
Placed in service prior to 2016

Project Name	Funding	Yr. Built	Owned	Rental	AMI	Sales Pricing
Units built prior to 2003						
Holiday Village (1br apts)	LIHTC, RD	1978		80	35-60%	
Parkside (1 & 3br apts)	LIHTC, RD	1980		42	35-60%	
Washington Mill (1br apts)	LIHTC	1995		8	35-60%	
Silver Meadows Estates (2 & 3br duplexes)	35 IZ 14 LIHTC	1996	21	28	35-60%	\$120,000
Aspen Villas (1 & 3br apts)	LIHTC	1997		88	35-60%	
1465 Park Avenue (3br condos)	IZ units*	1998	3	5	60-100%	\$160,000
Iron Horse (3br apts)	LIHTC	1998		94	35-60%	
Total prior to 2003			24	345		
Units built or purchased 2003 to 2013						
<i>On-Mountain units</i>						
Silver Strike Condominium (2 br condo)	IZ Flagstaff	2006	1		50-80%	\$123,800
Ironwood at Deer Valley (2 br condo)	IZ Flagstaff	2005		1	50-80%	
Flagstaff Residences (2 br condo)	IZ Flagstaff	2008		1	50-80%	
Arrow Leaf Residences (2br condos)	IZ Flagstaff	2007		3	50-80%	
Montage Hotel and Residences (1 br condos)	IZ Flagstaff	2010		10	50-80%	
St. Regis Hotel and Residences (2br condos)	IZ Deer Crest	2010		2	50-80%	
Silver Star (studios, 1 & 2 br condos)	IZ Spiro Tunnel	2008	20		60-80%	studio \$125,000, 1br \$195,000, 2br \$227,500
<i>In and Around Town</i>						
Prospector (studios)	IZ Flagstaff	2009		23	50-80%	
The Line (1, 2 & 3 br condos)	Nonprofit	2006	22		60-100%	\$119,000 - \$190,000
Snow Creek Cottages (2 & 3br homes)	City Subsidized	2010	13		60-120%	2br \$228,000, 3br \$264,000
Marsac Avenue HH (3 br homes)	Habitat for Humanity	2013	2		30-60%	\$230,000
Black Rock (1, 2 & 3 br condos)	IZ Flagstaff	2013	17		60-100%	1 br \$179,000, 2br \$219,900, 3br \$249,000
Transit Seasonal Housing (SRO units)	FTA Grant	2013		13	35-60%	
Total in 10 years (2003 - 2013)			75	53		
Total completed as of August of 2016			99	398	497	

* IZ = inclusionary zoning.

Source: Park City Department of Community Development.

Table 11
Inventory of Park City's Affordable Housing,
Placed in service 2016 to 2021

	Project Name	Funding	Yr. Built	Owned	Rental	AMI	Sales Pricing
Units built or purchased 2016 to 2021							
	The Retreat at the Park (1, 2 & 3 br detached homes)	RDA	2018	8		80%	\$192,000 to \$280,000
	Central Park City Condominiums (studio and 2 br condos)	RDA	2018	11		80-120%	\$168,000 to \$288,000
	Woodside Park, Phase 1	RDA	2019	7	4 (ADUs)	60-120%	\$205,000 to \$565,000 – 5 affordable & 2 attainable
	Park City Heights (2 & 3 br townhomes and 3 & 4 br detached units)	IZ	2016 to 2021	68		80-120%	\$249,900 to \$506,800 – 28 affordable and 40 attainable
	Kings Crown	IZ	2020	11		80-120%	\$197,000 to \$569,000 – 10 affordable and 1 attainable
	Rail Central (SRO units)	IZ	2020		24	35-80%	
	1440 Empire Avenue (2br apts)	IZ	2020		12	35-80%	
	ClaimJumper 3-br condo	IZ	2020		1	35-80%	
	Empire Pass/Deer Crest/Flagstaff Units – “on-mtn development”	IZ	2021		7	60-80%	
Total Units between 2016 & 2021				105	48		
Total Completed as of December 2021				204	446		

* IZ = inclusionary zoning.

Source: Park City Department of Community Development.

Table 12
Affordable Housing and Funding Source

Funding Source	Rental Units	Owner Units	Total
Housing Resolution Obligations	100	137	237
LIHTC	326	0	326
City Developed/Sponsored	24	39	63
Local Nonprofits	0	24	24
Total	450	200	650

Source: 2020 Housing Assessment and Plan, Park City Municipal Government.

Table 13
Bedroom Mix for Affordable Housing Units

Type	Units
Single room	54
Studio	34
One bedroom	62
Two bedroom	188
Three bedroom	301
Four bedroom	11
Total	650

Source: 2020 Housing Assessment and Plan, Park City Municipal Government.

Rental Market Conditions (Tables 14-16)

- Market conditions for the Park City rental market are extremely "tight ."The vacancy rate has consistently been below two percent over the past five years.
- Based HUD's 50th percentile rents for Summit County median rents in 2021 were: studio \$1,938, one bedroom \$2,230, two bedroom \$2,938, three bedroom \$3,654, and four bedroom \$4,928.
- Estimating rental rates in Park City is very difficult due to fragmented market; tax credit units, a few traditional market-rate units, and condominium/townhomes units for rent. No organization regularly collects and publishes rental rate data.

Table 14
Occupancy Rate for Apartments in the Park City Area

	Units Surveyed	Occupied	Vacant	Occupancy Rate
2017	689	675	14	98.0%
2018	689	682	7	99.0%
2019	689	683	6	99.1%
2020	689	680	9	98.7%
2021	697	685	12	98.3%

Source: Mountainlands Community Housing Trust.

Table 15
Median Rents in Summit County

Unit Type	Median Rent
Studio	\$1,938
One bedroom	\$2,230
Two bedroom	\$2,938
Three bedroom	\$3,654
Four bedroom	\$4,928

Source: Derived from HUD's 50th Percentile Rents, 2021.

Table 16
Apartment Projects Surveyed

Project Name	Units	Location
Aspen Villas	88	Park City
Canyon Corners	20	Summit County
Elk Meadows	94	Summit County
Holiday Village	80	Park City
Iron Horse Park	94	Park City
Liberty Peak	150	Summit County
Meadow View	24	Kamas
Newpark Studios	38	Summit County
Parkside	42	Park City
Richer Place	28	Summit County
Silver Meadows	23	Summit County
Washington Mill	8	Park City
Woodward	8	Summit County
Total	697	

Source: Mountainlands Community Housing Trust.

Summary of Housing Market Conditions and Affordability

There would be no affordable housing development in Park City without the city's aggressive affordable housing policies and public-private partnerships. Over the next few years, the city's inclusionary zoning provision will add a substantial number of affordable units to the inventory. Market conditions, historically low vacancy rates for rental property, and days on market for listed homes indicate strong demand for living in Park City, but without policy intervention, the city will increasingly become an enclave for the super-rich. The need for affordable housing is underscored by population and employment statistics. Park City is the only city in Utah where the number of jobs (11,000) outnumbers the population (8,500), requiring extraordinary levels of commuting by relatively low-wage workers. The lack of affordable housing contributes to the local labor shortage, the high cost of local services, and reduced air quality. The current affordable housing inventory provides housing for only 6% of the Park City workforce.

II. Demographic and Employment Conditions and the Demand for Housing in Park City

Demographics and employment are two of the most important determinants of housing demand. This sector provides times series data on population and employment trends and data on the demographic characteristics of Park City's population. Also included are commuter data for those employed in Park City.

Demographic Trends and Characteristics (Tables 1-6)

- Park City's population in 2020 was 8,562. Over the past ten years, the population has grown at an annual rate of 1.2% compared to the county's growth rate of 1.5%.
- Park City has consistently accounted for about 20% of the population of Summit County.
- In 2021, Park City had an estimated 3,399 households. The number of households has grown slightly faster than population growth due to declines in household size.
- Park City's median age of 40.0 years is nine years older than the statewide median age of 31.2 years and well above the median age of Salt Lake County of 33.2 years.
- Seventy-three percent of the population of Park City is white (non-Hispanic). Statewide, whites account for 80% of the population.
- Nineteen percent of the Park City population (1,623 persons) is Hispanic compared to 14% statewide.

Table 1
Population Trends in Summit County and Park City

Year	Summit	Park City	Park City as Share of County
2010	36,573	7,630	20.9%
2011	37,449	7,766	20.7%
2012	38,032	7,834	20.6%
2013	38,350	7,928	20.7%
2014	38,858	8,082	20.8%
2015	39,502	8,154	20.6%
2016	40,316	8,317	20.6%
2017	41,078	8,437	20.5%
2018	41,634	8,497	20.4%
2019	42,215	8,514	20.2%
2020	42,394	8,562	20.2%
AARC	1.5%	1.2%	

AARC = average annual rate of change.

Source: U.S. Census Bureau and Gardner Policy Institute.

Table 2
Household Trends for Park City

	Households	AARC
2000	2,705	
2010	2,885	0.65%
2021	3,399	1.50%

Source: U.S. Census Bureau and James Wood (2021 estimates).

Table 3
Age Structure of Park City Population

Under 5 years	240
5 to 9 years	300
10 to 14 years	613
15 to 19 years	658
20 to 24 years	669
25 to 34 years	1,253
35 to 44 years	939
45 to 54 years	1,250
55 to 59 years	656
60 to 64 years	694
65 to 74 years	814
75 to 84 years	257
85 years and over	32
Median age	40.0

Source: U.S. Census Bureau,
American Community Survey,
2015-2019.

Table 4
Race and Ethnicity of Park City

Race & Ethnicity	Number	% Share
Total population	8,396	100.0%
One race		
White	6,177	73.6%
Black or African American	53	0.6%
American Indian	12	0.1%
Asian	237	2.8%
Pacific Islander	7	0.1%
Some other race	37	0.4%
Two or more races	250	3.0%
Hispanic or Latino (of any race)	1,623	19.3%

Source: U.S. Census Bureau, Decennial Census
Redistricting data, 2020.

Employment and Wages (Tables 5-7)

- Park City's workforce has gradually declined over the past nine years. In 2010 the number of jobs totaled 12,577, but by 2018 it had fallen to 11,097.
- The job market in Park City is volatile. From time to time, sizeable employment swings occur. For example, in 2017, employment was 12,580 compared to only 11,097 in 2018.
- Summit County and Park City are experiencing a severe labor shortage. The county's unemployment rate in December was 1.8%.
- Park City's average wage rate in 2019 was \$50,484, a bit above the county's average wage rate of \$47,928.
- Park City has a wide range of wage rates. Four sectors have average wages above \$100,000—finance and real estate, information technology, management of companies, and wholesale trade, whereas three of the largest employment sectors, entertainment and

recreation, accommodations and food service, and retail trade, all have median wages below \$40,000.

Table 5
Employment Trends in Summit County and Park City

Year	Summit	Park City
2010	20,681	12,577
2011	21,877	12,925
2012	22,668	12,040
2013	23,379	11,328
2014	24,356	11,657
2015	25,388	11,833
2016	26,500	12,467
2017	26,909	12,580
2018	27,295	11,097
2019	28,084	NA
2020	25,529	NA
AARC 2010-2019	-9.1%	
AARC 2010-2020	2.1%	

AARC = Average Annual Rate of Change.
Source: U.S. Census Bureau and Gardner
Policy Institute

Table 6
Average Wage in Park City and Summit County

Year	Park City	Summit County
2010	\$32,664	\$34,380
2011	\$33,876	\$35,028
2012	\$34,068	\$36,060
2013	\$34,800	\$36,588
2014	\$36,060	\$38,424
2015	\$38,148	\$41,088
2016	\$38,568	\$41,460
2017	\$42,048	\$44,172
2018	\$43,728	\$46,212
2019	\$50,484	\$47,928
2020	---	\$52,308

Source: Utah Department of
Workforce Services.

Table 7
Average Wage by Sector in Summit County, 2020

Employment Sector	Average Wage	Employment
Agriculture, Forestry	\$40,128	37
Mining	\$65,640	71
Utilities	\$99,888	43
Construction	\$52,848	2,027
Manufacturing	\$77,328	891
Wholesale Trade	\$100,368	425
Retail Trade	\$36,576	3,216
Transportation and Warehousing	\$43,260	303
Information	\$105,348	456
Finance and Insurance	\$162,204	466
Real Estate and Rental Leasing	\$62,532	1,307
Professional and Scientific & Tech.	\$96,984	1,357
Management of Companies	\$101,520	224
Admin. Support	\$52,332	937
Education Services	\$38,292	348
Health Care	\$55,152	1,574
Arts, Entertainment and Recreation	\$39,264	3,281
Accommodation and Food Services	\$34,284	5,053
Other Services	\$44,040	756
Federal Government	\$50,844	63
State Government	\$37,572	105
Local Government	\$47,832	2,627
Total	\$52,308	25,529

Source: Utah Department of Workforce Services.

Commuters Characteristics (Tables 8-10 and Map 1)

- Each day nearly 8,800 out-of-county workers commute into Park City for employment.
- Forty percent of the out-of-county commuters live in Salt Lake County, 28% live in Wasatch County.
- A large share of the commuters earns less than \$40,000 annually, and a very high percentage work in one of three sectors; retail trade, accommodations and food, and entertainment and recreation.

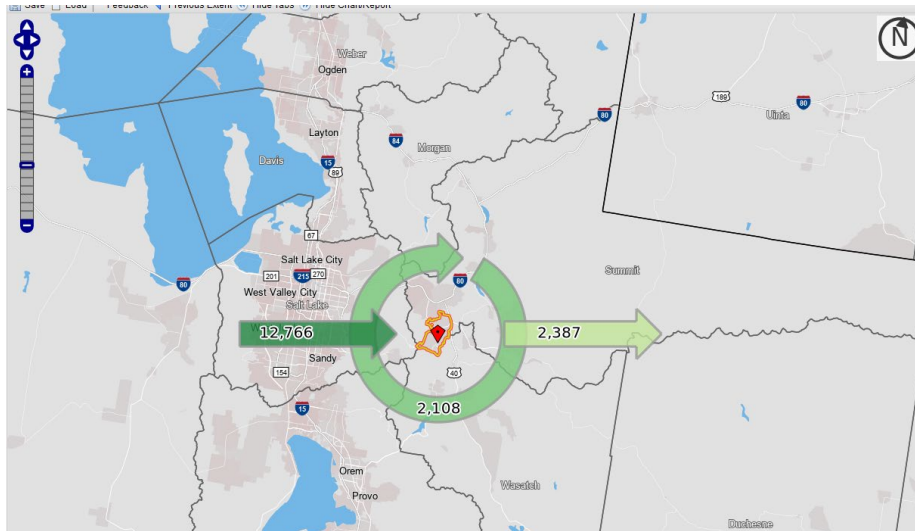
Table 8
Commuting into Park City, 2019

Where Worker Resides	Number	% Share
Living in Summit County but Outside Park City	4,002	31.3%
Salt Lake County	3,635	28.5%
Wasatch County	2,411	18.9%
Utah County	750	5.9%
Davis County	357	2.8%
Weber County	176	1.4%
Cache County	150	1.2%
Tooele County	86	0.7%
Morgan County	63	0.5%
Other	1,136	8.9%
Total Park City Workers Living Outside the City	12,766*	100.0%

*employment number from U.S. Census Bureau, differs from Utah Department of Workforce Services.

Source: U.S. Census Bureau, On The Map.

Map 1
Commuting into Park City



Source: U.S. Census Bureau, On the Map.

Table 9
Earnings of Commuters

Earnings	Number of Workers	% Share
\$1,250 per month or less	6,217	48.7%
\$1,251 to \$3,333 per month	3,197	25.0%
more than \$3,333 per month	3,352	26.3%
Total	12,766	100.0%

Source: U.S. Census Bureau, On the Map.

Table 10
Commuters by Type of Employment

Employment Sector	Employees	% Share of all Workers
Retail Trade	932	7.3%
Arts, Entertainment & Recreation	4,085	32.0%
Accommodations & Food	3,600	28.2%
Total	8,617	67.4%

Source: U.S. Census Bureau, On the Map.

III. Housing Affordability and Needs Analysis

This section provides data on the number of renters and owners by income and the housing cost burdens faced by these households. These data were used in determining the need for affordable housing over the next five years. The need is then compared to the affordable housing units in Park City's development pipeline to determine if the supply of additional affordable units meets demand.

Park City Households by Income Level

In 2019 (most recent data), Park City's median income was \$111,000, forty-six percent higher than the median income statewide and 8% higher than Summit County's median income. The "area median income" (AMI) by income group establishes the lower and upper-income boundaries for the respective income groups. For example, the lower and upper boundaries for the 30% to 50% AMI (family of four) is \$33,300 to \$55,500, *Table 1*.

Table 1
Income Thresholds by AMI Levels for Park City, 2021
(Four-person household)

AMI Levels	Income Thresholds
≤30% AMI	≤\$33,300
30% to 50% AMI	>\$33,300 to ≤\$55,500
50% to 80% AMI	>\$55,500 to ≤\$88,800
80% to 100% AMI	>\$88,800 to ≤\$111,000
100% to 120% AMI	>\$111,000 to ≤\$133,200

Source: U.S. Census Bureau.

The number of households in each AMI income group is shown in *Table 2*. Of the households below the median income, the income group with the greatest number of households is the ≤30% AMI group, extremely low-income households. This group accounts for 17.3% (589) of all households in Park City. Fifty-three percent (1,799) of all households in Park City have incomes below 120% AMI, and 1,601 households have incomes above 120% AMI.

Table 2
Income Distribution of Park City Households, 2021

AMI Levels	Households	% Share
≤30%	589	17.3%
30% to 50%	320	9.4%
50% to 80%	496	14.6%
80% to 100%	258	7.6%
100% to 120%	136	4.0%
Total ≤120%	1,799	53%
>120% AMI	1,601	47%
Total Households	3,400	100.0%

Source: Derived from building permit data at the Gardner Policy Institute

The HUD CHAS for Park City provides estimates of tenure (owner versus renter) by AMI income group; however, this estimate represents an average for the 2014-2018 period. I have used the same percentage share of households given in the HUD CHAS and applied those percent shares to my

2021 Park City household estimate of 3,400 households, *Table 3*. The 2021 estimates show that of the 1,799 households with incomes below 120%, 1,091 are renters, and 708 are owners. And the income group with the greatest number of renters is the 50% to 80% AMI group with 380 renter households. For owners, the greatest number of households is in the $\leq 30\%$ AMI income group with 294 households. Estimates of renters and owners by income are essential in determining affordable housing needs.

Table 3
Renters and Owners in Park City with Incomes Below 120% AMI
2021

AMI Levels	Renters	Owner	Total
$\leq 30\%$ AMI	295	294	589
30% to 50% AMI	175	145	320
50% to 80% AMI	380	116	496
80% to 100% AMI	200	58	258
100% to 120% AMI	41	95	136
Total	1,091	708	1,799

Source: James Wood derived from building permit data, HUD CHAS, and U.S. Census Bureau data.

Housing Cost Burdens

Despite the high incomes in Park City, the high cost of housing for both rental and owner-occupied units inevitably leads to housing cost burdens. HUD defines moderate housing cost burden as a household paying from 30 percent to 50 percent of their income for housing and utilities. A severe cost burden is defined as paying more than 50 percent of a household's income for housing and utilities.

Renter's Cost Burdens – Five hundred and five renter households, 39% of all renters in Park City, have a housing cost burden according to the HUD CHAS, *Table 4*. Two hundred and fifty of these renter households have a severe housing cost burden. All of the households with a severe housing cost burden have incomes below 80% AMI. Overall, about one-out-of five renters in Park City has an income below 80% AMI and is paying more than 50% of their income for housing and utilities. It's noteworthy that these 250 households receive no housing assistance (vouchers, tax credit units, RD units). The need for more affordable rental housing is obvious from the housing cost burden data.

The cost burden data from the HUD CHAS is important because it provides the share of renters facing housing cost burdens. Again, the share or ratios from the HUD CHAS were applied below to my 2021 estimate of renter households to determine affordable housing need.

Table 4
Cost Burdened Renter Households in Park City, 2014-2018

Cost Burdened Households (>30%)	Households with Burden	Total Households	% Share
≤30% AMI	215	245	87.7%
>30% to ≤50% AMI	120	140	85.7%
>50% to ≤80% AMI	65	180	36.1%
>80% to ≤ 100% AMI	30	170	17.6%
>100% AMI	75	550	13.6%
Total	505	1,295	39.0%
Severely Cost Burdened Households (>50%)	Households with Burden	Total Households	% Share
≤30% AMI	160	245	65.3%
>30% to ≤50% AMI	60	140	42.7%
>50% to ≤80% AMI	30	180	16.7%
>80% to ≤ 100% AMI	0	170	0.0%
>100% AMI	0	550	0.0%
Total	250	1,295	19.3%

Source: HUD CHAS 2014-2018.

Owners' Cost Burdens – The HUD CHAS (2014-2018) shows a total of 1,920 homeowners in Park City. Three-quarters of homeowners (1,470) have incomes above the median. Of the 25% of homeowners with incomes below the median, most (245) are extremely low-income households with a severe housing cost burden. Again, these cost burden data provide ratios that were applied to current owner households in the analysis below to determine affordable housing need.

Table 5
Cost Burdened Owner Households in Park City, 2014-2018

Cost Burdened Households (>30%)	Households With Burden	Total Households	% Share
≤30% AMI	190	245	77.5%
>30% to ≤50% AMI	55	105	52.3%
>50% to ≤80% AMI	30	55	54.5%
>80% to ≤ 100% AMI	0	50	0.0%
>100% AMI	150	1,470	10.2%
Total	425	1,920	22.1%
Severely Cost Burdened Households (>50%)	Households With Burden	Total Households	% Share
≤30% AMI	155	245	63.3%
>30% to ≤50% AMI	20	105	19.1%
>50% to ≤80% AMI	30	55	54.5%
>80% to ≤ 100% AMI	0	50	0.0%
>100% AMI	25	1,470	1.7%
Total	230	1,920	12.0%

Source: HUD CHAS 2014-2018.

Gap or Current Shortage of Affordable Rental and Owner-Occupied Housing

Affordable Rental Unit Gap – I have estimated that the number of renters in Park City in 2021 at 1,169 renters. Ninety-three percent of these renters (1,091) have incomes below 120% AMI. Table 6 shows the number of renters in each income group and the renters facing 30% and 50% housing cost burdens based on the HUD CHAS ratios for 2014-2018 (Tables 4-5).

The best measure of the current gap in affordable rental housing is the number of renters facing housing cost burdens. For these renters, the market lacks affordability. The current gap or need is

590 affordable rental units, which includes 260 renters with incomes below 30% AMI, 151 with incomes from 30% to 50% AMI, 137 with incomes from 50% to 80% AMI, and 36 with incomes from 80% to 100% AMI. Unfortunately, for the 260 extremely low-income renters there are few assistance programs other than vouchers (RD and Section 8) that can provide support. Again for emphasis, the renters facing housing cost burdens are receiving no housing assistance from tax credit units, vouchers, or public housing. These renters are on the edge of homelessness.

State, county, and city affordable housing programs do not reach the extremely low-income group. However, in Park City, affordable housing has been developed through inclusionary zoning and other measures for renter households with incomes from 30% to 120% AMI. Excluding the extremely low-income households, there are 330 renters with incomes 30% to 120% AMI facing housing cost burdens of at least 30% and 140 renters with severe housing cost burdens. The 140 renter households with severe cost burdens—75 households with incomes at 30% to 50% AMI and 65 with incomes at 50% to 80% AMI—have the highest need for assistance.

Table 6
Housing Cost Burdens for Renters and Need
for Affordable Units in Park City, 2021

AMI Levels	Renters	30% Cost Burden	50% Cost Burden
≤30%	295	260	192
30% to 50%	175	151	75
50% to 80%	380	137	65
80% to 100%	200	36	0
100% to 120%	41	6	0
Total	1,091	590	332

Source: U.S. Census Bureau, and HUD CHAS.

Affordable Owner-Occupied Gap - I have estimated there are 2,230 owner-occupied housing units in Park City in 2021. Thirty-two percent of the homeowners (708) have incomes below 120% AMI. A very high percentage of the owners with housing cost burdens are those owners with incomes below 50% AMI. Presumably, a good share of these households are seniors with reduced earnings due to retirement, and hopefully, many of them are mortgage-free.

Table 7
Housing Cost Burdens for Owners and Need
for Affordable Units in Park City, 2021

AMI Levels	Owners	30% Cost Burden	50% Cost Burden
≤30%	294	229	185
30% to 50%	145	75	28
50% to 80%	116	63	63
80% to 100%	58	0	0
100% to 120%	95	10	2
Total	708	377	278

Source: U.S. Census Bureau, and HUD CHAS.

It's not realistic to expect affordable housing programs to provide owner-occupied opportunities for the very low and extremely low-income groups. Projects targeted for those income groups do not "pencil." However, affordable housing programs can reach those at 80% to 120% AMI, incomes from \$88,800 to \$133,200. The number of owners in these two income groups with housing cost burdens totals 12 households. The current need for affordable homeownership units is considerably less than the need for affordable rental units.

Affordable Housing Calculator - The Utah Division of Housing and Community Development provides an affordability calculator in the Utah Affordable Housing Forecast Tool. Using specified inputs, the affordability calculator determines the monthly income for rent and the maximum mortgage loan amount by income category *Table 6*. For example, given the current interest rate, the maximum mortgage amount, which is assumed to be 97% of the asking price, is \$455,780 to \$557,270 for households with incomes at 80% to 100% AMI. These maximum loan amounts were matched against the prices of single-family homes and condominiums currently listed on the MLS system of UtahRealEstate.com to determine the number of homes affordable for each income group.

There were 588 single-family homes sold in Park City in 2021. The lowest-priced home sold for \$643,000. Only seven homes sold for less than \$700,000, *Table 7*. These homes would have barely been affordable to households in the 100% to 120% AMI income group. No homes sold in 2021 would have been affordable to households with incomes below the median. In a well-balanced housing market, 50% of homes sold are affordable to 50% of households.

There were 91 condominium/townhomes units sold in 2021 that were affordable to households at 80% to 120% AMI, *Table 8*. These condominiums amounted to about 11% of all condominiums sold but only 6% of all types of housing units sold (single-family and condominiums/townhomes). Affordable owner-occupied housing in Park City is extremely limited and includes only a few condominiums and townhomes.

Table 6
Affordability Calculator from Utah Affordability Housing Forecast Tool, 2021
Median Income Household with Four Persons

Category	Amount
County	Summit
City	Park City
Year	2021
AMI	\$117,760*
Monthly Utility Costs	\$200
Loan Terms (Years)	30
Interest Rate	3.5%
Private Mortgage Insurance	Yes
Mortgage. Insurance Rate	1.00%
<i>Monthly Income for Housing Expenses</i>	
≤30% AMI	≤\$885
>30% to ≤50% AMI	\$885 to \$1,472
>50% to ≤80% AMI	\$1,472 to \$2,355
>80% to ≤100% AMI	\$2,355 to \$2,944
100% to ≤120% AMI	\$2,944 to \$3,532
<i>Maximum Mortgage Loan Amount</i>	
≤30% AMI	≤\$167,500
>30% to ≤50% AMI	\$167,500 to \$278,650
>50% to ≤80% AMI	\$278,650 to \$445,780
>80% to ≤100% AMI	\$445,780 to \$557,270
100% to ≤120% AMI	\$557,270 to \$668,575

*Adjusted to 2021 using 6% growth since 2019 \$111,000 median income.

Source: Utah Affordable Housing Forecast Tool

Table 7
Sales of Single-family Homes by Price Range in Park City, 2021

Income Category	Price Range	Sales	% Sales
≤30% AMI	≤\$167,500	0	0.0%
>30% to ≤50% AMI	\$167,500 to \$278,650	0	0.0%
>50% to ≤80% AMI	\$278,650 to \$445,780	0	0.0%
>80% to ≤100% AMI	\$445,780 to \$557,270	0	0.0%
100% to ≤120% AMI	\$557,270 to \$668,575	7	1.1%

Source: UtahRealEstate.com

Table 8
Condominium and Townhome Sales by Price Range in Park City, 2021

	Affordable Price Range	Sales	% Sales
≤30% AMI	≤\$167,500	0	0.0%
>30% to ≤50% AMI	\$167,500 to \$278,650	0	0.0%
>50% to ≤80% AMI	\$278,650 to \$445,780	0	0.0%
>80% to ≤100% AMI	\$445,780 to \$557,270	46	5.4%
100% to ≤120% AMI	\$557,270 to \$668,575	45	5.4%

Source: UtahRealEstate.com

Projected Five Year Affordable Housing Needs

Population and Household Projections – Three demographic projection scenarios were developed from the Mountainlands Association of Governments (MAG), and the U.S. Census Bureau population estimates *Table 9*. MAG produced population projections in 2019 for all of the municipalities in their three-county jurisdiction. The scenarios from the Census include the rate of demographic growth in Park City as reported for two periods, 2000-2020 and 2010-2020. The MAG projections show by far the slowest growth from 2020 to 2026, an increase of only 65 households over the six-year period. The Census estimates for the 2010-2020 period recorded an annual increase of 1.2%, which over the 2020-2026 period would require an additional 228 housing units. MAG projections seem way too low given the demographic growth from 2010 to 2020. And of course, the Census's 2000-2020 growth rate includes the slow growth years of the Great Recession. I feel that the most likely and reasonable growth rate is the 1.2% annual rate from the Census (2010 – 2020). This rate of growth would require 228 new housing units by 2026 to accommodate the growth in households, *Table 10*. This rate of growth does not include the affordable units proposed by Park City's Community Development Department. The rate of growth can be increase through affordable housing programs.

Table 9
Population and Household Projections for Park City
Three Scenarios

Projection Source	AARC	2020	2026	Change in Population	Change in Households
(1) Mountainlands Association of Governments	0.28%	8,562	8,706	144	65
(2)U.S. Census Bureau estimates (2000-2020)	0.75%	8,562	8,888	326	140
(3)U.S. Census Bureau estimates (2010-2020)	1.2%	8,562	9,088	526	228

Source: Derived from Mountainlands Association of Governemtns, and U.S. Census Bureau.

Table 10
Household Projections

Scenarios	Households 2021	Households 2026	Numeric Change	AARC*
Mountainlands	3,399	3,464	65	0.38%
Census (2000-2020)	3,399	3,539	140	0.81%
Census (2010-2020)	3,399	3,627	228	1.31%

Source: Mountainlands Association of Government and U.S. Census Bureau.

Demographic Growth and Demand for Housing Units – The demographic projections make no distinction between future owners and renters. But, the mix of owners and renters can be influenced by Park City's housing policy. Without the assistance of affordable housing programs, the market will produce housing for only high-income households. The demographic projections show that growth will be sufficient to support at least 100 units of affordable housing—43% of expected demand— with a mix of 80 affordable rental units and 20 owner-occupied units.

Affordable Housing Production Goal - In 2016, the Park City Council passed *A Resolution Establishing an Affordable Housing Production Goal for the Park City Housing Authority*. The resolution states, "the Mayor and City Council do hereby proclaim an affordable housing goal of 800 units by 2026 with an interim goal of 220 units by 2020." By 2021, 169 affordable units had been developed through inclusionary zoning (IZ) or city purchase of land and units, *Table 11*. Most of these units are occupied by qualified households. The absorption of these 169 units over five

years shows that the demand for affordable housing is stronger than demographic projections would indicate. In fact, with regards to affordable housing, Park City can be characterized as a market where "if you built it they will come". The need for affordable housing is at least a thousand units, given that more than 8,000 out-of-county workers commute daily into Park City for employment. Certainly, a substantial number of these workers would prefer to live closer to their employment and would readily rent or own affordable housing in the city.

Table 11
Development of Affordable Housing in Park City, 2016-2021

Project	Units	Comments
Quinn's Junction, Park City Heights	68	Under a sales agreement with Park City, Ivory Homes agreed to build 79 affordable homes as part of their larger Park City Heights development. To date, 68 are completed.
Central Park Condominiums	11	In 2018, the city purchased 11 units, which now are deed-restricted and occupied by qualified households.
Retreat at the Park	8	In 2019, single-family homes. Occupied by qualified households
Prospector Condos	23	In 2018, the city purchased 23 units and renovated the units for rent to transit employees. Half of the units are occupied.
Woodside Park Phase I	11	In 2019, the city completed Woodside Park Phase I. Seven owner-occupied units and 4 ADUs.
Kings Crown	11	Condominium units
Deed restrictions (IHC)	37	24 SRO rental units, 12 two-bedroom units, and one three-bedroom unit
Total Units	169	

Source: 2021 Update to 2020 Housing Assessment and Plan, The Moderate Income Housing Plan, as an addendum to the 2014 Park City General Plan.

Park City, through inclusionary zoning and RDA funding, could see as many as 600 additional affordable units developed by 2026. Added to the 169 units developed from 2016 to 2021, this would bring the number of affordable units developed (2016-2026), with support of Park City's affordable housing programs, to 769 units, slightly below the 2016 Resolution's goal of 800 units.

Area Median Income (AMI) versus Workforce Wage (WFW) – Park City officials have recognized that the area median income (AMI) does not "accurately reflect the financial reality of those in need of affordable housing." For tax credit applications, HUD uses an AMI for Summit County of \$120,800. A high AMI leads to higher rental rates for many government assisted projects, since approved rental rates are tied to income. The theory is higher-income households can afford higher rents. Unfortunately, in a resort community, the relationship between AMI and rents breaks down. Resort communities require a large moderate to low-wage workforce. In the case of Park City, over half the workforce must commute from out-of-county due to the lack of affordable housing. In addition, a fair share of Park City residents are employed locally at moderate to low wage jobs and consequently often face overcrowded housing conditions and high housing cost burdens. The high AMI levels in Park City result in higher rents for affordable projects.

The glaring difference between AMI and WFW is illustrated by an estimate of the weighted average wage for the five major employment sectors in Summit County (Park City data not available). These five sectors account for nearly two-thirds of the county's employment and are also the sectors most likely to employ commuters. The weighted average wage in 2020 was \$38,197, a wage at only 34% of Park City's median income and 32% of HUD's AMI of \$120,800, *Table 13*.

Using a rental rate based on the AMI, a one-bedroom apartment at 50% AMI would have a monthly rental rate of \$1,120. This one-bedroom apartment would require an income of \$44,800 (rent and utilities at 30% of income), an income 17% higher than the average wage of \$38,197, *Table 14*. A housing policy that does not account for the difference between AMI and WFW can worsen the affordable housing crisis.

Table 13
Average Wage for Major Employment Sectors in Summit County

Employment Sector	Average Wage	Employment
Construction	\$53,052	2,260
Retail Trade	\$36,804	3,318
Arts & Entertainment	\$29,136	4,306
Accommodation & Food Service	\$34,572	5,070
Local Government	\$48,924	2,651
Weight Average/Total	\$38,197	17,605
Summit County Employment	---	27,115
% of Workforce	---	64.9%

Source: Utah Department of Workforce Services.

Table 14
Income Required for Rent and Utilities by AMI Levels

AMI Levels	Rent	Annual Cost of Rent & Utilities	Income Required for Rent & Utilities
Studio			
80%	\$1,674	\$20,088	\$66,960
70%	\$1,464	\$17,568	\$58,560
60%	\$1,255	\$15,060	\$50,200
50%	\$1,046	\$12,552	\$41,840
40%	\$837	\$10,044	\$33,480
30%	\$627	\$7,524	\$25,080
One Bedroom			
80%	\$1,793	\$21,516	\$71,720
70%	\$1,568	\$18,816	\$62,720
60%	\$1,344	\$16,128	\$53,760
50%	\$1,120	\$13,440	\$44,800
40%	\$896	\$10,752	\$35,840
30%	\$672	\$8,064	\$26,880
Two Bedroom			
80%	\$2,152	\$25,824	\$86,080
70%	\$1,883	\$22,596	\$75,320
60%	\$1,614	\$19,368	\$64,560
50%	\$1,345	\$16,140	\$53,800
40%	\$1,076	\$12,912	\$43,040
30%	\$807	\$9,684	\$32,280
Three Bedroom			
80%	\$2,438	\$29,256	\$97,520
70%	\$2,175	\$26,100	\$87,000
60%	\$1,864	\$22,368	\$74,560
50%	\$1,553	\$18,636	\$62,120
40%	\$1,243	\$14,916	\$49,720
30%	\$932	\$11,184	\$37,280

Source: HUD 2021 maximum gross rents for LIHTC projects.

Affordable Housing Need Compared to Likely Development – The addition of the proposed 559 affordable units would be a significant addition to Park City's affordable housing inventory but would still fall short of the demand for the 2022 to 2026 period. The three sources of demand, (1) current renters with housing cost burdens, 330 households, (2) demand created by demographic growth over the next five years, at least 100 affordable units, and (3) the workforce housing demand created by the more than 8,000 out-of-county workers commuting daily to Park City for employment, the "if you built it they will come" households. If five percent of these commuters opted to move to Park City they would generate the demand for 400 units of affordable housing units. Housing demand from commuters would be primarily for affordable rental housing. Three-quarters of commuters (6,000 individuals) make less than \$40,000 annually, about 50% of the AMI for a one-person households and 40% for a two person household. One-person commuter households with incomes at 60% to 80% AMI have incomes from \$50,000 to \$67,000, a smaller share (2,000 individuals) of commuters.

Demand for affordable housing could absorb as many as 800 to 1,000 units over the next five years. The development of the proposed 600 affordable units is commendable, nevertheless, supply will still fall short of demand.

VITA

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EDUCATION

University of Utah, Salt Lake City, Utah; B.S. Finance, June 1967.
University of Utah, Salt Lake City, Utah; Graduate Student in Economics, 1970-1974.

MILITARY EXPERIENCE

United States Army, Military Intelligence 1968-1970; Vietnam 1969-1970. Awarded
Bronze Star for service.

EMPLOYMENT EXPERIENCE

July 2015 to present Ivory Boyer Senior Fellow, Kem C. Gardner Policy Institute,
University of Utah.
2002 to 2015, Director, Bureau of Economic and Business Research, David Eccles
School of Business, University of Utah.
1975 to 2002, Senior Research Analyst, Bureau of Economic and Business Research, David
Eccles School of Business, University of Utah, Salt Lake City, Utah.
1975 to present, private consultant, James A Wood & Associates, Salt Lake City, Utah.
1974-1975 - Legislative Aide on economic issues for Senator Frank E. Moss,
Washington, D.C.
1972-1974 - Research Analyst, Bureau of Economic and Business Research.
1970 (summer) - Accountant, Jacobsen Construction Company, Salt Lake City, Utah.
1966-1967 - Accountant, Utah Idaho Sugar Company, Salt Lake City, Utah.

ADVISORY COMMITTEES AND BOARDS

Ex-Officio Member of the Board of Trustees Downtown Alliance Salt Lake City.
Member of the Economic Council of Utah.
Committee Member of Revenue Assumption Working Group, State of Utah.
Board Member of NeighborWorks Salt Lake City
President of Wasatch Economic Forum 2008-2009
Advisory Board Member of the Salt Lake County Housing Trust Fund 2009-2014
Board Member Salt Lake Home Builders Association
Member Salt Lake County Consortium Housing (HOME) Committee

UNIVERSITY RESEARCH STUDIES AND PUBLICATIONS

“The Origins of Utah’s High Tech Industry: People, Products, and Companies,” (forthcoming), Kem Gardner Policy Institute, University of Utah.

“The State of the State’s Housing Market,” Kem Gardner Policy Institute, University of Utah, James Wood and Dejan Eskic, October 2021.

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HOUSING WORK SESSION

March 17, 2022

Overview



Housing Assessment



Housing Goals



Housing Resolution



Housing Authority



Strategies/Programs



Development

Key Questions: Housing

Why should the City invest in affordable housing?

Retain community fabric and small-town feel
Address housing needs for local business workforce
Reduce daily transportation and carbon emissions

1

How should the City develop housing?

City developed
Public-private/non-profit partnerships
Lite Deed Restriction Program

Rent to Own
Shared Equity

2

Who should develop affordable housing?

Private/non-profit sectors only
City with private/non-profit partners
City only

Regional housing authority
Large employers

3

Where should affordable housing be developed?

Inside city limits only
Inside or outside city limits, but relatively close to City

4

What percent of the workforce should live in town?

10%, 15%, 20%, more...?

5

Should the City re-evaluate the housing authority?

Change the structure
Investigate moving to a more regional approach

6

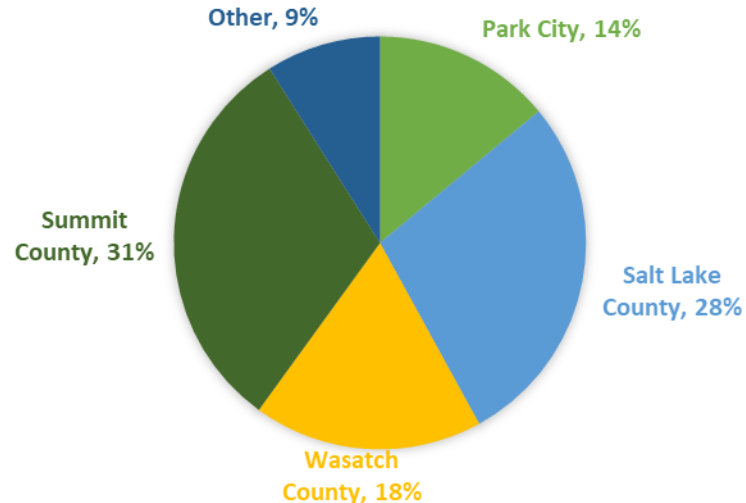
2021 PARK CITY HOUSING ASSESSMENT



Commuter Data

Each day nearly **8,800** out-of-county workers commute into Park City for employment.

WHERE DOES WORKFORCE COME FROM?



Where do PCMC employees live?

Park City	132	16%
Snyderville Basin	140	17%
Rest of Summit County	83	10%
Salt Lake Valley	203	25%
Wasatch County	113	14%
Utah County	63	8%
Weber & Davis Counties	42	5%
Other Counties/Out of State	41	5%

Workforce Information

Employment Sector	Average Wage	Employment
Agriculture, Forestry	\$40,128	37
Mining	\$65,640	71
Utilities	\$99,888	43
Construction	\$52,848	2,027
Manufacturing	\$77,328	891
Wholesale Trade	\$100,368	425
Retail Trade	\$36,576	3,216
Transportation and Warehousing	\$43,260	303
Information	\$105,348	456
Finance and Insurance	\$162,204	466
Real Estate and Rental Leasing	\$62,532	1,307
Professional and Scientific & Tech.	\$96,984	1,357
Management of Companies	\$101,520	224
Admin. Support	\$52,332	937
Education Services	\$38,292	348
Health Care	\$55,152	1,574
Arts, Entertainment and Recreation	\$39,264	3,281
Accommodation and Food Services	\$34,284	5,053
Other Services	\$44,040	756
Federal Government	\$50,844	63
State Government	\$37,572	105
Local Government	\$47,832	2,627
Total	\$52,308	25,529

Average Wage and Number of Employees by Sector in Summit County, 2020

Source: Utah Department of Workforce Services.

Earnings of Commuters

Earnings	Number of Workers	% Share
\$1,250 per month or less	6,217	48.7%
\$1,251 to \$3,333 per month	3,197	25.0%
more than \$3,333 per month	3,352	26.3%
Total	12,766	100.0%

Source: U.S. Census, On the Map

\$500,000

Annual household income required to purchase median priced single-family home, nearly five times the median income.

\$200,000

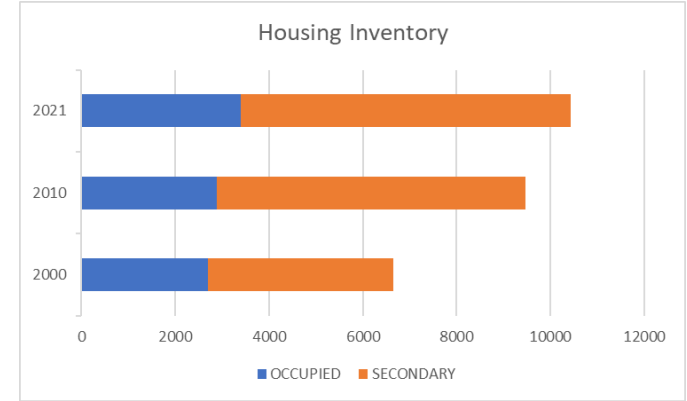
Annual household income required to purchase median priced condominium.

Housing Inventory

Table 1
Changes in the Park City Housing Inventory by Type of Use

Category	2000	2010	2021	Change 2000-2021	Change 2010-2021
Total Housing Units	6,661	9,471	10,440	3,779	969
Occupied	2,705	2,885	3,399	694	514
Share of Total Units	40.80%	30.50%	32.60%		
Vacant	3,956	6,586	7,041	3,085	455
Share of Total Units	59.2	69.5	67.40%		
Owner Occupied	1,660	1,775	2,230	570	455
Share of Units	24.90%	18.70%	21.50%		
Renter Occupied Units	1,045	1,110	1,169	124	59*
Share of Total Units	16.00%	11.70%	11.20%		
Vacant Seasonal, Recreational	3,383	5,609	6,750	3,367	1,141

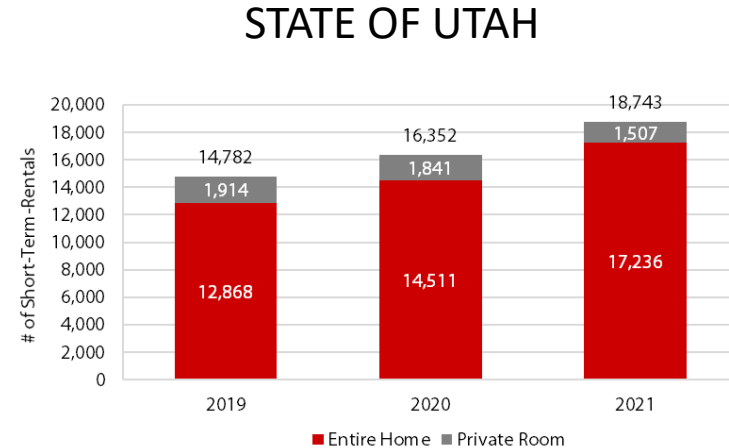
*Rental units include only those new units classified as rental units by the Park City Building Department. Rehabilitated units and condominium units are not included in the additional rental units.
Source: U.S. Census Bureau and Gardner Policy Institute, University of Utah.



YEAR	2000	2010	2021
TOTAL UNITS	6661	9471	10440
OCCUPIED	41%	30%	33%
SECONDARY	59%	70%	67%

Short-Term Rentals

- From a study completed by the Gardner Policy Institute at the University of Utah:
 - The number of STRs in Utah increased over the last half of the 2010s
 - Summit County holds the highest share of the state's STR's historically.
 - In 2021, 32.2% of all listings (over 6,000) were in Summit County.
 - Park City estimated to have over half of the STR in Summit County.
 - 2,300 licensed STR, estimate of 1,000-1,500 more operating without a license



What does the data tell us?

14%

Employees live within
City limits

8,800

Employees commute
from outside Summit
County

67%

Employees commuters
earn less than \$40K

330

Existing rental
households are cost-
burdened (above 30%
of income)

800 - 1000

Demand for affordable
housing units over the
next five years

HOUSING GOALS

Current Housing Goal

- Housing goal of 800 units by 2026 created in 2016.
- Based on 2016 Housing Needs Assessment that stated 80 units needed each year to maintain 15% of workforce living in City limits.
- Current direction is to focus development within City limits.

— Building a Complete Community —

Who are we building housing for?

- Housing for every stage of one's life
- Long-term rentals
- Affordable & Attainable sales
- Options for protected community members such as LGBTQA+, Seniors, Differently Abled and Neuro-diverse.
- Support of small businesses within city limits



AMI vs WFW

- **Area Median Income (AMI)** is based on **who lives here**

- Aging Population
- Growing wealthier (\$108,720 for a family of 3)
- Diversity is dropping



- **Workforce Wage (WFW)** is based on **who works here**

- Low wages in services, hospitality and retail (\$63,600 for a family of 3)
- 86% of the workforce commutes
- 73% earn \$40,000 or less



AMI vs WFW

WFW for Summit County

Area	WFW for Family of 3	Category	Persons in Family							
			1	2	3	4	5	6	7	8
Summit County, UT	\$63,600	50% of WFW	22,260	25,440	31,800	31,800	34,344	36,888	39,432	41,976
		30% of WFW	13,356	15,264	19,080	19,080	20,606	22,133	23,659	25,186
		80% of WFW	48,082	54,950	50,880	54,950	59,346	63,742	68,138	72,535
		100% of WFW	44,520	50,880	63,600	68,688	74,183	79,678	85,173	90,668

100% of WFW for a family of 3 is equal to 58% of AMI.

HUD approved AMI for Summit County based on National AMI limits

Area	Median Family of 3 Income	FY 2021 Income Limit Category	Persons in Family							
			1	2	3	4	5	6	7	8
Summit County, UT	\$108,720	Very Low (50%) Income Limits	41,850	47,800	53,800	59,750	64,550	69,350	74,100	78,900
		Extremely (30%) Low Income Limits	25,100	28,700	32,300	35,850	38,750	41,600	44,500	47,350
		Low (80%) Income Limits	55,950	63,950	71,950	79,900	86,300	92,700	99,100	105,500

HUD AMI calculations for Summit County based on math

Area	Median Family of 3 Income	FY 2021 Income Limit Category	Persons in Family							
			1	2	3	4	5	6	7	8
Summit County, UT	\$108,720	Very Low (50%) Income Limits	42,280	48,320	54,360	60,400	65,232	70,064	74,896	79,728
		Extremely (30%) Low Income Limits	25,368	28,992	32,616	36,240	39,139	42,038	44,938	47,837
		Low (80%) Income Limits	67,648	77,312	86,976	96,640	104,371	112,102	119,834	127,565

Workforce vs Affordable

Federal/State definition:

- Affordable (also MIH*) = 80% and below of AMI
- Workforce = as many definitions as there are communities

Park City - Staff Recommended definitions:

- Affordable = $\leq 100\%$ of Workforce Wage (58% of AMI)
- Workforce as a subset of Affordable
- Attainable = Middle Income (up to 120% of AMI)

* Moderate Income Housing – State classification

Policy Questions

- Who are we building housing for?
- Do you want to change the housing goal? If so, what changes would you like to see made?
 - # of Units?
 - Affordability Level? (AMI vs. WFW)
 - Rental vs. Ownership
 - Community housing vs. Workforce housing
- Does the Council want to make a goal for percentage of City employees that live in town?

HOUSING RESOLUTION

— Park City Housing Resolution —

- Park City has the strongest housing resolutions in the State.
- First Housing Resolution passed in 1993.
- Provides the guidelines for affordable housing program.
- Includes an inclusionary housing provision
- Required to be reviewed by City Council every two years.
- Last updated in 2021.

— Updating the Housing Resolution —

- The Housing Team reviews the current resolution annually.
- Areas identified for updates:
 - Reevaluate & reprioritize the options for fulfillment of housing obligations
 - Re-evaluate the fee-in-lieu calculation
 - Reassessing the basis for employee generation calculations
 - Reviewing the qualified work locations
 - Reviewing targeted income levels
 - Add language in support of programs to meet the housing needs of other populations

Methods of Fulfillment of Housing Obligations

1. Construction of unit(s) on the site on which the development is proposed.
2. Construction of the unit(s) within the Park City corporate limits
3. Dedication of existing units within Park City corporate limits (No more than 25% of a housing obligation)
4. Conveyance of land within the Park City School District boundary
5. Construction of units outside Park City, but within the Park City School District boundary
6. Payment of Fees in Lieu of Development.

Council could choose to re-prioritize order of fulfillment or disincentivize options less desirable by adding additional requirements.

Fee In Lieu

- Payment of Fees in Lieu of Development. If the Park City Housing Authority determines that
 - (1) no other alternative is feasible, or
 - (2) such a payment would result in more immediate development of housing, or
 - (3) such a payment would leverage additional resources, then a Payment of Fees in Lieu of Development may be accepted.
- Funds may only be expended for projects located within city limits of Park City or within the Park City School District boundary
- The In Lieu Fee is based on the actual cost of construction in the prior year and published annually.
- Updates may occur more frequently at the request of the City Council to reflect changing real estate conditions.
- Any Fees in Lieu collected shall be used only for the purpose of planning for, subsidizing, or developing affordable housing.

Fee In Lieu

- Current Fee In Lieu fee is \$389,700 per AUE. Based on construction cost from previous year.
- Options moving forward:
 - Include cost of land in calculation
 - Include an inflationary component for time needed to build unit

Employee Generation

- Employee Generation rates – current rates are outdated and a new study taking a special look at:
 - The difference between hotels: 5-star vs 2- or 3-star
 - Homes greater than 10,000 square feet
 - New categories such as:
 - Ski Clubs
 - Meeting and Convention Space

Qualified Renters/Buyers

- Work location – change from PCSD boundaries to within city limits to help meet housing goals?
- Change income targeting to lower AMI especially for rental units to meet the needs of commuting workforce?
- Explore ways to address the housing needs of protected classes such as Seniors, LGBTQA+, differently abled and neuro-diverse communities.

Policy Questions

- Is City Council supportive of the areas that the Housing Team has identified for possible changes in the Housing Resolution?
 - Reevaluate & reprioritize the options for fulfillment of housing obligations
 - Re-evaluate the fee-in-lieu calculation
 - Reassessing the basis for employee generation calculations
 - Reviewing the qualified work locations
 - Reviewing targeted income levels
 - Add language in support of programs to meet the housing needs of other populations
- Are there any other areas that the City Council would like the Housing Team to review for possible changes?

HOUSING AUTHORITY

TRIVIA QUESTIONS

- **What year was the Park City Housing Authority established?**
- **Who was on the first Housing Authority?**

Background

- Park City's Housing Authority was established in 1978
- Made up of members appointed by City Council.
- Utah State Code establishes the power for the creation of Housing Authorities, to study and determine the needs of medium and low-income persons
- Housing Authorities can also administer programs, own and lease property, and conduct business associated with affordable housing
- Council directed the Housing Team at their spring retreat to explore the options for a local or regional Housing Authority separate from, but appointed by, the City Council

Comparing Other Housing Authorities

BLAINE CO



SLC



— Pros & Cons of Separate Housing Authority —

PROS

- Expertise in the field -
- Ability to act quickly
- Greater opportunities for regional collaboration
- Increased operation efficiency
- Inoculated from the politics of the issues

CONS

- Reduced amount of control
- Funds spent outside City limits
- Increased benefits to other jurisdictions

Recommendation

- Return to Council in a future work session with a more comprehensive presentation that includes:
 - Funding Options
 - State Laws
 - Bylaws/Guidelines
 - Budget
 - Possible phasing plan for Housing Authority

STRATEGIES/PROGRAMS



— Live Local Park City – Lite Deed Restrictions Program —

- Makes cash payments to property owners to place a deed restriction on their property in perpetuity.
- Would restrict properties to “full-time” residents occupying or renting property (greater than 6 months)
- The Housing Team proposes to allocate \$1,000,000 in funding
- Staff has brought this program to Council three times.
- *Would Council want the Housing Team to return with a broader program that includes an affordability component?*

Buy Down Program

- Property would be bought at market value and sold at deed restricted price
- A capital fund would allow for quick movement on key properties that come onto the market

Rent to Own Program

- City purchases the home
- Renter contributes 1-2% of purchase price as “initial home savings fund”
- Each month a percentage of the rent goes into “home savings fund”
- After three years, renter has enough money for down payment

Rent to Own Program

- Rent to own, or lease to own, programs allow renters to rent their home while saving up for their down-payment
- Several private companies use this model in low-cost areas

Shared Equity Program

- Shared equity programs require a one-time investment into each property by the municipality
- In return for the subsidy, the buyer agrees to share any home price appreciation at the time of resale with the entity providing the subsidy, which helps preserve affordability for subsequent homebuyers.
- Shared equity programs are also used by private companies (Pacaso) to encourage second home ownership

Shared Equity Program

What is Shared Equity Homeownership?



A one-time investment makes a home affordable for purchase by a working family with modest means, and the home remains affordable for family after family that purchases it.



In return for being able to buy a home below its market-rate value, the family agrees to limit their proceeds when they sell so another family with a modest income can afford to purchase the home.



The first family builds wealth and then "pays it forward." The affordable house is self-sustaining, and the use of public funds is prudent since that one-time public investment serves an endless number of families.

What are the Benefits of Shared Equity Homeownership?



- 1 Provides greater likelihood of attaining and sustaining homeownership.
- 2 Builds wealth among lower income and families of color.
- 3 Ensures public investments go further and do more.
- 4 Builds stronger, safer and higher-quality neighborhoods.
- 5 Contributes to greater educational and job attainment.
- 6 Creates jobs through the construction and rehab of housing.

City Build & Sell Model

- City acts as developer and develops for sale units
- City has successfully completed several projects using this model



Pros/Cons of City Build/Sale Model

PROS

- City controls the design
- City retains any profits or revenue

CONS

- Requires large amount of City resources
- Project delivery is slower
- Subsidy could be above 50% of costs
- Ties up more City funds to other projects

Public/Private Partnerships

- City partners with private sector developer or non-profit to build affordable housing.



— Pros/Cons of Public/Private Partnerships —

PROS

- Better projects when each participant does what they do best
- Faster projects
- Lower risk for the City
- Private sector more experience in cost containment
- Allows City funds to be used more efficiently

CONS

- Must compensate private sector for risk
- Reduce or forfeit profit or future revenue
- Must be flexible in design

Program Evaluation Matrix



PCMC Relative Value Housing Strategy Analysis

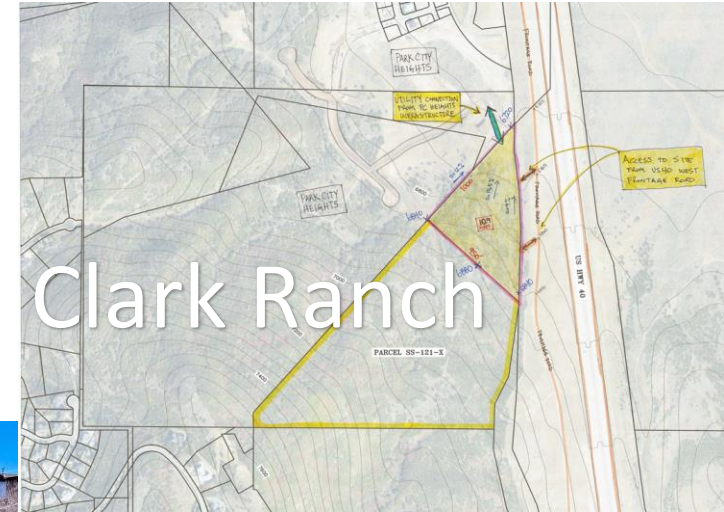
	Strategy					
	Purchase Price Buy Down	Lite Deed Restriction	City Build & Sell	Rent to Own	Shared Equity	Public Private/Non-Profit Partnership
	Configurable Model Parameters					
Funding Access, \$	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000
Assumed 2022 Market Price, \$	\$850,000	\$850,000	\$850,000	\$850,000	\$850,000	-
Assumed Discount Factor, %	47%	15%	47%	0%	20%	-
Assumed Number of Executable Transactions/Year, No.	10	12	15	8	10	-
Assumed Monthly Rent Charged, \$	-	-	-	\$2,500	-	-
Assumed Cost per Acre, \$	-	-	-	-	-	\$4,500,000
Assumed Buildable Units per Acre, Acres	-	-	-	-	-	70
Assumed Annual Growth Rate of PC Home Prices, %	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%
	Key Outcomes					
Units Acquired, No.	50	121	54	26	94	389
Acquisition Cost Per Unit, \$	\$500,000	\$206,612	\$462,963	\$834,038	\$265,957	\$64,286
Years for City to Acquire Affordable Units, Yrs.	5.00	10.08	3.60	5.67	9.40	5.00
City Revenue or Equity Generated, \$	(\$25,000,000)	(\$25,000,000)	(\$25,000,000)	\$28,315,000	\$24,688,515	(\$25,000,000)
	Strategy Single Criteria Rank					
Maximize Units Acquired	5	2	4	6	3	1
Minimize Acquisition Cost Per Unit	5	2	4	6	3	1
Minimize Years for City to Acquire Affordable Units	2	6	1	4	5	2
Maximize City Revenue or Equity Generated	3	3	3	1	2	3
Council Defined Sentiment - Community Benefit	1	1	1	1	1	1
Weighted Average Score	3.2	2.8	2.6	3.6	2.8	1.6
	Strategy MiniMax Regret					
Overall MiniMax Rank	5	3	2	6	3	1
Metric Weights						
Key Outcomes	Weights	<-- Adjust weights carried by different metrics in final score, staff has assumed equal weight across all metrics by default				
Maximize Units Acquired	1					
Minimize Acquisition Cost Per Unit	1					
Minimize Years for City to Acquire Affordable Units	1					
Maximize City Revenue or Equity Generated	1					
Council Defined Sentiment - Community Benefit	1					

Other Opportunities

- Down Payment Assistance – Fund that would provide down payments
- Conversion Incentives from STR to LTR – Pay property owners to rent long term rather.
- City Employee Long-Term Housing Programs – Provide long-term housing options with City-owned property.

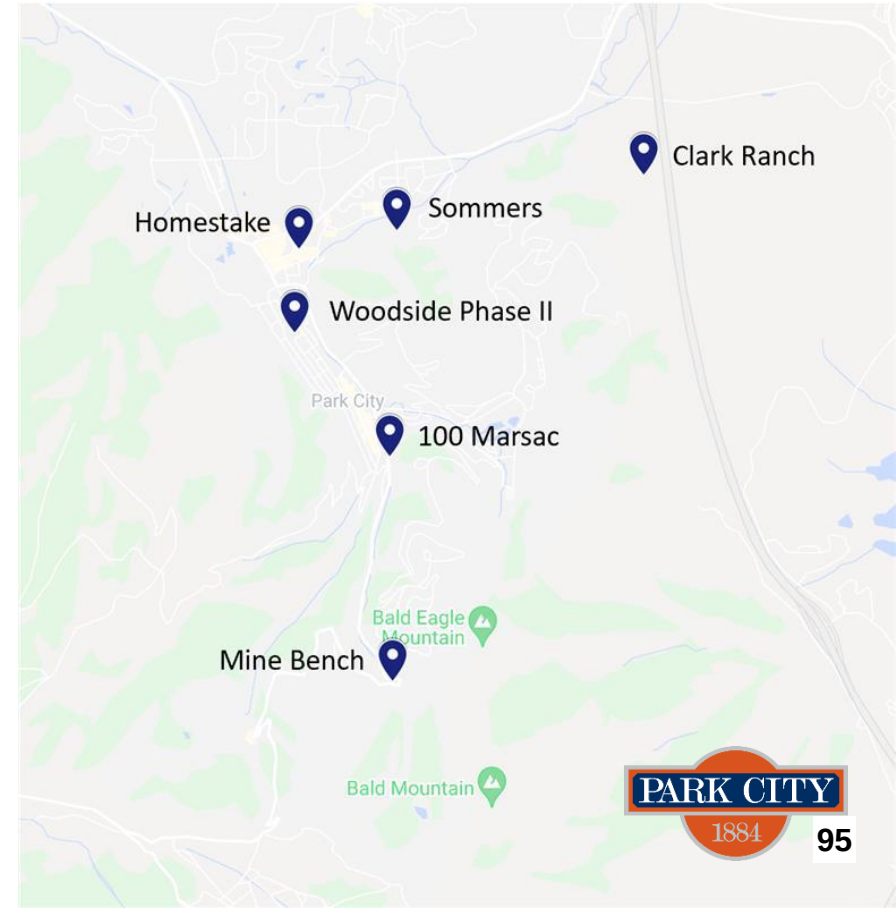
DEVELOPMENT

Development Updates



Land Prioritization Exercise

- In 2018, to continue progress towards the aggressive housing goals, staff was asked to bring Council a prioritized list of City-owned properties for possible housing development.
- In October 2018, Council prioritized the list of properties to include the following:
 - 100 Marsac
 - Mine Bench
 - Sommers
 - Clark Ranch





Mine Bench

- Staff has been approached by local business who are interested in building workforce housing on the site.
- Current direction was to not prioritize this property for City development.

Recommendations:

Option 1: Direct staff to start entitlement process.

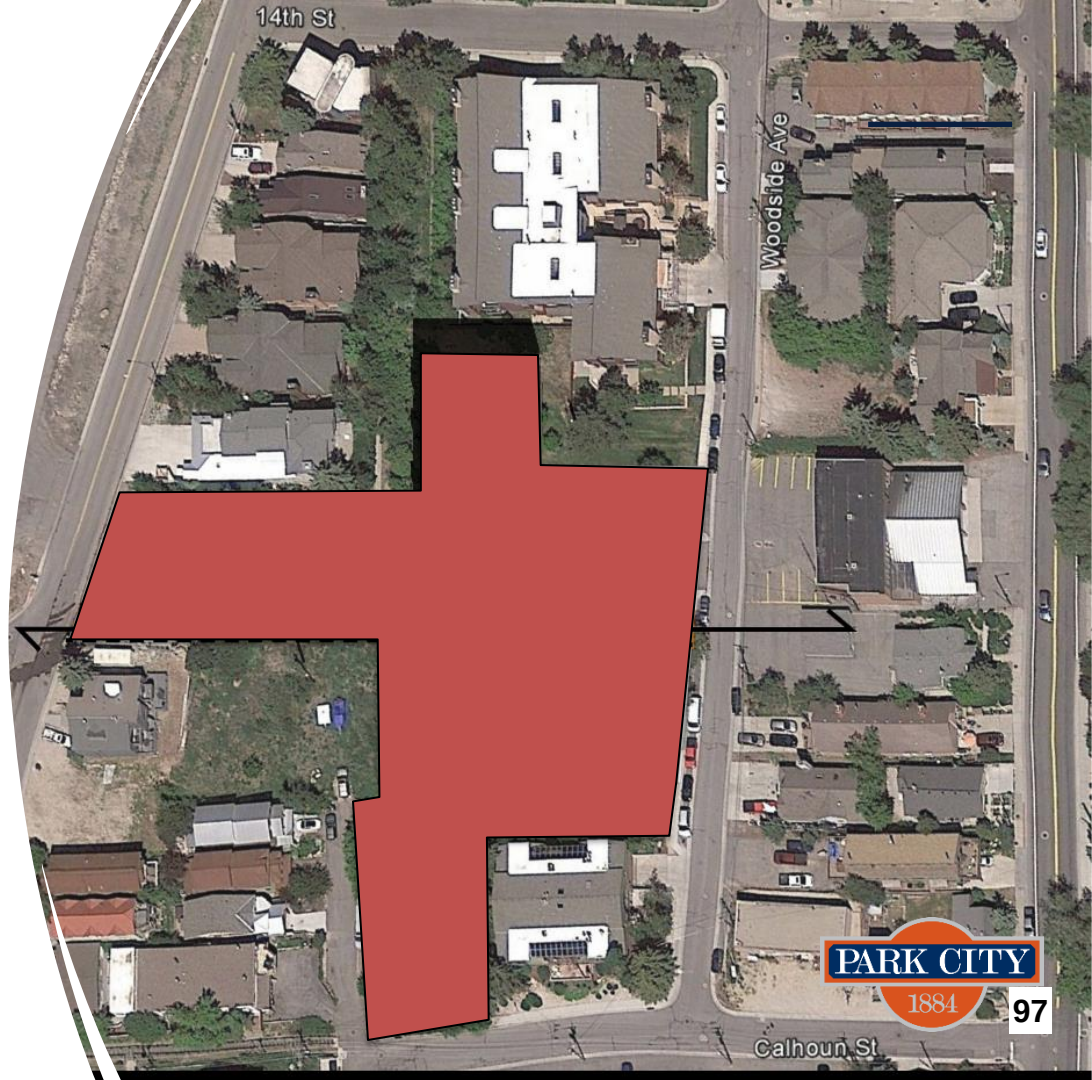
Option 2: Develop a RFP for the property.

Woodside Park Phase 2

- Original plans for development appealed
- Plat amendment application has been prepared.
- Three viable options:
 - All affordable housing
 - All senior housing
 - Hybrid – Both senior & affordable housing

Recommendation:

Direct Housing Team to work with Council Senior Liaisons to reengage with the Seniors on the possible development of this property.



Homestake

- Negotiation of a Development Agreement with JF Development
- Testing and surveying of site that will lead to conceptual designs.
- The City's Engineering Department is actively working on street designs for the extension of Munchkin Road and the upgrade of Homestake Road.
- The City's Engineering Department is in the process of conducting traffic and parking study of the area.

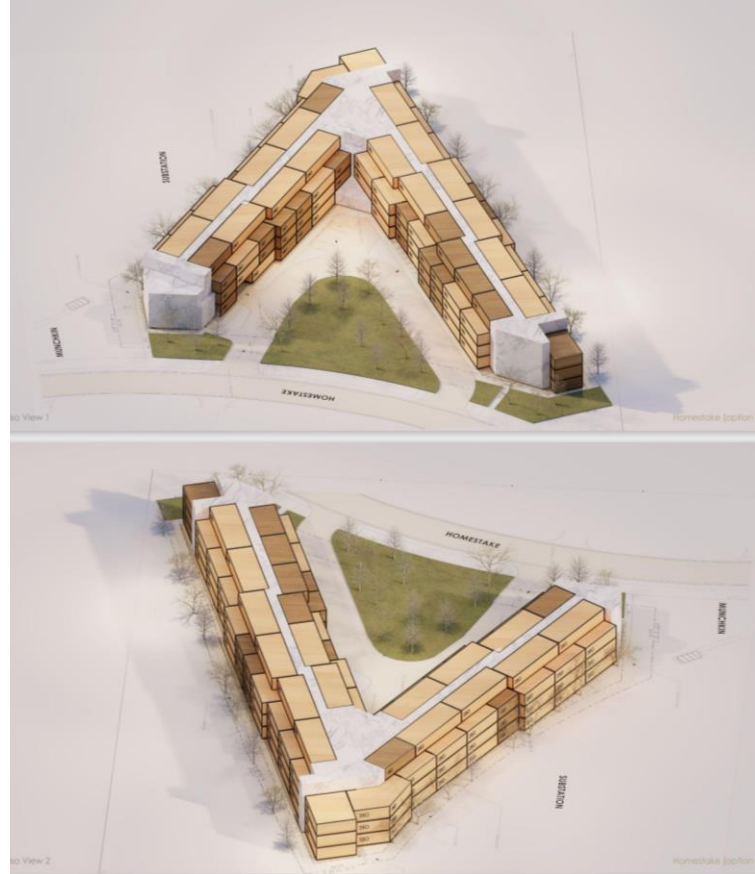


Homestake

- Likely over 100 units of affordable rental.
- Over 200 bedrooms.
- Rental rate that average AMI of 60%

Recommendations:

1. Continue negotiations of an agreement with J. Fisher.
2. Proceed with conceptual designs concurrent to master planning process.



Key Questions: Housing

Why should the City invest in affordable housing?

Retain community fabric and small-town feel
Address housing needs for local business workforce
Reduce daily transportation and carbon emissions

1

How should the City develop housing?

City developed
Public-private/non-profit partnerships
Lite Deed Restriction Program

Rent to Own
Shared Equity

2

Who should develop affordable housing?

Private/non-profit sectors only
City with private/non-profit partners
City only

Regional housing authority
Large employers

3

Where should affordable housing be developed?

Inside city limits only
Inside or outside city limits, but relatively close to City

4

What percent of the workforce should live in town?

10%, 15%, 20%, more...?

5

Should the City re-evaluate the housing authority?

Change the structure
Investigate moving to a more regional approach

6

100

Council Agenda Item Report

Meeting Date: March 17, 2022

Submitted by: Michelle Kellogg

Submitting Department: Executive

Item Type: Staff Report

Agenda Section: WORK SESSION

Subject:

5:00 p.m. - Break

Suggested Action:**Attachments:**

City Council Staff Report



Subject: Moratorium
Author: Gretchen Milliken, Planning Director
Date: March 17, 2022
Type of Item: Work Session

Recommendation

In response to a recent City Council and Mayoral request, the Planning Department has designed a brief work session to review the state regulations regarding a “moratorium,” also known as a temporary land use regulation.

Background

In the February 9, 2022, at the City Council Annual Retreat, the City Council asked several questions about what is commonly referred to as a “development moratorium” or “moratorium” ([Minutes](#), p. 10). Utah Code [§ 10-9a-504](#) outlines the state regulations for a moratorium.

A City Council in the State of Utah may enact an ordinance establishing a moratorium if:

- The City Council makes a finding of compelling, countervailing public interest; or
- The area is unregulated¹.

The [Utah Office of the Property Rights Ombudsman website](#) also provides a quality summary of a moratorium and clarifies that a “compelling interest” relates to “a substantial risk to the public’s health, safety, or welfare that should be addressed through a temporary regulation.”

According to the Property Rights Ombudsman, a moratorium:

- Is intended to address an emergency situation or compelling reason that requires an immediate answer to provide local government time to address the situation through the public process;
- Cannot exceed six months; and
- Can prohibit or regulate construction and subdivision approvals.

Contrary to popular opinion, enacting a moratorium does not necessarily stop development, nor the processing of complete land use development applications.

¹ Utah Code [§ 10-9a-504\(1\)](#).

Instead, development applications submitted prior to a moratorium continue to move through the review process.

However, temporary land use regulations may only be adopted to address emergency situations or a compelling reason, which require immediate action. While in place, a local government has time, in theory, to address the emergency through a new zoning ordinance(s).

In order to answer the City Council's request for additional information, the Planning Department will provide an educational overview and answer questions.

Council Agenda Item Report

Meeting Date: March 17, 2022

Submitted by: Michelle Kellogg

Submitting Department: Executive

Item Type: Staff Report

Agenda Section: PRESENTATION

Subject:

Olympics Presentation by Myles Rademan

Suggested Action:

Attachments:

Council Agenda Item Report

Meeting Date: March 17, 2022

Submitted by: Michelle Kellogg

Submitting Department: Sustainability

Item Type: Staff Report

Agenda Section: COMMUNICATIONS AND DISCLOSURES FROM
COUNCIL AND STAFF

Subject:

Use of Arts District for Special Events

Suggested Action:**Attachments:**

[Art District Special Events Use Report](#)



City Council Staff Communication

Subject: Continued Use of Art District Property for Level 1, 2, and 3
Locally Focused Special Events
Author: Jenny Diersen
Department: Special Events & Economic Development
Date: March 17, 2022

In the summer of 2021, the City activated the Arts and Culture Property (Property) on Tuesdays with a variety of local programming, such as music, dancing, art displays, kids' activities, and games.

In November 2021, the Mayor and City Council reviewed the programming and uses of the Property ([November 4, 2021](#) p.44/ [minutes](#) p. 8/ audio [1:45:33](#)). The City Council found the City programming to be moderately successful though the City's activation and production required [considerable resources](#) and effort from existing staff and outside event producers. The City Council supported utilizing the property for small local special events in the summer of 2022 and requested a future work session to discuss potential City programming and uses.

Recently, several local non-profit organizations have expressed an interest in using the Property this spring and summer for several small Level One, Two, or Three Special Eventsⁱ. These activities would be local, community-centric events that do not conflict with Peak Time Periodsⁱⁱ. For example, the Special Events Department recently received a Special Event Application from Recycle Utah for their Uncorked event. This is a local fundraiser filled with local music, and food proposed for Friday, June 17, 2022.

As a result of previous City Council direction, the review and approval/denial of smaller (Level One, Two, and Three) events, including the use of City Property, was delegated to administrative approvalⁱⁱⁱ. Under the Code, the City Council will continue to review and hold a public hearing for any Level Four or Five Event request for use of the Property^{iv}.

This communication is intended to reaffirm the City Council's policy direction given we have a new Mayor and City Council. As a result, we plan to review and approve an application such as the Uncorked event unless Council expresses a desire to hold a policy discussion. Staff will return at a subsequent meeting for a specific discussion on City programming at the Property.

ⁱ [4A-1-1.7](#) Special Event Definitions

ⁱⁱ [4A-2-3 \(D\)](#) Peak Time Periods

ⁱⁱⁱ [4A-2-3\(I\)](#) Administrative Review

^{iv} [4A-2-3\(H\)](#) City Council Review

Council Agenda Item Report

Meeting Date: March 17, 2022

Submitted by: Michelle Kellogg

Submitting Department: Budget, Debt & Grants

Item Type: Staff Report

Agenda Section: COMMUNICATIONS AND DISCLOSURES FROM
COUNCIL AND STAFF

Subject:

January 2022 Budget Monitoring Report, Grant Notification, and Sales Tax Memo

Suggested Action:

Attachments:

[January 2022 Budget Staff Report](#)

[Exhibit A: January Revenue](#)

[Exhibit B: January Expenses](#)

[Exhibit C: Sales Tax Memo](#)



Staff Communication

Subject: Monthly Budget Monitoring, Transportation Grant Notification, and Sales Tax Memo

Author: Budget Team

Department: Budget, Debt, & Grants

Date: March 17, 2022

Type of Item: Informational

The following Staff Report contains revenue and expenditure reports for the month of January, a transportation grant notification, and an informational memo on sales taxes.

January State Compliance Monthly Budget Reporting

The attachments within this report consist of monthly revenue and expenditure reports detailed by fund and major object type. No major changes from last month. The Adjusted Budget reflects [adjustments presented to Council and approved in December 2021](#).

Observations on Revenues

- Sales Tax continues to track above FY21
- Planning, Building, and Engineering fees are up \$682k over FY21
- Recreation Revenue up 28%
- Special Revenue includes CARES act funding received in FY21
- Ice Revenue up 49% vs FY21 due to relaxed restrictions and increased comfort levels for indoor activities. Revenues are tracking close to FY20 levels considering the Ice arena had a six-week closure in early FY22 for renovations
- Capital Improvement Fund Misc. Revenues tracking below FY21 due to a one-time sale of a property in FY21
- Slight decrease in the Water Fund due to a reduction in water use in FY22. This reduction is due in large part to community conservation efforts – specifically a reduction in outdoor irrigation during the exceptional drought in 2021
- Transportation Fund –
 - o Federal Revenue tracking above FY21 due to UDOT Section 5311 Ops/Admin contract (revenues are split with the County)
 - o Regional revenue decrease due to separation with County in FY22
- Parking revenue increase vs. FY21 due to the suspension of parking fees & fines at this time last year

Observations on Expenditures

- Personnel is tracking above FY21 levels in most funds due to restored levels of service when compared to Covid-19 levels. Personnel expenses are generally in line with FY20, which reflects higher demand for service levels and facility utilization, and are offset by increased revenue in many areas

- General Fund Special Services/Misc. Charges reflect CARES expenses in FY21 (offset by CARES revenue) not present in FY22
- Water reflects a \$7M variance to FY21 due to increases in Contract Services and Debt Service related to the recent bond. Capital Expenditures have increased slightly year-over-year as work on the Water Treatment Plant continues
- New Golf Cart fleet was originally budgeted in FY21, due to supply chain issues the fleet was received in FY22. In order to comply with industry standards and best practices, the expense of \$212k must be reflected in the year the assets were actually received
- Fleet tracking \$134k over vs FY21 due to increased cost of fuel and increased services compared to Covid-19 service levels in FY21

Transportation Grant Notification

Park City has been awarded a Bus & Bus Facilities Grant in the amount of **\$2,389,699** through the Department of Transportation! Terrific work by the Transit Team and our Federal lobbyists!

Grant Description: The Grants for Buses and Bus Facilities Program (49 U.S.C. 5339) makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.

Sales Tax Memo

As general background for Council Members, this report also includes a memo on Sales and Use Taxes collected in Utah. It identifies the taxes currently imposed in Park City as well as the ones that are not and why.

NOTE - Park City's total combined Sales and Use Tax Rate is 9.05%. Compared to other notable resort towns, consider the following:

- Long Beach, CA – 10.25%
- Aspen, CO – 9.30%
- Palm Springs, CA – 9.25%
- Myrtle Beach, SC – 9.00%
- Vail, CO – 8.90%
- Telluride, CO – 8.65%

Exhibits

Exhibit A: January Revenue Summary by Object and Type

Exhibit B: January Expense Summary by Object and Type

Exhibit C: Sale Tax Memo

YTD Revenue January 2022	YTD Actuals FY 2020	YTD Actuals FY 2021	YTD Actuals FY 2022	Adj Budget FY 2022
011 GENERAL FUND				
Property Taxes	\$ 9,990,675	\$ 11,362,848	\$ 11,598,735	\$ 12,392,328
Sales Tax	\$ 4,833,195	\$ 4,925,369	\$ 6,501,421	\$ 13,333,686
Franchise Tax	\$ 1,346,868	\$ 976,043	\$ 1,184,557	\$ 3,261,596
Licenses	\$ 359,441	\$ 273,324	\$ 287,382	\$ 484,692
Planning Building & Engineering Fees	\$ 2,460,854	\$ 1,786,043	\$ 2,468,387	\$ 3,565,757
Special Event Fees	\$ 99,188	\$ 8,081	\$ 67,707	\$ 115,681
Federal Revenue	\$ 4,476		\$ 5,875	\$ 54,318
State Revenue	\$ 56,026	\$ 56,079	\$ 71,613	\$ 76,471
County/SP District Revenue		\$ 24,635		\$ 24,515
Cemetery Charges for Services	\$ 16,413	\$ 11,314	\$ 12,169	\$ 80,182
Recreation	\$ 1,125,051	\$ 1,105,650	\$ 1,391,419	\$ 1,936,634
Other Service Revenue	\$ 35,950	\$ 23,736	\$ 21,119	\$ 56,768
Misc. Revenues	\$ 525,754	\$ 209,422	\$ 140,419	\$ 235,330
Interfund Transactions (Admin)	\$ 1,172,409	\$ 1,172,409	\$ 1,303,925	\$ 2,950,291
Special Revenues & Resources	\$ 71,454	\$ 3,201,855	\$ 528,248	\$ 6,000
Total 011 GENERAL FUND	\$ 22,097,753	\$ 25,136,809	\$ 25,582,976	\$ 38,574,249
012 QUINNS RECREATION COMPLEX				
Recreation	\$ 911	\$ 409	\$ 1,489	\$ 4,957
Ice	\$ 565,944	\$ 306,391	\$ 455,412	\$ 907,421
Misc. Revenues	\$ 3,639	\$ 86	\$ 385	\$ 1,250
Total 012 QUINNS RECREATION COMPLEX	\$ 570,494	\$ 306,887	\$ 457,286	\$ 913,628
023 LOWER PARK AVE RDA SPECIAL REVENUE FUND				
Property Taxes	\$ 3,976,366	\$ 3,478,182	\$ 3,760,441	\$ 4,252,000
Total 023 LOWER PARK AVE RDA SPECIAL REVENUE FUND	\$ 3,976,366	\$ 3,478,182	\$ 3,760,441	\$ 4,252,000
024 MAIN STREET RDA SPECIAL REVENUE FUND				
Property Taxes	\$ 1,122,837	\$ 1,222,139	\$ 1,245,698	\$ 1,276,319
Total 024 MAIN STREET RDA SPECIAL REVENUE FUND	\$ 1,122,837	\$ 1,222,139	\$ 1,245,698	\$ 1,276,319
031 CAPITAL IMPROVEMENT FUND				
Sales Tax	\$ 2,467,133	\$ 2,322,831	\$ 3,335,884	\$ 10,966,320
Planning Building & Engineering Fees	\$ 278,575	\$ 189,928	\$ 221,095	\$ 407,471
Federal Revenue				\$ 28,620

YTD Revenue January 2022	YTD Actuals FY 2020	YTD Actuals FY 2021	YTD Actuals FY 2022	Adj Budget FY 2022
State Revenue	\$ 320,658	\$ 236,731	\$ 338,691	\$ 364,106
County/SP District Revenue	\$ 2,692,127	\$ 413,378	\$ 1,827,496	\$ 449,628
Transit Charges for Services				\$ 3,500,000
Misc. Revenues	\$ 5,304,159	\$ 1,650,541	\$ 20,264	\$ 14,867,587
Special Revenues & Resources	\$ 160,963	\$ 218,705	\$ 251,241	\$ 396,901
Bond Proceeds				\$ 9,000,000
Total 031 CAPITAL IMPROVEMENT FUND	\$ 11,223,615	\$ 5,032,114	\$ 5,994,672	\$ 39,980,633
033 REDEVELOPMENT AGENCY-LOWER PRK				
Interfund Transactions (CIP/Debt)	\$ 1,220,646	\$ 1,803,977	\$ 1,803,977	\$ 3,092,532
Total 033 REDEVELOPMENT AGENCY-LOWER PRK	\$ 1,220,646	\$ 1,803,977	\$ 1,803,977	\$ 3,092,532
034 REDEVELOPMENT AGENCY-MAIN ST				
Interfund Transactions (CIP/Debt)	\$ 402,500	\$ 408,331	\$ 408,331	\$ 700,000
Total 034 REDEVELOPMENT AGENCY-MAIN ST	\$ 402,500	\$ 408,331	\$ 408,331	\$ 700,000
038 EQUIPMENT REPLACEMENT CIP				
Interfund Transactions (CIP/Debt)	\$ 749,931	\$ 767,431	\$ 924,931	\$ 1,585,600
Total 038 EQUIPMENT REPLACEMENT CIP	\$ 749,931	\$ 767,431	\$ 924,931	\$ 1,585,600
051 WATER FUND				
Planning Building & Engineering Fees	\$ 1,242,376	\$ 768,738	\$ 932,828	\$ 1,183,938
Federal Revenue				\$ 456,274
Water Charges for Services	\$ 10,380,156	\$ 12,341,815	\$ 11,026,617	\$ 19,819,145
Misc. Revenues	\$ 189,181	\$ 162,956	\$ 65,146	\$ 203,002
Bond Proceeds				\$ 31,190,000
Total 051 WATER FUND	\$ 11,811,713	\$ 13,273,509	\$ 12,024,590	\$ 52,852,359
052 STORM WATER FUND				
Water Charges for Services	\$ 817,217	\$ 628,264	\$ 874,658	\$ 2,000,000
Total 052 STORM WATER FUND	\$ 817,217	\$ 628,264	\$ 874,658	\$ 2,000,000
055 GOLF COURSE FUND				
Recreation	\$ 1,031,505	\$ 1,296,367	\$ 1,287,039	\$ 1,325,426
Misc. Revenues	\$ 7,183	\$ 5,346	\$ 12,640	\$ 37,824
Interfund Transactions (CIP/Debt)	\$ 14,581	\$ 14,581	\$ 14,581	\$ 25,000
Total 055 GOLF COURSE FUND	\$ 1,053,269	\$ 1,316,294	\$ 1,314,260	\$ 1,388,250
057 TRANSPORTATION & PARKING FUND				

YTD Revenue January 2022	YTD Actuals FY 2020	YTD Actuals FY 2021	YTD Actuals FY 2022	Adj Budget FY 2022
Sales Tax	\$ 2,392,656	\$ 2,445,687	\$ 3,284,912	\$ 8,026,719
Licenses	\$ 940,234	\$ 891,803	\$ 884,402	\$ 953,297
Federal Revenue	\$ 88,436	\$ 4,811,261	\$ 5,661,469	\$ 20,099,700
Transit Charges for Services	\$ 283,574	\$ 760,556	\$ 6,183	\$ 2,580,819
Misc. Revenues	\$ 68,114	\$ 108,445	\$ 40,266	\$ 287,265
Special Revenues & Resources	\$ 73,998	\$ 241,971	\$ 190,273	\$ 289,087
Total 057 TRANSPORTATION & PARKING FUND	\$ 3,847,012	\$ 9,259,723	\$ 10,067,503	\$ 32,236,887
058 PARKING FUND				
Fines & Forfeitures	\$ 1,556,282	\$ 275,709	\$ 1,398,813	\$ 2,603,364
Total 058 PARKING FUND	\$ 1,556,282	\$ 275,709	\$ 1,398,813	\$ 2,603,364
062 FLEET SERVICES FUND				
Interfund Transactions (Admin)	\$ 1,720,250	\$ 1,589,581	\$ 1,375,425	\$ 2,348,700
Total 062 FLEET SERVICES FUND	\$ 1,720,250	\$ 1,589,581	\$ 1,375,425	\$ 2,348,700
064 SELF INSURANCE FUND				
Misc. Revenues	\$ 160,419	\$ 160,419	\$ 160,419	\$ 275,000
Interfund Transactions (Admin)	\$ 746,004	\$ 816,109	\$ 923,685	\$ 1,583,450
Total 064 SELF INSURANCE FUND	\$ 906,423	\$ 976,528	\$ 1,084,104	\$ 1,858,450
070 SALES TAX REV BOND - DEBT SVS FUND				
Interfund Transactions (CIP/Debt)	\$ 4,233,159	\$ 4,322,458	\$ 4,061,295	\$ 6,962,216
Total 070 SALES TAX REV BOND - DEBT SVS FUND	\$ 4,233,159	\$ 4,322,458	\$ 4,061,295	\$ 6,962,216
071 DEBT SERVICE FUND				
Property Taxes	\$ 9,281,384	\$ 9,506,281	\$ 9,497,688	\$ 9,509,688
Misc. Revenues	\$ 22,510	\$ 262	\$ 109	\$ 39,366
Total 071 DEBT SERVICE FUND	\$ 9,303,894	\$ 9,506,543	\$ 9,497,797	\$ 9,549,054
TOTAL	\$ 76,613,361	\$ 79,304,477	\$ 81,876,758	\$ 202,174,241

YTD January 2022 Expenses	YTD Actuals FY 2020	YTD Actuals FY 2021	YTD Actuals FY 2022	Adj Budget FY 2022	Variance FY22 vs FY21 YTD
011 GENERAL FUND					
PERSONNEL SERVICES	\$ 12,932,055	\$ 12,455,829	\$ 13,836,638	\$ 27,195,238	\$ 1,380,809
MATERIALS, SUPPLIES AND SERVICES	\$ 628,582	\$ 430,966	\$ 597,695	\$ 1,175,401	\$ 166,729
UTILITIES	\$ 395,289	\$ 311,852	\$ 334,612	\$ 1,531,040	\$ 22,760
CONTRACT SVCS/CONSULTING/SOFTWARE LIC	\$ 1,774,080	\$ 1,730,816	\$ 2,068,289	\$ 4,277,677	\$ 337,473
PARTS/MAINTENANCE SUPPLIES	\$ 635,074	\$ 422,443	\$ 689,526	\$ 1,565,803	\$ 267,083
SPECIAL SERV CONTRACT/MISC CHARGES	\$ 477,476	\$ 2,521,287	\$ 314,581	\$ 1,035,100	\$ (2,206,706)
CAPITAL OUTLAY	\$ 155,240	\$ 139,199	\$ 115,170	\$ 371,443	\$ (24,029)
INTERFUND TRANSFER	\$ 1,734,348	\$ 1,653,197	\$ 1,799,455	\$ 3,084,785	\$ 146,258
Total 011 GENERAL FUND	\$ 18,732,144	\$ 19,665,589	\$ 19,755,965	\$ 40,236,487	\$ 90,376
012 QUINNS RECREATION COMPLEX					\$ -
PERSONNEL SERVICES	\$ 422,634	\$ 451,822	\$ 540,422	\$ 983,372	\$ 88,600
MATERIALS, SUPPLIES AND SERVICES	\$ 21,617	\$ 18,872	\$ 23,647	\$ 63,820	\$ 4,774
UTILITIES	\$ 65,048	\$ 53,289	\$ 66,886	\$ 143,900	\$ 13,597
CONTRACT SVCS/CONSULTING/SOFTWARE LIC	\$ 37,986	\$ 29,025	\$ 35,787	\$ 104,410	\$ 6,762
PARTS/MAINTENANCE SUPPLIES	\$ 25,545	\$ 21,845	\$ 23,415	\$ 46,670	\$ 1,570
SPECIAL SERV CONTRACT/MISC CHARGES	\$ 16,072	\$ 11,352	\$ 11,146	\$ 21,000	\$ (206)
CAPITAL OUTLAY				\$ 1,000	\$ -
Total 012 QUINNS RECREATION COMPLEX	\$ 588,902	\$ 586,205	\$ 701,302	\$ 1,364,172	\$ 115,098
023 LOWER PARK AVE RDA SPECIAL REVENUE FUND					\$ -
MATERIALS, SUPPLIES AND SERVICES	\$ 9,150	\$ 14,461		\$ 10,000	\$ (14,461)
UTILITIES	\$ 18,743	\$ 1,184	\$ 909	\$ 34,300	\$ (276)
CONTRACT SVCS/CONSULTING/SOFTWARE LIC	\$ 1,895	\$ 660	\$ 180	\$ 70,000	\$ (480)
SPECIAL SERV CONTRACT/MISC CHARGES				\$ 568,000	\$ -
INTERFUND TRANSFER	\$ 1,220,646	\$ 1,803,977	\$ 1,803,977	\$ 3,092,532	\$ -
Total 023 LOWER PARK AVE RDA SPECIAL REVENUE FUND	\$ 1,250,434	\$ 1,820,282	\$ 1,805,066	\$ 3,774,832	\$ (15,217)
024 MAIN STREET RDA SPECIAL REVENUE FUND					\$ -
CONTRACT SVCS/CONSULTING/SOFTWARE LIC	\$ 722			\$ 50,000	\$ -
SPECIAL SERV CONTRACT/MISC CHARGES				\$ 405,000	\$ -
INTERFUND TRANSFER	\$ 402,500	\$ 408,331	\$ 408,331	\$ 700,000	\$ -
Total 024 MAIN STREET RDA SPECIAL REVENUE FUND	\$ 403,222	\$ 408,331	\$ 408,331	\$ 1,155,000	\$ -
031 CAPITAL IMPROVEMENT FUND					\$ -
CAPITAL OUTLAY	\$ 10,416,871	\$ 4,382,681	\$ 2,873,854	\$ 16,556,629	\$ (1,508,827)
INTERFUND TRANSFER	\$ 3,351,320	\$ 2,088,520	\$ 2,435,202	\$ 4,174,626	\$ 346,682
Total 031 CAPITAL IMPROVEMENT FUND	\$ 13,768,191	\$ 6,471,201	\$ 5,309,056	\$ 20,731,255	\$ (1,162,145)

YTD January 2022 Expenses	YTD Actuals FY 2020	YTD Actuals FY 2021	YTD Actuals FY 2022	Adj Budget FY 2022	Variance FY22 vs FY21 YTD
033 REDEVELOPMENT AGENCY-LOWER PRK					\$ -
CAPITAL OUTLAY	\$ 15,907	\$ 199,006	\$ 18,000	\$ 255,000	\$ (181,006)
INTERFUND TRANSFER	\$ 412,251	\$ 1,623,321	\$ 1,626,093	\$ 2,787,590	\$ 2,772
Total 033 REDEVELOPMENT AGENCY-LOWER PRK	\$ 428,158	\$ 1,822,327	\$ 1,644,093	\$ 3,042,590	\$ (178,234)
034 REDEVELOPMENT AGENCY-MAIN ST					\$ -
CAPITAL OUTLAY				\$ 30,000	\$ -
Total 034 REDEVELOPMENT AGENCY-MAIN ST				\$ 30,000	\$ -
038 EQUIPMENT REPLACEMENT CIP					\$ -
CAPITAL OUTLAY	\$ 1,036,495	\$ 176,967	\$ 716,134	\$ 1,585,600	\$ 539,167
Total 038 EQUIPMENT REPLACEMENT CIP	\$ 1,036,495	\$ 176,967	\$ 716,134	\$ 1,585,600	\$ 539,167
051 WATER FUND					\$ -
PERSONNEL SERVICES	\$ 1,827,263	\$ 1,728,834	\$ 1,937,783	\$ 3,760,132	\$ 208,949
MATERIALS, SUPPLIES AND SERVICES	\$ 202,028	\$ 242,483	\$ 252,240	\$ 343,896	\$ 9,757
UTILITIES	\$ 508,456	\$ 404,484	\$ 294,611	\$ 1,208,900	\$ (109,873)
CONTRACT SVCS/CONSULTING/SOFTWARE LIC	\$ 743,592	\$ 812,959	\$ 1,328,356	\$ 1,383,542	\$ 515,397
PARTS/MAINTENANCE SUPPLIES	\$ 800,741	\$ 721,804	\$ 619,490	\$ 1,060,905	\$ (102,314)
SPECIAL SERV CONTRACT/MISC CHARGES	\$ 56,236	\$ 73,757	\$ 100,713	\$ 112,000	\$ 26,956
CAPITAL OUTLAY	\$ 10,177,241	\$ 19,463,500	\$ 20,362,881	\$ 37,422,575	\$ 899,381
DEBT SERVICE	\$ 1,752,014	\$ 3,756,628	\$ 9,340,975	\$ 5,577,420	\$ 5,584,347
INTERFUND TRANSFER	\$ 613,375	\$ 617,211	\$ 637,252	\$ 1,807,429	\$ 20,041
Total 051 WATER FUND	\$ 16,680,946	\$ 27,821,659	\$ 34,874,301	\$ 52,676,799	\$ 7,052,642
052 STORM WATER FUND					\$ -
PERSONNEL SERVICES	\$ 506,149	\$ 358,359	\$ 394,878	\$ 668,062	\$ 36,519
MATERIALS, SUPPLIES AND SERVICES	\$ 10,840	\$ 12,011	\$ 10,136	\$ 63,000	\$ (1,874)
UTILITIES	\$ 23,202	\$ 18,917	\$ 23,636	\$ 37,413	\$ 4,719
CONTRACT SVCS/CONSULTING/SOFTWARE LIC	\$ 54,398	\$ 65,017	\$ 23,440	\$ 149,625	\$ (41,576)
PARTS/MAINTENANCE SUPPLIES	\$ 30,223	\$ 12,098	\$ 9,912	\$ 41,406	\$ (2,186)
CAPITAL OUTLAY	\$ 2,492	\$ 40,669	\$ 30,440	\$ 1,121,500	\$ (10,228)
INTERFUND TRANSFER	\$ 65,919	\$ 74,333	\$ 79,016	\$ 135,448	\$ 4,683
Total 052 STORM WATER FUND	\$ 693,224	\$ 581,403	\$ 571,460	\$ 2,216,454	\$ (9,944)
055 GOLF COURSE FUND					\$ -
PERSONNEL SERVICES	\$ 483,085	\$ 463,056	\$ 495,153	\$ 915,363	\$ 32,097
MATERIALS, SUPPLIES AND SERVICES	\$ 35,560	\$ 40,695	\$ 34,088	\$ 67,700	\$ (6,607)
UTILITIES	\$ 18,617	\$ 43,206	\$ 72,638	\$ 66,300	\$ 29,433
CONTRACT SVCS/CONSULTING/SOFTWARE LIC	\$ 44,185	\$ 37,688	\$ 46,890	\$ 90,575	\$ 9,202

YTD January 2022 Expenses	YTD Actuals FY 2020	YTD Actuals FY 2021	YTD Actuals FY 2022	Adj Budget FY 2022	Variance FY22 vs FY21 YTD
PARTS/MAINTENANCE SUPPLIES	\$ 104,529	\$ 128,700	\$ 320,211	\$ 467,000	\$ 191,512
SPECIAL SERV CONTRACT/MISC CHARGES	\$ 25,621	\$ 31,263	\$ 33,129	\$ 37,500	\$ 1,865
CAPITAL OUTLAY	\$ 101,938	\$ 49,107	\$ 13,985	\$ 114,565	\$ (35,122)
INTERFUND TRANSFER	\$ 82,306	\$ 78,694	\$ 83,055	\$ 142,377	\$ 4,361
Total 055 GOLF COURSE FUND	\$ 895,840	\$ 872,409	\$ 1,099,149	\$ 1,901,380	\$ 226,740
057 TRANSPORTATION & PARKING FUND					\$ -
PERSONNEL SERVICES	\$ 5,635,140	\$ 4,368,737	\$ 3,916,707	\$ 7,387,382	\$ (452,029)
MATERIALS, SUPPLIES AND SERVICES	\$ 137,654	\$ 181,230	\$ 77,579	\$ 273,922	\$ (103,651)
UTILITIES	\$ 212,118	\$ 153,121	\$ 140,221	\$ 369,700	\$ (12,901)
CONTRACT SVCS/CONSULTING/SOFTWARE LIC	\$ 381,676	\$ 429,088	\$ 265,652	\$ 1,232,150	\$ (163,435)
PARTS/MAINTENANCE SUPPLIES	\$ 5,185	\$ 15,039	\$ 18,420	\$ 20,000	\$ 3,380
SPECIAL SERV CONTRACT/MISC CHARGES	\$ 16,794	\$ 15,602	\$ 20,511	\$ 16,500	\$ 4,909
CAPITAL OUTLAY	\$ 875,111	\$ 899,914	\$ 631,173	\$ 19,186,993	\$ (268,741)
INTERFUND TRANSFER	\$ 1,998,507	\$ 1,945,132	\$ 1,928,794	\$ 3,306,502	\$ (16,338)
Total 057 TRANSPORTATION & PARKING FUND	\$ 9,262,185	\$ 8,007,864	\$ 6,999,057	\$ 31,793,149	\$ (1,008,807)
058 PARKING FUND					\$ -
PERSONNEL SERVICES	\$ 496,137	\$ 431,818	\$ 430,543	\$ 926,073	\$ (1,274)
MATERIALS, SUPPLIES AND SERVICES	\$ 130,581	\$ 138,372	\$ 105,559	\$ 430,500	\$ (32,813)
UTILITIES	\$ 2,447	\$ 3,114	\$ 4,439	\$ 9,000	\$ 1,325
CONTRACT SVCS/CONSULTING/SOFTWARE LIC	\$ 4,719	\$ 48,344	\$ 44,016	\$ 148,000	\$ (4,328)
PARTS/MAINTENANCE SUPPLIES	\$ 21,237	\$ 11,354	\$ 6,866	\$ 54,000	\$ (4,487)
SPECIAL SERV CONTRACT/MISC CHARGES	\$ 71,739	\$ 6,134	\$ 73,344	\$ 65,000	\$ 67,210
CAPITAL OUTLAY				\$ 125,000	\$ -
INTERFUND TRANSFER	\$ 3,500	\$ 4,669	\$ 9,625	\$ 16,500	\$ 4,956
Total 058 PARKING FUND	\$ 730,359	\$ 643,804	\$ 674,392	\$ 1,774,073	\$ 30,588
062 FLEET SERVICES FUND					\$ -
PERSONNEL SERVICES	\$ 573,570	\$ 529,856	\$ 538,212	\$ 1,073,522	\$ 8,356
MATERIALS, SUPPLIES AND SERVICES	\$ 44,552	\$ 35,074	\$ 28,717	\$ 77,355	\$ (6,357)
UTILITIES	\$ 605,246	\$ 260,934	\$ 415,629	\$ 1,001,800	\$ 154,695
CONTRACT SVCS/CONSULTING/SOFTWARE LIC	\$ 3,018	\$ 3,515	\$ 2,169	\$ 3,800	\$ (1,346)
PARTS/MAINTENANCE SUPPLIES	\$ 433,442	\$ 376,386	\$ 355,145	\$ 770,200	\$ (21,241)
Total 062 FLEET SERVICES FUND	\$ 1,659,828	\$ 1,205,766	\$ 1,339,873	\$ 2,926,677	\$ 134,107
064 SELF INSURANCE FUND					\$ -
MATERIALS, SUPPLIES AND SERVICES	\$ 24,444	\$ 17,229	\$ 19,872	\$ 50,500	\$ 2,643
CONTRACT SVCS/CONSULTING/SOFTWARE LIC	\$ 487,627	\$ 358,591	\$ 310,530	\$ 536,000	\$ (48,061)

YTD January 2022 Expenses	YTD Actuals FY 2020	YTD Actuals FY 2021	YTD Actuals FY 2022	Adj Budget FY 2022	Variance FY22 vs FY21 YTD
SPECIAL SERV CONTRACT/MISC CHARGES	\$ 616,307	\$ 702,508	\$ 827,675	\$ 968,828	\$ 125,168
Total 064 SELF INSURANCE FUND	\$ 1,128,378	\$ 1,078,327	\$ 1,158,077	\$ 1,555,328	\$ 79,750
070 SALES TAX REV BOND - DEBT SVS FUND					\$ -
DEBT SERVICE	\$ 2,667,695	\$ 2,634,345	\$ 2,638,208	\$ 6,972,216	\$ 3,863
Total 070 SALES TAX REV BOND - DEBT SVS FUND	\$ 2,667,695	\$ 2,634,345	\$ 2,638,208	\$ 6,972,216	\$ 3,863
071 DEBT SERVICE FUND					\$ -
DEBT SERVICE	\$ 1,576,627	\$ 1,737,581	\$ 1,599,594	\$ 9,509,688	\$ (137,987)
Total 071 DEBT SERVICE FUND	\$ 1,576,627	\$ 1,737,581	\$ 1,599,594	\$ 9,509,688	\$ (137,987)
TOTAL	\$ 71,502,627	\$ 75,534,059	\$ 81,294,057	\$ 183,245,701	\$ 5,759,997

MEMO

Department: Budget, Debt, and Grants
Date: March 17, 2022
To: City Council
CC: Matt Dias, City Manager
Subject: Breakdown of Sales & Use Taxes

The following outlines which various Sales & Use Taxes imposed and collected in Utah. The first section shows which taxes are collected in Park City as of First Quarter 2022, including rates. The second section lists taxes that are not currently collected in Park City, along with some further definition, and Park City's eligibility to impose/collect the tax.

I. Sale & Use Taxes Collected in Park City

State Sales & Use Tax (ST) – 4.85%
Local Sales & Use Tax (LS) – 1.00%
County Option Sales Tax (CO) – 0.25%
Mass Transit Tax (MT) – 0.30%
Additional Mass Transit Tax (MA) – (0.25%)
County Option Transportation (CT) – 0.25%
Transportation Infrastructure (AT) – 0.25%
County Option for Public Transit (CP) – 0.20%
Botanical, Cultural, Zoo Tax (CZ) – 0.10%
Resort Community Tax (RR) – 1.60%

Park City's total Combined Sales & Use Tax Rate is 9.05%. For context, communities with similar rates in Utah include Moab (8.85%) and Alta (8.75%).

II. Sales & Use Taxes Not Collected in Park City

Mass Transit Fixed Guideway Tax (MF) – 0.30%

- o Open to Counties; Summit County not eligible since County already collects the County Option Transportation Tax (mutually exclusive)
- o "Fixed guideway" means a public transit facility that uses and occupies: (a) rail for the use of public transit; or (b) a separate right-of-way for the use of public transit.
- o Only other county currently collecting this tax is Utah County

- o **PC Eligibility: Not eligible; County already collects the County Option Transportation Tax (mutually exclusive)**

Highways Tax (HT) – 0.30%

- o Collected by mostly smaller cities adjacent to major highways
- o **PC Eligibility: Not eligible since City already collects Mass Transit Tax (mutually exclusive)**

County Airport, Highway, Public Transit (HH) – 0.25%

- o Only other county currently collecting this tax is Utah County
- o **PC Eligibility: Not eligible since City already collects the Transportation Infrastructure Tax (mutually exclusive)**

Supplemental State Sales & Use (SM) – 0.05%

- o Open only to a city, town, or an unincorporated area of a county of the first or second class
- o Only Davis and Weber counties currently collect this tax
- o **PC Eligibility: Not eligible; Park City is not located in a county of the first or second class**

Rural Hospital Tax (RH) – 1.00%

- o From 59-12-802: A county legislative body of a county of the third, fourth, fifth, or sixth class may impose a sales and use tax of up to 1% on the transactions described in Subsection 59-12-103(1) located within the county.
- o "Rural city hospital" means a hospital owned by a city that is located within a third, fourth, fifth, or sixth class county.
- o Beaver City, Daggett, Garfield, Grand, Kane Counties currently collect this tax
- o **PC Eligibility: Not eligible; City needs to own and operate the hospital**

Town Option Tax (TO) – 1.00%

- o Only Snowville currently imposes this tax
- o Tax was designed with a narrow focus, excluding many cities and towns
- o **PC Eligibility: Not eligible; tax was tax was narrowly designed for certain cities**

City or Town Option Tax (TN) – 0.20%

- o Only a few cities collect this tax (including Murray, Riverdale, Riverton, and Vernal)
- o Only applies to specific qualified cities that imposed the tax in 2016
- o Tax is set to expire June 30, 2030
- o **PC Eligibility: Not eligible; tax was tax was narrowly designed for certain cities**

Correctional Facility (CF)

- o A city or town legislative body may impose a tax under this section if the construction of a "new state correctional facility" has begun within the boundaries of the city or town.
- o **PC Eligibility: Not eligible; only applicable to Salt Lake County**

Council Agenda Item Report

Meeting Date: March 17, 2022

Submitted by: Michelle Kellogg

Submitting Department: Executive

Item Type: Staff Report

Agenda Section: COMMUNICATIONS AND DISCLOSURES FROM
COUNCIL AND STAFF

Subject:

Adjusted Council Packet Publishing Day

Suggested Action:

Attachments:

[Adjusted Council Packet Publishing Timeline Staff Report](#)

[Exhibit A: Agenda and Packet Dates Schedule](#)



City Council Staff Report

Subject: Adjusted Packet Publishing Day
Author: Michelle Kellogg
Department: Executive
Date: March 17, 2022
Type of Item: Administrative

Recommendation

In response to Council's request for more time to review the packet prior to Council meetings, staff has prepared an adjusted agenda item review and packet publishing schedule. This has impacts for Council, staff, media, and the public.

The attached agenda review timeline lays out adjusted internal deadlines for manager and legal review, allowing sufficient time for the agenda item author to edit their report(s) prior to submitting them to the City Recorder to publish. The Council packet will be published nine days prior to the Council meeting, which gives additional time for your review. Presentation slides will be sent to Council the Tuesday before Council meeting for additional review time as well.

If there are no concerns from Council, the adjusted schedule will go into effect for the May 12, 2022, Council meeting.

Exhibits

A: Agenda and Packet Dates Schedule

Agenda and Packet Dates Schedule

Agenda Items Due in Granicus Deadline	Packet Day	Council Meeting Date
Thursday, April 22	Wednesday, May 4	May 12, 2022
Thursday, May 5	Wednesday, May 18	May 26, 2022
Thursday, May 19	Wednesday, June 1	June 9, 2022
Thursday, May 26	Wednesday, June 8	June 16, 2022
Thursday, June 2	Wednesday, June 15	June 23, 2022
Thursday, June 23	Wednesday, July 6	July 14, 2022
Thursday, June 30	Wednesday, July 13	July 21, 2022
Thursday, August 11	Wednesday, August 24	September 1, 2022
Thursday, August 25	Wednesday, September 7	September 15, 2022
Thursday, September 15	Wednesday, September 28	October 6, 2022
Thursday, October 6	Wednesday, October 19	October 27, 2022
Thursday, October 13	Wednesday, October 26	November 3, 2022
Thursday, October 20	Wednesday, November 2	November 10, 2022
Thursday, October 27	Wednesday, November 9	November 17, 2022
Thursday, November 17	Wednesday, November 30	December 8, 2022
Tuesday , November 22	Wednesday, December 7	December 15, 2022

Calendar Layout of Granicus Deadlines

Monday	Tuesday	Wednesday	Thursday	Friday
Author works with dept. to determine best internal review process.			REQUIRED: Author submits reports to City/Deputy City Manager by Noon.	
City/Deputy City Manager approves/comments staff reports by EOD.	Author submits edited report to Legal by EOD.		Legal edits returned to Author by EOD.	Author completes Legal edits. Edited reports are due to the City Manager by EOD.
Staff reports returned to Author by EOD.	Author approves final reports by EOD.	Packet published 8:00 a.m.		
	CAR Meeting 11:15 a.m. PowerPoints due by Noon.		City Council Meeting	

Council Agenda Item Report

Meeting Date: March 17, 2022

Submitted by: Michelle Kellogg

Submitting Department: Executive

Item Type: Minutes

Agenda Section: CONSIDERATION OF MINUTES

Subject:

Consideration to Approve the City Council Meeting Minutes from February 17 and March 3, 2022

Suggested Action:

Attachments:

[February 17, 2022 Minutes](#)

[March 3, 2022 Minutes](#)



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

February 17, 2022

The Council of Park City, Summit County, Utah, met in open meeting on February 17, 2022, at 3:00 p.m. in the City Council Chambers.

Council Member Gerber moved to close the meeting to discuss litigation and advice of counsel at 3:00 p.m. Council Member Doilney seconded the motion.

RESULT: APPROVED

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

CLOSED SESSION

Council Member Doilney moved to adjourn from Closed Meeting at 3:50 p.m. Council Member Gerber seconded the motion.

RESULT: APPROVED

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

WORK SESSION

Review and Adjust City Council Liaison Assignments for 2022:

The following liaison assignments were made:

- Mayor Worel and Council Member Rubell primary Transportation liaisons. Council Member Dickey alternate.
- Council Member Toly Public Art Advisory Board (PAAB). Council Member Dickey alternate.
- Council Member Gerber Park City/Summit County Arts Council and the Arts and Culture District. Council Member Dickey alternate. Council Member Rubell thought that could include authentic local culture. Mayor Worel stated that could be discussed during the visioning item at the next meeting.
- Mayor Worel Mountain Mediation.
- Council Members Rubell and Dickey Park Silly Sunday Market (PSSM) and this would be included as part of Events.
- Rhoda Stauffer, Affordable Housing Specialist, was assigned as liaison to Peace House

- Council Member Toly Summit Lands Conservancy.
- Council Member Dickey Friends of the Farm. Council Member Doilney alternate.

Review and Approve City Council Protocols:

Mayor Worel reviewed the protocols were set up so Council could operate from the same perspective. Council Member Rubell asked when Council members would act representing the Council versus acting as a community member. Margaret Plane stated Council members retained first amendment rights but it didn't mean comments wouldn't be taken in the role of an elected official. She advised Council to be aware that people might not distinguish actions as individuals. Mayor Worel gave the example that there were times when she would clarify she was not speaking representing the Council. Plane also cautioned that when there was a land use item that would most likely be appealed, the Council would sit on the appeal board and should be cognizant of their comments and opinions on the matter.

Council Member Toly asked if family members could speak out on issues. Plane stated immediate family members came into play if there was a significant financial interest in something that was regulated by the City. From the disclosure forms Council filled out, it didn't appear any Council members had those conflicts.

Council Member Dickey asked about Protocols 3B and F, regarding email responses. Mayor Worel explained a former Council member responded on behalf of Council. She asked how Council wanted to respond to emails that came to the entire group. Council Member Doilney gave the history that led to the auto response feature in the Council group email. Council Member Toly suggested directing the person emailing to appropriate information. Council Member Gerber liked the auto response that stated "you have been heard." Council Member Rubell liked the auto-reply as well. He wanted the council_mail@parkcity.org to include the City Manager. Dias stated it was helpful to know what the community was thinking. He thought there was a way to notify the emailer that the email would include the City Manager and suggested one or two Council members could work with the Communications Department.

Council Member Rubell asked about packet generation timing and the agenda process. He heard from the community they liked seeing when items would be discussed and requested that the packet be published earlier. Dias explained the process that went into packet generation and suggested publishing a packet on Monday, 11 days prior to a Council meeting. He related the priority items scheduled for the next three months were going to be condensed into six weeks. Some special meetings might need to be scheduled to accommodate that. Council Member Gerber liked giving the public a heads up when these issues would be discussed. She did not want the packet to be published 11 days prior to the Council meeting and noted she had learned to be an efficient packet reader and the current packet publication left the reports fresh in her mind. Council Member Toly favored having extra time to study the packet. Council

Member Dickey understood Council Member Gerber's point of view, but he wanted more time. Council Member Rubell favored having extra time as well. Michelle Kellogg noted there were months where Council would meet every week for four weeks in a row, so there would be multiple outstanding packets before the actual meetings. Dias noted the packets might have to be amended before the Council meeting to be up to date. Council Member Toly suggested this could be done on a trial basis, and then reevaluated.

Utah Open Public Meetings Act (OPMA) and Government Records Access and Management Act (GRAMA) Training:

Luke Henry, Assistant City Attorney, presented this item and noted Council members were required to have this training annually. He reviewed a quorum was necessary to have a meeting and it had to be open to the public unless it met certain requirements to be a closed meeting. Council Member Toly asked if City Tour was considered a meeting. Margaret Plane explained no City business was being conducted and the public would not be able to attend so it wasn't a convened meeting. Henry reviewed the meetings where notices had to be published so the public would know what would be discussed. Council Member Doilney asked if notices were published during the fires last summer when Council met at the ice arena. Plane stated decisions weren't being made by one public body, so the City didn't notice those.

Henry reviewed an audio recording of the meeting and written minutes were required. Plane reviewed the reasons to have a closed meeting. Henry explained the requirements for having an electronic meeting with an anchor location or without an anchor location. Plane reviewed GRAMA laws, including the definition of a record and types of records.

Council Member Gerber asked if she had to keep all her emails on City issues. Plane stated transient emails did not need to be retained. Council Member Toly asked if she had to forward emails that had been sent to her personal email to her Council email. Plane stated if a record was public, it didn't matter where it was stored; it could be admissible as a public record.

Plane stated if the City received a records request involving records from Council, the City Recorder would contact Council with the information requested and the timeline for getting those records to her. She also noted if someone believed there was an unfounded denial for records, they could appeal the decision.

Council Member Doilney stated there was active discussion in the State Legislature on Garrity statements and asked what that was and the impacts. Plane explained the Garrity statement being debated at the Legislature, and gave the example that if an officer was brought in to be interviewed under Garrity, their statement would not be used against them in a criminal investigation.

LGBTQ+ Taskforce Update:

Lynn Ware Peek, LGBTQ+ staff liaison, and Cami Richardson, Joe Ranger, and Sheri Fisher, taskforce members, presented this item. Ware Peek indicated it had been a year since the taskforce was created. Richardson reviewed that Council asked the group to work independently and come back with requests for Council support. She stated February 26th would be a Queer Ski event to support the LGBTQ+ community. She hoped the City would be the first in the State to be Diversity, Equity, and Inclusion (DEI) trained. She also noted Leadership Class 27 worked on social equity.

Ranger stated there was a growing need from the LGBTQ+ community to belong. The taskforce needed more data, and he proposed doing an environmental analysis, which would lead to getting a strategic plan. Once a plan was set, the group could apply for grants. He emphasized the taskforce was trying to be more visible. Fisher suggested having a human rights commission from all groups in the community. The City could invite them to unite and form a group like the LGBTQ+ group had done.

Council Member Rubell thought it was important to know this group didn't happen on its own. He gave credit to the former Council and staff for their efforts. He noted the Chamber publicized that Park City was the Number Two travel destination in the world for the LGBTQ+ community.

Council Member Toly asked if the City funded part of the taskforce, and if so, how much was given, and if it was an ongoing budget item. Ware Peek stated there was a budget they drew from to hire Fisher. They were going to come back this budget season to extend Fisher's contract. Council Member Toly asked if there was a legal requirement of what Council needed to see as a result of funding this group. Dias stated staff was helping the group and there was organizational development money for them to get a strategic plan. He explained this group was organized as a result of advancing social equity as a critical priority a couple years ago.

Ranger talked about the lack of organization among LGBTQ+ individuals in the Wasatch Back and this group helped the community grow. Richardson stated the group was looking at options to support themselves, including becoming a nonprofit and holding fundraising events.

Council Member Gerber thanked the group for their efforts and accomplishments. She liked the idea of organizing a human rights commission and thought it was timely to have this discussion.

Mayor Worel thought the group had accomplished much in such a short time. She noted the staff report listed other communities that had multicultural commissions. Ware Peek stated the formation of this commission would help the City increase its Municipal Equality Index (MEI) score. Ware Peek hoped to come back to Council at a future date

to discuss a multicultural affairs group. Council Member Toly asked to see more diverse members of the community being involved.

Council Member Rubell stated there was a very diverse crowd from what he saw at events. The taskforce did a great job making sure that happened. He thought it made sense to form a human rights multicultural commission and thought if a framework was set up to make it repeatable, it would be a strong thing for the community. Ranger stated there was a lot of diversity and noted they wanted the group to be accessible to many people, including those who needed childcare or couldn't afford to take time off from work to attend gatherings or volunteer. Council Member Toly asked if there would be two separate groups, to which Ware Peek stated the LGBTQ+ group would fall under the umbrella of the greater Human Rights Commission.

Council Member Dickey thought the Council addressed many items the commission would deal with, and he didn't want to push them off to a commission. Ware Peek suggested having a dedicated staff person in the City to communicate between Council and the commission would be a benefit.

Richardson requested to light up the Barn in June for Pride Month. Mayor Worel noted that request would go through the Friends of the Farm. Richardson stated they wanted to see the taskforce grow and they wanted to talk to the Summit County Council and Heber to make this a group to all in the Wasatch Back.

REGULAR MEETING

I) ROLL CALL

Attendee Name	Status
Mayor Nann Worel Council Member Ryan Dickey Council Member Max Doilney Council Member Becca Gerber Council Member Jeremy Rubell Council Member Tana Toly Matt Dias, City Manager Margaret Plane, City Attorney Michelle Kellogg, City Recorder	Present
None	Absent

II) PRESENTATION

1. 2022 Legislative Update by Representative Mike Kohler:

Representative Mike Kohler gave his presentation later in the meeting.

2. Park City Mountain Resort Mid-Season Recap by Mike Goar, PCMR General Manager:

Mike Goar, PCMR General Manager, updated Council on the challenges during the holidays. He stated he was grateful for all the employees working in all fields in Park City. He heard the feedback from the community and his team was responsive. Most of the feedback was positive. There had been a reduction in the food and beverage offering, and he realized it was tough for skiers when a restaurant or lift was closed. His team was committed to getting enough staff to get all the lifts open. The good news was that there were more lifts and trails open at PCMR than any other resort in North America.

Goar indicated the resort visitor numbers were similar to other years. Traffic had increased and he was working with City staff to mitigate traffic impacts. They were testing solutions and finding improvements. He indicated there was a 47% increase in season pass sales. Most of the growth had been from upgrading day passes to Epic passes. He noted much of the negative feedback was about the lack of parking and acknowledged the peak days were full and the parking lots filled up earlier in the day. Areas for improvement included better communication and how to get cars diverted earlier, as well as having a transit system that could get skiers to the resort in a timely manner. Looking forward, Goar stated the resort had capital project plans, including new and larger lifts.

Council Member Doilney sympathized with the challenges Goar mentioned. He stated there was a discrepancy between the report that capacity had not been exceeded and the congested and diminished skiing experience. It felt like there were more skiers and it did not feel as safe to be there. Many asked why the City was providing the transportation and infrastructure to get skiers to the resorts. There also hadn't been efforts to house the resort employees. He hoped PCMR would make a commitment to be a partner. He knew there was not a simple solution to the problems. There was a capacity limit and the City was bursting. He asked that Vail take responsibility for communicating full lots.

Council Member Gerber indicated it was unfortunate that the City and resort were in conflict. It was evident there were more people than usual in town and they were going to the resort. Traffic problems started outside of town, but they impacted the community. Residents couldn't get to community services on the weekends. Solutions needed to be discussed, like transportation and communication plans for guests. She stated in the future, the City couldn't support the mitigation efforts.

Council Member Rubell stated there was a lot of public relations efforts from Vail on their investment in the community. He asserted this community cared more about impact than revenue. There had been a lot of talk at Council meetings about public/private partnerships on affordable housing projects. He thought the resort might

not have employee issues if they offered housing. He noted Park City and PCMR shared a name to some degree and that name was not a business. Many residents felt the resort leveraged all the good things from the Park City name. There were parking studies, and assumptions were sometimes challenged. He saw the parking issue break last week and it was important to keep reevaluating the system. He heard employees in the parking lots were blaming the City and that was frustrating. The traffic impacted neighborhoods, which didn't allow residents to leave their homes. He also noted the ski experience was frustrating when he went today. Referring to the morning traffic, he thought skiers trying to get to the base in the morning wouldn't get a parking space, and he wanted to hear more solutions for that problem.

Council Member Toly was frustrated with all the people coming into town to ski. She asked Goar what he thought the City's role was and what the resort's role was in dealing with the issues, including who was responsible for infrastructure. She suggested forming a taskforce with people connected to the schools, resorts, City, etc.

Council Member Dickey stated the data of average skier days didn't add up. He heard frustration from many residents. The resorts were packed to the point the local residents didn't want to go there anymore. He hoped to hear changes to Vail's business strategy that would make things better for next year. If Vail didn't think there was a problem, there was no incentive to change. Mayor Worel noted Council received 1.5 hours of public comment on the frustration with the traffic congestion and other problems at Vail. She hoped PCMR and the City could meet to find solutions.

Goar stated business was not down, but there were no single day records. The Epic pass spread out the visits. He did not dispute there was more traffic, but there were a lot more people living here than two years ago. He stated transit ridership was down and that contributed to the congestion, but he knew skier traffic contributed to the congestion as well. He stated the company had a financial obligation to find solutions and he was open to meeting with the City to figure out their responsibility. Housing was needed and he was working on that. He was proud of Park City and he was discouraged some employees blamed the City.

III) APPOINTMENTS

1. Appointment of a Mayor Pro Tem and Alternate for Calendar Year 2022:

The Council agreed to appoint Council Member Doilney as Mayor Pro Tem, Council Member Gerber as alternate Mayor Pro Tem, Council Member Toly second alternate Mayor Pro Tem.

Council Member Gerber moved to appoint Council Member Doilney as Mayor Pro Tem, Council Member Gerber as first alternate Mayor Pro Tem, and Council Member Toly as

second alternate Mayor Pro Tem for calendar year 2022. Council Member Rubell seconded the motion.

RESULT: APPROVED

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

2. Appointment of Michelle Downard and Paige Thomas-Galvin as Deputy City Records for Park City Municipal Corporation:

Michelle Kellogg, City Recorder, indicated Paige Galvin was new in the Executive Department and some of her duties included elections and records management. Also, Michelle Downard, Resident Advocate, had been a big help during elections and she was needed as a Deputy City Recorder as well.

Council Member Dickey moved to appoint Michelle Downard and Paige Thomas-Galvin as Deputy City Records for Park City Municipal Corporation. Council Member Doilney seconded the motion.

RESULT: APPROVED

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

IV) COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Matt Dias indicated Steve Reese was retiring from the City at the end of the month and noted he had worked in many departments over the years. He thanked Reese for his dedication and service to the community.

Council Questions and Comments:

Mayor Worel was disappointed to have to talk about the racism that existed in the community and the incident at the high school recently. There was antisemitism, hate speech, and bigotry and she asserted they needed to be addressed and they would not be tolerated. It was up to everyone to make sure everyone felt respected and that their voice mattered. She hoped to make this community inclusive and wanted the community to join her in her efforts.

Council Member Dickey agreed with Mayor Worel and supported the Rabbi's letter to the editor of The Park Record as well. Council Member Toly wanted to recognize the passing of Jim Weber, who was the oldest Park City-born resident. She read about his life and honored him.

Council Member Rubell enjoyed attending the Winter Sports Festival at City Park and noted there was a strong Paralympics presence there. He was liaison to the Park City Fire District (PCFD) and stated there was no expectation of service drops for the City. He noted the exponential growth in outdoor recreation which was impacting all. He

reviewed there was a robust discussion at the Planning Commission meeting. A moratorium for permits was discussed at the Council retreat and he stated there needed to be a plan to keep the entire system working well.

Council Member Doilney indicated there was a joint Olympics discussion with Summit County Council and he felt it was inspiring. Council Member Rubell's experience at the park was indicative of the Olympics experience. He hoped the community could tune into the Olympics bid conversation. Council Member Doilney noted there was a Boundary Commission meeting regarding the Richardson Flat Annexation protest, and reviewed the commission voted in favor of Park City which was good news. He also condemned the hate expressed in town.

Council Member Gerber thanked Margaret Plane for her work on the Boundary Commission outcome. Mayor Worel attended the Council of Governments and noted they discussed regional planning and collaboration.

VI) CONSIDERATION OF MINUTES

1. Consideration to Approve the City Council Meeting Minutes from January 27, 2022:

Council Member Toly moved to approve the City Council meeting minutes from January 27, 2022. Council Member Gerber seconded the motion.

RESULT: APPROVED

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

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

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

Deborah Rentfrow stated she appreciated the Planning Commission. She knew the City Manager and Council had oversight over the Planning Commission and she thought failure to meet a Planning deadline should automatically continue the item to a future meeting. She felt it was not the City's responsibility to make an application work, but the applicant's responsibility. She knew applicants brought new information to the meetings and the Planning Commission and public did not have time to review it. She gave this input to the Planning Commission and they supported the suggestions. She also requested consistent Planning Commission meeting dates.

1 Deb Rentfrow eComment: "As stated prior to my comments this evening, I have the
2 utmost respect for our Planning Commission and appreciate their service to our
3 community. My comments in no way are meant to be a criticism to any of the
4 commissioners. As the City Manager has oversight/authority over the Planning
5 Department and he along with the City Council have oversight of the Planning
6 Commission, I'm bringing these comments to you. With regards to Planning
7 Commission meeting protocol, I'm assuming applicants are given deadlines for their
8 submissions to allow appropriate time for the Planning Department to review and
9 publish a comprehensive report. What is the mechanism for enforcement of these
10 deadlines? I believe it reasonable that a failure to meet a deadline should mean
11 automatic continuance until the next month. The Planning Staff generally have more
12 than one application on their desk and I think they would find it beneficial as well. The
13 Commissioners would also benefit as agenda items lacking a comprehensive report in
14 the packet for them to review ahead of time, would be continued. Contrary to what the
15 Planning Director stated last night, this has happened on more than one occasion.
16 Please consider providing additional guidance to the Planning Director and Staff that it
17 is not the City's responsibility to make an application work and gain approval per the
18 LMC. The City does not have to come up with solutions and work arounds for any
19 application. It is the applicant's responsibility or burden of proof to come up with those
20 solutions and present them in a cohesive, comprehensive manner for a timely and
21 thorough review. Commissioners often ask for additional or new information during the
22 review of an application and never receive it. The use of a checklist by the Planning
23 Department to reference as to whether that information is ever received would be a
24 helpful tool for both planning staff in preparation and the applicant in making sure
25 they've met their burden of proof. Again, it is actually the applicant's responsibility to
26 meet the burden of proof. If the applicant chooses not to provide that information, then it
27 gets noted as such on this checklist and prior to any public hearing or action, this
28 checklist is published with the packet. In case an example is needed, in December, a
29 commissioner asked for car counts at an intersection. The applicant said no and if the
30 commission wanted that data, they could ask the city to get it. This response would get
31 noted and would only change if the applicant subsequently changed their mind and
32 provided the information. Applicants often bring new information to the meetings in the
33 form of exhibits or otherwise. This information consequently isn't available ahead of time
34 for review by the Commission or public. Is it worth considering having applicants provide
35 a copy of all presented materials to be included in the next packet along with the Public
36 Input for purposes of reference later on? There have been multiple instances where an
37 applicant is asked a question and their response is they've provided the answer
38 previously and then re-iterate what they believe to be the answer, which may or may not
39 actually be correct. If the presented information is provided on screen only, it's very
40 difficult to go back to that audio at a later date and find it. Having access to a "hard
41 copy" would seemingly be beneficial to both the Commission and the public and
42 perhaps make meetings more efficient. I raised this during last night's Planning meeting
43 and the discussion by the Commissioner's following indicated they would very much like

1 this change to happen effective with last night's meeting and collected for previous
2 meetings. I respectfully request a follow up to make sure this actually happens.
3 Requests were made of planning staff over the last 18 months for this and it has not
4 happened. With the commissioners agreeing it should, I'm hopeful, but not convinced
5 our Planning Director will implement it without additional encouragement to do so.
6 During the Planning Commission meetings, the Chat function is disabled. I'll admit some
7 months ago, a meeting occurred where it had not been disabled and when an applicant
8 made an inaccurate or inconsistent statement, the public made note of it via the chat
9 function. There were no obscenities. Within a few minutes, the Chat was disabled and
10 has been ever since. In addition, the meeting is held in a manner that we cannot see
11 who else or how many are attending. Zoom has this capability and if we were meeting in
12 person, we'd know who else and how many others were there. Please consider making
13 both of these adjustments going forward as long as a Zoom option is offered.
14

15 Finally, I attend most planning meetings and play them back if I have a conflict. I also
16 have the planning meeting schedule on my calendar. Snow Park DV is typically the 2nd
17 Wednesday of the month and PCMR is the 3rd Wednesday of the month. For PCMR,
18 since November 2020 every single meeting has been scheduled for the 3rd
19 Wednesday. Crazy, but I and others in the community actually make plans around this
20 schedule. In January, the Planning Commission requested we get back to two meetings
21 a month and shorten the meetings. The Snow Park meeting for February still went until
22 10:30pm and was on the 2nd Wednesday. The PCMR meeting adjourned at 9:00pm in
23 spite of the applicant going 23 minutes over their allotted time and was held on the 3rd
24 Wednesday (last night). Now, a public hearing – perhaps the very last time for the public
25 to weigh in on the PCMR project, has been scheduled for the 4th Wednesday of March.
26 This project has been under review for almost two years with no end in sight. This is a
27 change in the schedule at the most inopportune time for the public. I humbly request
28 direction be given to the Planning Department by the appropriate authority to hold the
29 public hearing on the 3rd Wednesday of March and remain consistent with the last 16
30 months scheduling. Thank you again for the opportunity to speak. I 100% agree there is
31 a different vibe with this Council and am excited about our City's future under your
32 governance.”
33

34 Deb Rentfrow eComment: “We can sum up the last couple of weeks by one word:
35 REACTIVE. Traffic around the base has been an issue for more than just this season.
36 However, as Councilor Gerber pointed out in early January, this year it seems worse.
37 What did Vail Resorts do about it? Nothing. Two weeks ago, Councilor Gerber asked if
38 anything had been done in preparation for the President's Day weekend with regards to
39 traffic. In addition, over two dozen citizens gathered either online or in person at that
40 same meeting to raise concerns. What did VR do about it? Made a bunch of changes to
41 parking and circulation with very little consistent communication. It was a mess.
42

1 The problem is this is all reactive. Did PCMR really not know what was going on until
2 two weeks ago? As KPCW interviewed a City representative and Mike Lewis this
3 morning, it was pointed out some changes could have been implemented before this
4 season even started. Ideas that others have suggested for over a year to Vail/PEG with
5 regards to possible improvements or strategies now were included in the interview. Mr.
6 Lewis basically replied it was too heavy a lift for this season, they'd continue to do what
7 they can and maybe next season they could try some of these other things. He's right.
8 It's too late to be pro-active now for this season, we're in the thick of it. But I'm
9 reasonably confident, if we don't stay on them like glue, once this ski season is over,
10 there will be little to no action in preparation for next season and it'll be the same
11 situation just a season later. I urge the City to do what they can to hold Vail accountable
12 and insist on a new word moving forward with regards to resort parking and traffic:
13 PROACTIVE. Comments by Council were spot on and hopefully will result in solutions
14 and improvements by PCMR."

15
16 Mayor Worel asked Dias to share the information with the Planning Department. Dias
17 stated he would also share it with the Chair of the Commission.

18
19 Michael Kaplan stated he was impressed with the Council's comments to Mike Goar.
20 Kaplan taught Ski Resort Management and he thought there was a disconnect. Vail was
21 failing its customers and cities nationwide. He encouraged compliance through the
22 permitting process regarding their growth.

23
24 Deb Hickey lived on Empire Avenue over the base area and noted there was a great
25 community there with skin skiers, families accessing ski school, and athletes training
26 there. She thought the base area was important and she worried about the
27 overdevelopment of it. She stated the Planning Commission needed the Council's
28 oversight and input. She hoped everyone would protect the environment.

29
30 Angela Moschetta supported Deb Rentfrow's comments and thought it was possible to
31 make Zoom participation public. She thanked Council and noted the camaraderie
32 among the members. She liked the great questions and scrutiny on all matters by
33 Council Members Rubell and Toly. There was also a sense of humility Council-wide.
34 She appreciated Mayor Worel's comments against hate speech. She asked Council to
35 consider things through the lens of inequity. She thought the conversation was still led
36 by white, straight, cisgendered individuals. She hoped taskforces could be formed for
37 other groups such as Latinx and the workforce.

38
39 Joshua Sills eComment: "I wasn't able to submit a comment for the presentation by Vail
40 Resorts. I haven't seen the lines match the wait times more than a few times in my 40
41 (short) days on the mountain. How can you say the data is good? Not one of my friends,
42 neighbors or colleagues have seen anything different. Doesn't seem like a solid
43 argument at all. Not to mention the new line forecast system that doesn't work. It just

doesn't add up. Additionally, I have worked on systems that counted guests entering and exiting different venues in the past and they were not that difficult to configure. This was 8+ years ago so I'm sure the technology has improved. Also, if the conversion of day passes to epic pass products was 1:1 then share the data because it's REALLY hard to believe. I do not want to see Vail fail. I want to see you succeed, but your product and experience has been an order of magnitude worse this year than any previous year that I, or anyone I have spoken with, has ever experienced. This is not a Park City only problem, but a Vail problem. <https://instagram.com/epicliftlines>"

Mayor Worel closed the public input portion of the meeting.

VII) CONSENT AGENDA

1. Request to Approve the FieldTurf USA Inc. State of Utah Cooperative Contract for the Quinn's Synthetic Turf Field Replacement Project in a Form Approved by the City Attorney in an Amount Not to Exceed \$715,000.00:

Council Member Rubell noted this project was being paid for with a grant.

2. Request to Authorize the City Manager to Sign the Professional Services Agreement with Avail Technologies, for the Continuation of Annual Warranty and Support Services, for an Annual Cost Not to Exceed \$124,000 for a Three-Year Term, in a Form Approved by the City Attorney:

3. Request to Authorize the City Manager to Execute a Construction Agreement, in a Form Approved by the City Attorney, with Stratton and Bratt, for the Replacement of the PC MARC Leisure Pool Play Feature in an Amount Not to Exceed \$44,820:

Council Member Rubell indicated this project was a big deal because this was a community gathering space. Council Member Gerber noted the outreach involved. Council Member Doilney moved to approve the Consent Agenda. Council Member Gerber seconded the motion.

RESULT: APPROVED

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

PRESENTATION (CONTINUED)

1. 2022 Legislative Update by Representative Mike Kohler:

Representative Mike Kohler gave highlights of the Legislative session. There were 40 water bills under consideration. The Great Salt Lake was very low and there was an emphasis on leaving more water in streams so it would get to the Great Salt Lake. Another bill would allow short term water right exchanges. Metering secondary irrigation was another bill being considered, and he noted meters saved 30% consumption.

Representative Kohler discussed tax bills and stated there was a tax cut this year. Council Member Doilney asked if the water bill was just for conservation or could it be sold to another user. Kohler stated it could be sold to another user if the owner didn't need it. Kohler reviewed a transparency bill regarding municipal budgets and indicated the previous year's budget had to be posted as well as the proposed budget.

Council Member Dickey discussed concerns about cities' inability to look for illegal nightly rentals. Kohler stated there were three bills working on limitations to enforcement.

Kohler stated he proposed a bill to reimpose impact fees for schools, and noted they were prohibited 20 years ago. He also proposed a bill regarding water adjudication. Council Member Gerber thanked Kohler for working for the City's interests. She was grateful he supported local control.

VIII) NEW BUSINESS

1. Library Annual Report FY2021:

Adriane Herrick-Juarez, Library Director, and Brynn Bateman Louis, Bill Humbert, Seth Beal, and Patricia Stokes, Library Board members, were present for this item. Juarez shared some of the library's accomplishments from 2021. The year included July 2020-June 2021, so much of the year was COVID based. She reviewed statistics, including number of checkouts, electronics used, and online visits. She noted the website was revamped and she was pleased with the new look. The library also expanded its Wi-Fi service. Juarez emphasized her staff adapted and did things in new ways, and it was a success. She also noted the board developed a new strategic plan and they were making progress on their goals.

Council Member Toly was excited to be the liaison for the Library Board. She liked the creative activities at the library and looked forward to the book sale.

Bateman-Louis explained the strategic plan and noted how simple it was to implement. She praised staff members Daniel Thurston and Kate Black for their great work. She thanked Council for the support they gave the library. Humbert praised the board chair for her work. He indicated there was a sustainability center and there would be an event highlighting it on Earth Day.

Council Member Dickey stated the library was such an asset to the community and he encouraged staff and the board to look for more ways to get the word out on all the activities available. Mayor Worel referred to a letter she received during the pandemic where the resident asked Council to open the library.

Mayor Worel opened the agenda item for public input. No comments were given. Mayor Worel closed the public input portion of this item.

2. Consideration to Approve the Utah Department of Alcohol Beverage Control (DABC) Request to Extend the Lease of City-Owned Space Located at 460 Swede Alley, Unit 100 for Two Additional Years for an Annual Rent of \$12,637.40:

Jonathan Weidenhamer, Economic Development Manager, reviewed the rent increase that went along with the lease renewal. He stated the increase was still lower than the market rate lease amount. He reviewed the history of the space on Swede Alley and how the liquor store began renting the space from the City. He noted the liquor store was a lot more profitable today than when the City began leasing and stated he could discuss a higher lease rate if Council chose to do so.

Council Member Doilney thought having a liquor store in Old Town did more than just provide liquor, and noted it reduced traffic. He wanted it to stay in that location and he cautioned not to go too far with increasing the lease rate. Council Member Toly asked who owned the liquor store building in Snow Creek Plaza, to which Weidenhamer stated the State owned the building. She asked how the DABC felt about the size of the space, if there was information on building another liquor store in the City, and if staff had access to other cities' lease information. Weidenhamer stated the DABC would like to expand and their ideal space was a huge store in the Prospector redevelopment area. They also discussed expanding at Quinn's Junction. The City encouraged them to work with regional partners. He noted no subsidy was required so this could be a market rate lease.

Council Member Rubell thought it made sense to have the store at that space. He thought the proposed lease rate was good, but requested another discussion at the next lease renewal. Council Member Dickey agreed that looking at the 2024 lease renewal was a good idea.

Mayor Worel opened the agenda item for public input. No comments were given. Mayor Worel closed the public input portion of this item.

Council Member Rubell moved to approve the Utah Department of Alcohol Beverage Control (DABC) request to extend the lease of city-owned space located at 460 Swede Alley, Unit 100 for two additional years for an annual rent of \$12,637.40. Council Member Dickey seconded the motion.

RESULT: APPROVED

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

3. Consideration of MuSE PC Use:

Jenny Diersen, Special Events Manager, and Jody Whitesides, MuSE PC, presented this item. Diersen reviewed the staff report gave a history of the old Maverick building site and the MuSE PC program, and indicated prior to demolishing the buildings in the Arts and Culture District, MuSE PC was using a building. Their proposal was to use this

1 site at no charge one night a week. They had free public programs and they operated
2 within the noise limit. They had not met during the pandemic and were now wanting to
3 restart their program. The facility was currently being used for storage and some
4 maintenance would need to occur prior to this group using it. Alternatives were
5 mentioned in the staff report if Council was not ready to make decisions on this
6 property.

7
8 Council Member Dickey asked if MuSE was a nonprofit. Whitesides stated it was an
9 organized group of songwriters who wanted to get together. Diersen stated because this
10 was not a nonprofit, a study would be required. Plane stated the State code directed
11 how municipalities could use funds for corporate purposes, and if it didn't meet the
12 requirements, there was a public process the City would have to go through. The study
13 would be a public benefits analysis.

14
15 Council Member Gerber asked how much a study would cost, to which Diersen stated
16 staff could do it. Council Member Gerber asked if Whitesides did any fundraising.
17 Whitesides stated there was no fundraising, but people had donated materials at their
18 prior location. Council Member Gerber asked why the other spaces wouldn't work.
19 Diersen stated consistency was a priority. Other locations were only available
20 temporarily, and there was a cost for some locations.

21
22 Council Member Toly wanted to see the community benefit as a result of giving this
23 space to this group. She also wanted to see the layout of the facility. Whitesides
24 explained the purpose of the gathering was to get feedback on the songwriters' efforts.
25 He noted the proposed purpose now was not as grand as the activity in the old building.
26 Council Member Toly asked if this would be a lease or an agreement. Diersen stated
27 the group asked for a year lease.
28 Mayor Worel opened the agenda item for public input. No comments were given. Mayor
29 Worel closed the public input portion of this item.

30
31 Council Member Gerber stated there was a community around songwriting. She hoped
32 there was a way to get insurance. She favored a lease for a dollar a year, with the
33 clause that if the development progressed, the lease would be terminated. Council
34 Member Doilney wanted to see the community do more to encourage these kinds of
35 endeavors.

36
37 Council Member Rubell didn't like the uninsured aspect of the proposal and asked Legal
38 to look at that. Insurance was a standard that needed to be upheld. He thought the
39 space should go through a RFP process to make it fair. He didn't want to sign a lease
40 unless improvements were happening to the space.

1 Council Member Toly asked if other groups like daycares could use the space on other
2 days if this group only needed it one day a week. Whitesides stated the previous
3 building they used was open to that option, but nobody else wanted to use it.

4
5 Council Member Dickey echoed Council Member Rubell and thought if it was a usable
6 space, it should be advertised as such. If another City space could be found, that would
7 be okay. He hesitated programming this space and wanted to figure out the purpose for
8 this parcel.

9
10 The majority of Council favored exploring the use of the facility. Weidenhamer didn't
11 think a formal RFP was necessary, but staff would explore possibilities and come back
12 to Council. The insurance would be looked at as well. Council Member Doilney stated if
13 Council was concerned that a flood of interest would be generated for using the space,
14 it should stay closed. But if the building could be used if it was cleaned up, he favored
15 that. He also favored displaying the proposal for the Arts and Culture District in that
16 building. Council Member Dickey stated he was uncomfortable because it felt like
17 insider preference to using it.

18
19 **IX) ADJOURNMENT**

20
21 With no further business, the meeting was adjourned.

22
23
24 Michelle Kellogg, City Recorder
25



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

March 3, 2022

The Council of Park City, Summit County, Utah, met in open meeting on March 3, 2022, at 2:30 p.m. in the City Council Chambers.

Council Member Dickey moved to close the meeting to discuss security at 2:30 p.m. Council Member Gerber seconded the motion.

RESULT: APPROVED

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

CLOSED SESSION

Council Member Toly moved to adjourn from Closed Meeting at 2:50 p.m. Council Member Doilney seconded the motion.

RESULT: APPROVED

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

WORK SESSION

Discuss Vision 2020 Priorities:

Jed Briggs and Linda Jager presented this item. Matt Dias stated the goal was to determine priorities as a Council, then budget priorities would be given to those Council priorities. Briggs reviewed the history of the visioning process from 2009 to present and noted the priorities of Energy, Social Equity, Transportation, and Housing were prioritized throughout every visioning process.

Council Member Gerber stated the priorities had evolved. There was value in the five strategic pillars. It didn't matter how it was phrased, but those priorities needed to be the focus. Council Member Rubell thought it would be helpful to hear how others wanted to define the priorities. Council Member Gerber noted when the critical priorities were first discussed, it focused on the top issues Council wanted to address. The goal was to clearly explain what the Council's priorities were. Mayor Worel indicated the priorities were communicated that if Council didn't get these top issues right, there would be dire consequences.

1 Council Member Rubell asked if the priorities were enough or was an additional layer
2 needed. Briggs stated the reason for priorities was to focus on certain goals and having
3 them helped Council make decisions. They were not supposed to be a comprehensive
4 strategic plan. Having priorities helped in the budget process, so the projects could
5 reflect the goals. Jager asserted the Community Engagement team relied on the
6 community priorities so they could get the message out to the residents. Also, internally,
7 the priorities helped guide staff as they worked on projects.

8
9 Briggs believed the priorities should be focused and concise. Council Member Gerber
10 noted the former Council took each priority and flipped it into a goal. Council Member
11 Toly preferred to weigh the priorities and then allot proportional resources to work on
12 them. Council Member Doilney asked which visioning model worked best to keep
13 forward momentum in the City. He favored using the way that would allow Council and
14 staff to be the most efficient. He appreciated the 2020 visioning process, but thought it
15 muddled the focus and the outcomes weren't that different than the four critical
16 priorities. He didn't want to spend time renaming priorities. He would rather spend time
17 doing the work. Dias stated the four critical priorities were clear and helped staff stay
18 focused. He noted it was also critical to the budget process to name the priorities and
19 push those initiatives further with resources, policies, programs, and projects.

20
21 Council Member Rubell agreed the current visioning was too muddled. Transportation
22 and Housing had to stay top priorities, regional collaboration was nice and underpinned
23 them all and should be a lens used when looking at certain issues. Energy was an
24 environment mindset, with one side being to save the environment and the other side
25 being to keep the natural setting. He wanted to focus heavily on the resident experience
26 and that would include social equity. He liked the tree concept, but what was in the tree
27 now was balancing resident and resort community and he wanted more weight on the
28 resident experience. He thought if it remained balanced, it would be hard to guide
29 Council when making decisions.

30
31 Council Member Doilney wanted to define complete community and noted the City
32 couldn't have the resident experience without tourism revenue. He thought the tree
33 diagram could be tweaked, but overall, it was well thought out. Council Member Rubell
34 noted one leaf stated diverse economy and he thought that was more important now
35 than it used to be.

36
37 Council Member Toly stated complete community included the small businesses.
38 Council Member Rubell referred to the small town core value and stated that was nice
39 to have, but realistically it was holding the City back from implementing solutions that
40 were current with the times. Council Member Dickey liked the simplicity of the tree for
41 Council priorities and thought transportation, housing, and sustainable tourism/
42 environment deserved the most emphasis. Mayor Worel summarized Council favored
43 keeping the tree and Council priorities Council Member Toly asked about weighing each

1 priority. Council Member Gerber stated multiple departments worked on projects so
2 resource needs differed. Council Member Toly heard that Transportation was the
3 biggest priority for the residents. Council Member Doilney stated Council would be
4 discussing the budget for the next few months and the priorities would be discussed.

5
6 Council Member Gerber liked the idea of wordsmithing the priorities. She favored
7 having goals that pushed the City. These were hard problems and a lot of work went
8 into accomplishing the goals. She liked Social Equity, and suggested it could be
9 renamed Diversity, Equity and Inclusion (DEI), and noted it allowed the community to
10 have discussions it wouldn't have had if it wasn't named a priority. Mayor Worel agreed
11 it was important to have goals, but there needed to be concrete plans to achieve them.
12 She wanted to see that included. Dias stated staff would convert discussions from
13 pillars to community critical priorities. There was good input on the four critical priorities
14 and now focus could be given to start a strategic action plan. He indicated Council
15 would implement a budget that would move funds into the priorities. He also noted the
16 Chamber and Visitors Bureau took a leadership role in developing a community plan for
17 tourism management. Council Members Rubell and Doilney stated the tree should
18 reflect the budget allocations.

19
20 **Budget Outlook Discussion:**

21 Jed Briggs, Penny Frates, and Erik Daenitz, Budget Department, presented this item.
22 Briggs reviewed the timeline of the budget process. A tentative budget would be
23 adopted in May. Further budget discussions would take place and tweaks would be
24 made before the final budget was passed June 23rd. He reviewed the budget cuts made
25 when COVID-19 impacted the community two years ago. There was a recession plan
26 and cuts were made based on lost revenue. Last year, budgets were restored to some
27 departments based on demonstrable need. Briggs explained the Budgeting for
28 Outcomes (BFO) process. This process ensured that the budget reflected what the City
29 wanted to accomplish. Staff developed budget requests around the desired outcomes
30 and projects were prioritized accordingly. Briggs noted general operations were
31 included in the budget, but the Budget Department looked to Council direction for big
32 projects.

33
34 Mayor Worel asked if Council could see all the budget requests, including the ones that
35 were not awarded. Briggs affirmed Council could see that information. Dias stated every
36 request was presented to Council last year and staff would continue to do that. Council
37 Member Rubell asked if the BFO process was used for 100% of budgeting, or just for
38 certain requests. Briggs stated BFO was for outcomes the Council was trying to
39 achieve. He explained the weighting system for BFO. Council Member Toly asked who
40 sat on the BFO committee, to which Briggs stated it was representatives from different
41 City departments. He explained each request was scored based on certain
42 prioritizations. Council Member Rubell asked if items were grouped into mandated items
43 and elevated priorities. Briggs stated a lot of requests were on a case-by-case basis.

1 Each program was scored based on criteria and the committee used the scores to
2 prioritize the requests.

3
4 Rubell expressed concern that programs would continue to grow although the City
5 might be moving in a different direction. Briggs stated the committee was responding to
6 departments that needed more funding, but they could start cutting programs with low
7 prioritization or decreasing them. He noted when that was done, sometimes that
8 included cutting staff. Council Member Rubell hoped to see something in place for
9 shifting work descriptions so employees would not be cut in an economic downturn.
10 Briggs stated that happened during COVID. Council Member Toly asked if economic
11 predictions were trying to get back to FY 2020. Daenitz stated the mid-year budget
12 adjustment allocated additional funds to departments since revenue was above the
13 predictions.

14
15 Briggs explained budget allocation quartiles. Daenitz reviewed the revenue sources and
16 their uses. Property and sales tax went to operating expenses. Resort taxes were used
17 for downtown streets and storm water. Transient Room Tax (TRT) was designated for
18 the Arts and Culture District. Transit sales tax supported Transportation. Council
19 Member Gerber asked if TRT funds could be invested until they were used. Briggs
20 stated they were invested at the State level. He also explained the State allowed cities
21 to have a budget reserve balance up to 35% of the budget.

22
23 Daenitz explained how he projected growth and noted this year had a revenue growth of
24 12%. He projected a 8% increase in revenue for FY23. Council Member Toly asked if
25 local indicators were analyzed, to which Daenitz stated he could analyze the behavior of
26 visitors through cellphone data. Council Member Toly stated Park City Mountain Resort
27 (PCMR) ticket sales were in the City, but the hotel was in the County, and asked if lift
28 ticket tax revenue went to the City, to which Daenitz affirmed. Briggs noted that
29 although revenues were setting records, inflation was a real factor as the City saw
30 increased expenses as well. Daenitz indicated that with the projections, he estimated a
31 conservative 8% revenue growth for next year. Council Member Dickey asked if the
32 lower and upper band projections were shown in the current budget and if the revenues
33 fell within 95%. Daenitz stated even with the record sales tax revenue numbers, it did
34 not exceed the 95%.

35
36 Briggs discussed the labor shortage, which resulted in higher wage costs. Frates
37 reviewed the City's staffing situation wasn't as bad as other employers since wages
38 were increased mid-year, but wages were still a concern. There were larger than normal
39 pay increase requests for the FY23 budget. She suggested employees receive wages
40 at the 75th percentile of their pay ranges. Council Member Dickey noted the Police had
41 pay increases at the 90th percentile and he didn't think the 75th percentile was sufficient.
42 Council Member Rubell agreed and hoped to see the proposed pay plan clearly laid out.
43 Council Member Toly asked what had been done to incentivize tenure. Frates stated

1 Human Resources looked at other benefits in addition to pay increases to retain
2 employees. She indicated a blue-ribbon commission was being organized to look at
3 wages and give a recommendation on the pay plan. Briggs reviewed there was a
4 comprehensive study performed two years ago, and the recommendation was to pay at
5 the 75th percentile.

6
7 Briggs reviewed items that were part of the General Fund, including the pay plan, and
8 non-discretionary and discretionary service requests. Council Member Rubell asked
9 why health insurance was a non-discretionary expense and suggested it could be used
10 as a recruitment tool.

11
12 Briggs listed tools that could increase revenue, which included increasing property
13 taxes, sales taxes, and/or fees, reducing the transfer amount from the General Fund to
14 the Capital Improvement Fund, budgeting more expenses over projected revenues or
15 budgeting expenses less than projected revenues to increase a fund balance. Council
16 Member Toly asked if fees could be increased to cover capital costs. Briggs stated
17 traditionally, fees offset operating expenses, but that could be looked at. Margaret
18 Plane, City Attorney, stated some fees were mandated by the State and they could only
19 cover the cost of the service. Other fees, like recreation fees, were more flexible.

20
21 Council Member Gerber asked if there could be an inflationary raise in fees, both impact
22 fees and other fees. Briggs stated fees were considered on a case-by-case basis. It was
23 driven based on need and was looked at department by department and not as a City
24 overall. Council Member Toly asked what parking fines went towards and if they could
25 be increased. Briggs noted Dias requested that managers look at their fees and fines to
26 make sure they were keeping up with inflation. Council Member Rubell liked that fees
27 were being evaluated and he wanted them to support cost recovery.

28
29 Briggs reviewed the General Fund received more than was spent, and some of that
30 excess was transferred to the Capital Improvement Fund each year. One alternative
31 was to reduce that transfer to be able to use those funds on additional projects. Another
32 revenue strategy was to budget expenses over revenues and dip into the reserve
33 balance. Council could also determine to move additional money into the reserve
34 balance to build it up to the 35% maximum allowed by the State.

35
36 Council Member Gerber thought increasing property taxes should be discussed,
37 especially if Council desired scaling back on tourism. She also noted the high sales tax
38 revenue proportion of revenue affected the City's bond rating. She thought property
39 taxes were so low it felt unbalanced and suggested putting the additional property tax
40 revenue into a housing fund Council Member Doilney thought a slight property tax
41 increase put towards a housing fund made sense.

1 Council Member Dickey stated at first glance, it was hard to raise property taxes since
2 the City did not have a money problem, but he was in favor of creating a housing fund.
3 He did not support a property tax increase for now but wanted to go through the budget
4 process.

5
6 Council Member Toly felt an increased property tax would affect social equity, and she
7 did not support it. Council Member Rubell stated there were affordability and social
8 equity issues and he didn't support increasing property taxes. He asked for an
9 explanation of the option to utilize the full amount of projected sales tax increases.
10 Daenitz stated future revenue was unknown and budgeting the full amount of projected
11 sales tax prior to receiving that revenue was a show of confidence. Council Member
12 Rubell asked how close projected sales tax revenue was to the actual numbers and
13 requested to see that variance. The other Council Members supported using the
14 projected sales tax figures.

15
16 Briggs asked if staff should take a hard look at fees to offset the inflationary effects of
17 the levels of service. The Council supported increasing fees. Council Member Gerber
18 also wanted to look at nightly rental fees and impact fees since they had a
19 disproportionate impact on the community. Briggs indicated a study would be performed
20 to analyze those fees. The development fees were reviewed two years ago and that
21 required a study. The study wouldn't get done by this year's budget. Council Member
22 Gerber stated there was an impact fee per skier and she requested that those fees were
23 analyzed. Council Member Toly wanted fines included in that review. Council Member
24 Rubell asked to see a breakdown of fees on the sliding scale for 84060 taxpayers, the
25 parts where there were regional agreements with the City, and then the broader use
26 fees to people not in the above mentioned categories.

27
28 The Council requested a discussion on transferring money from the General Fund to the
29 Capital Improvement Fund. Briggs asked if there was a desire to dip into the fund
30 balance or grow the fund balance. Council Member Doilney liked having an incremental
31 growth in the fund balance and thought it would be a great conservative move.

32
33 Daenitz noted there were special financing tools for capital projects, including bonding
34 capacity with respect to Additional Resort Sales Tax revenue and TRT. Briggs indicated
35 there would be future discussions on big capital projects and decisions made would be
36 helpful in creating the budget.

37
38 Mayor Worel opened the meeting for public input. No comments were given. Mayor
39 Worel closed the public input for this item.

40 41 **REGULAR MEETING**

42 43 **I) ROLL CALL**

Attendee Name	Status
Mayor Nann Worel Council Member Ryan Dickey Council Member Max Doilney Council Member Becca Gerber Council Member Jeremy Rubell Council Member Tana Toly Matt Dias, City Manager Margaret Plane, City Attorney Michelle Kellogg, City Recorder	Present
None	Absent

II) COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments:

Council Member Doilney quoted Warren Buffet and noted there didn't have to be a lot spent to get a lot of impact.

Council Member Toly stated she and Council Member Dickey had Library Board orientation and she reviewed all the things available to the public besides books. She went to Jackson Hole, Wyoming, where she met with a City Councilor and noted they had many of the same issues as Park City.

Council Member Rubell stated March was Women's History Month. He acknowledged the public was pleased with the improvements made on the traffic congestion issue and thanked staff for their work. He attended the Fire District Board meeting and indicated February was the highest month for calls, noting they received over 700 calls for service. He indicated the LGBTQ+ Taskforce had the Queer Ski event and it was well attended. He noted the Draft Calendar in Staff Communications did not show the Deer Valley Resort and White Pine season updates. Mayor Worel indicated those presentations had not been scheduled yet. Council Member Rubell requested adding a traffic unit to the Police Department during this budget cycle. He also asked that a Chamber of Commerce representative come update Council on their sustainability efforts.

Mayor Worel announced she would have open office hours March 21st from 1:00-5:00p.m. to meet with the public.

Staff Communications Reports:

1. Park City Municipal/Park City Fire District Interlocal Agreement Update:

2. Draft Council Calendar for Priority Discussions:

3. December 2021 Sales Tax Report:

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

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

Carolyn Warra, Recycle Utah, stated she worked with staff this past year on plans for their new facility. Last year, Recycle Utah took in four million pounds of waste. The 20-year-old facility showed wear and tear.

Chris Cherniak, Recycle Utah Board member, stated he assisted with the planning and design of the new facility. He reviewed the history of creating a master plan five years ago. He indicated an architect was hired to do a feasibility study and they had an architect and NewStar Contractors in place to begin the permitting and design process. He requested a future work session to discuss the plans further.

Mayor Worel closed the public input portion of the meeting.

IV) CONSIDERATION OF MINUTES

1. Consideration to Approve the City Council Meeting Minutes from February 3, 9, 10, and 15, 2022:

Council Member Gerber referred to the February 3rd minutes, Page Three, Line 27, and noted it should read, “. . . applicants who were eligible to be in the program if they hadn’t secured a property yet.”

Council Member Doilney moved to approve the City Council meeting minutes from February 3, 9, 10, and 15, 2022 as amended. Council Member Dickey seconded the motion.

RESULT: APPROVED AS AMENDED

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

V) CONSENT AGENDA

1. Request to Approve a Community Donation Application by Sue McJames, on Behalf of the Park City Garden Club, for a Blue Star Memorial Marker Plaque at the Miners' Hospital Gardens:

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

RESULT: APPROVED

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

VI) OLD BUSINESS

1. Consideration to Approve the Youth Sports Alliance Olympic and Paralympic Celebration Parade, a Level Four Special Event, to be Held Friday, April 1, 2022:

Jenny Diersen, Special Events Manager, and Emily Fisher and Laurie Santoro, Youth Sports Alliance (YSA), were present for this item. Diersen reviewed the background for this event, noting it was held every four years after the Olympics.

Diersen noted the road closures were publicized so patrons would be aware of when they could do business. There would be a push to take public transit for this event. This event applied for a noise variance and would be held from 5:00 p.m.-7:00 p.m. She noted the event was scaled back and the music would be by a local band. There was a fee services waiver request of \$9,000. If Council approved the event, staff would be authorized to approve the fee waiver request.

Fisher stated the 55 local 2022 Olympians and other Olympians in the State would march in the parade, as well as resort and lodging partners. She reviewed the event schedule and thanked staff for their help in planning this event.

Council Member Toly asked if staff could prevent vehicles from turning from Park Avenue to Heber. Diersen stated there would be a strong deterrent, but they wanted to ensure that residents could get home. She related how the traffic would flow during the parade.

Council Member Rubell asked if waived fees were counted towards special service contracts. Diersen stated they were considered separately. Council Member Rubell stated a large part of the fee waiver request was for Police support and asked how the normal ski egress would be covered. Diersen indicated additional staff was scheduled to support egress and the event. Council Member Rubell asked how the crowd estimates were figured. Diersen stated the application estimated up to 3,000 people attending. There would be 1,500 people at the concert, and they weren't sure how many would stay once the parade was over. Council Member Rubell noted skiers parked in China Bridge and asked how enforcement would work once parking fees went into effect. Diersen stated signage would be put up in China Bridge explaining there would be an additional charge beginning at 3:00 p.m. Council Member Rubell asked if additional signage or other service would be on Park Avenue to help drivers avoid getting stuck. Diersen indicated staff could do door-to-door outreach to give out "residents only"

access passes and work closely with Police to have stricter enforcement on Park Avenue that day. Council Member Toly asked if Diersen had lodging numbers for that weekend. Diersen did not have the numbers but knew it would be a busy time around town.

Council Member Gerber stated this event was portrayed as a local event and asked if YSA staff was advertising locally or going further out. Fisher stated it was being promoted in Summit and Wasatch Counties, but no further. Council Member Toly asked how many participants were marching in the parade and if families were encouraged to park in China Bridge. Fisher stated she would take direction from City staff on how to direct them.

Council Member Dickey thought the event was locally focused and he felt good about it. Council Member Rubell asked what the significance was of having the event on April 1st. Fisher noted she looked at a date that didn't conflict with competitions and that was before the April school break.

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

Jonathan Weidenhamer responded to the lodging occupancy question that lodging was booked at 35% for that time.

Council Member Doilney thought it was important to know Park City was a ski resort community and this town was built for the ski resorts. Since this was a ski town, there was no better way to celebrate the Olympians. This event was exactly what the community was about and he couldn't wait to be part of the festivities. Over the last few years, the City had done great things mitigating traffic impacts and he hoped people didn't complain. Council Member Gerber agreed and indicated it was clear the event was geared to locals. It was great to celebrate current and past Olympians. It also helped that it started in the early evening and was family friendly. Council Member Toly clarified she wanted to mitigate congestion from the people coming to enjoy it and participate in it. Council Member Rubell noted he supported the event, but not everyone supported the Olympics.

Council Member Gerber moved to approve the Youth Sports Alliance Olympic and Paralympic Celebration Parade, a Level Four special event, to be held Friday, April 1, 2022. Council Member Doilney seconded the motion.

RESULT: APPROVED

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

VII) NEW BUSINESS

1. Consideration to Approve Ordinance No. 2022-05, an Ordinance Approving the Mountain Ridge Subdivision, Lot 13, Plat Amendment, Located at 3099 Mountain Ridge Court, Park City, Utah:

Spencer Cawley, Planner, indicated the subdivision had the goal to limit house sizes to 24% of lot size. No other lot in the subdivision requested a plat amendment, and the Planning Commission gave a negative recommendation for approval. The applicant requested to increase the house size to 26% of the lot and increase the building envelope. He noted public comment was included in the packet materials.

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

David Maya, homeowner, stated they would not be destructing the site line and they only wanted to add a fourth bedroom. The request was 150 square feet beyond what they were allowed. If this was denied, he requested that only the building envelope addition be approved and they would shrink the size of the bedroom. The negative public comment was that this request would set precedence.

Mayor Worel asked if this item would need to be remanded back to the Planning Commission if the request was considered. Mark Harrington, Senior Attorney, stated that would be more than a remand, it would be a change of the application and it would need to go back to the Planning Commission. Mayor Worel summarized if Council upheld the negative recommendation, the applicant could change the application. Council Members Doilney and Gerber thought the proposed option was good and agreed with the negative recommendation.

Council Member Gerber moved to deny Ordinance No. 2022-05, an ordinance approving the Mountain Ridge Subdivision, Lot 13, Plat Amendment, located at 3099 Mountain Ridge Court, Park City, Utah. Council Member Rubell seconded the motion.

RESULT: DENIED

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

2. Consideration to Approve Ordinance No. 2022-07, an Ordinance Approving the Payday Condominium Amended Plat, Located at 1660 and 1700 Three Kings Drive, Park City, Utah:

Makena Hawley, Planner, stated the plat amendment would identify existing private ownership areas and specify the entire building envelope to create predictable future conversions. She noted over the past 50 years, there were several areas of nonconformity, including density, height, setbacks, and parking, and the Planning Commission ruled the nonconformities complied.

1 Council Member Toly asked what would prevent the applicant from adding on under the
2 decks. Susan Philips, HOA president, stated the areas were considered common area
3 and build outs would impede views and could be fire hazards. Council Member Toly
4 asked if the entire complex would need to be completely remodeled at some point.
5 Philips stated the magnitude of the project was not feasible. If it ever came to that point,
6 they would tear it down and begin again. They had done several upgrades and it looked
7 modern.

8
9 Council Member Rubell asked if previous remodels were permitted and legal. Hawley
10 stated there was a mix of legal and nonlegal expansions. Council Member Rubell asked
11 how to prevent people from expanding illegally and then asking for plat amendments in
12 the future. Hawley stated code enforcement was active now, but 50 years ago, there
13 was a different service standard. Council Member Rubell asked if there were
14 entitlements for the extra square footage being requested or was this new entitlement.
15 Hawley indicated the existing expansions would be formalized and proposed square
16 footage allowance would be new. Council Member Rubell stated that if the plat
17 amendment was approved and if all units expanded, the square footage would total
18 over 2,000 per unit and additional parking spaces would be required. Philips noted
19 parking spots were used by hikers and bikers. The spots were not assigned and there
20 were no problems with the residents. Council Member Rubell thought more people
21 could live in the expanded units. He asked if there was outreach to Silver Star to see
22 their perspective with regard to the middle unit proposals. Hawley stated notices were
23 sent out and no public comments were received. Council Member Rubell noted this was
24 not recommended unanimously; there was one dissenting vote.

25
26 Council Member Gerber asked what percentage of units had primary residents. Hawley
27 didn't know, but indicated the development was in a nightly rental zone and the majority
28 of units were used as nightly rentals.

29
30 Mayor Worel opened the public hearing. No comments were given. Mayor Worel closed
31 the public hearing.

32
33 Council Member Doilney stated this was a unique situation in that this area produced
34 community. They used transit, walked to the resort, etc. He was a little concerned over
35 the additional square footage because that could mean additional people. Parking was
36 not a concern because the owners didn't have any parking problems. He supported the
37 amendment.

38
39 Council Member Dickey stated Park City in the 1970s-1990s was a different city and he
40 wasn't worried about having the plat reflect existing conditions. He thought the
41 additional square footage was less clear, but since 20% of the units had expanded there
42 were no negative impacts. He supported the amendment.

Council Member Rubell stated there were existing conditions and there was the question of adding square footage. The community emphasized stopping density. Parking might be a concern in the future with the additional square footage. He didn't like the height exception, especially in this area. He thought the overarching principle was that a buyer needed to do their due diligence of what was allowed. The City didn't have an obligation to do anything with regard to height exceptions. The City had codes and rules for a reason, and he cautioned against it. Council Member Gerber stated it would make a big difference for a family to expand to get a little more space. They proved there was no issue with parking. Adding another story would be an issue, but not adding a little pop out. She thought there was a balance in determining the best thing for the City versus what was best for the property owner. She was in favor of the plat amendment.

Council Member Toly proposed to only allow a deck on the units exceeding the height limitation. Council Member Dickey asked if the height exception would go above what already existed, to which Hawley indicated it would not.

Council Member Gerber moved to approve Ordinance No. 2022-07, an ordinance approving the Payday Condominium Amended Plat, located at 1660 and 1700 Three Kings Drive, Park City, Utah. Council Member Dickey seconded the motion.

Council Member Rubell asked to have a Condition of Approval (COA) added to not disturb the existing vegetation/landscaping, a COA that no additional structure was allowed on the top middle units except for a deck, and a COA that any additions would not be living space that could add people to the unit. Mark Harrington stated any proposed conditions would need to be accepted by the Council members making the motion and second prior to the vote. For the proposed landscaping COA, Harrington requested that Council check with the applicant representative to know where she stood on it. Nightly rentals was outside the scope. Language was added to make sure the HOA helped owners get nightly rental licenses from the City. Regarding the additional space, the application was to add the additional space so only allowing a deck would deny the third level additional private area. Council Member Rubell asked if they could require no bed space. Harrington stated the Building Code addressed that in terms of access and windows. He suggested having the applicant weigh in on that, but whatever was constructed had to meet Building Code.

Council Member Gerber did not accept the proposed amendments to the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, and Gerber

NAYS: Council Members Rubell and Toly

3. Discuss Ice Arena Interlocal Agreement with Snyderville Basin Special Recreation District:

Amanda Angevine, Ice Arena Manager, reviewed the agreement between the City and Snyderville Basin, including an annual \$50,000 allocation from each entity. After reviewing the capital needs, it was determined the annual allocation needed to increase. Last year, the City increased the one-time fee and increased the annual allocation of \$66,000. This year, the City requested an increased allocation from the Basin. The Basin refused, but agreed to a one-time capital allocation and the \$50,000, and they offered to frontload the money. If a new agreement was signed, they wanted the three-year review section of the agreement eliminated.

Mayor Worel asked if the County Council had been part of the discussions. Angevine stated this was discussed with the County Council during their budget process and the budget was passed with the full request, but the Basin wasn't committed to providing the full funding. Council Member Gerber asked if the intent of the contract would be to review the costs every three years. Angevine stated there was no discussion on inflation or increased costs. Council Member Gerber asked if a deficit would be realized in future years if the lump sum was accepted now, to which Angevine affirmed. Council Member Gerber asked if Ice fees could be increased for Basin users. Angevine stated the agreement set out that City users and Basin users had to be charged the same fee.

Council Member Rubell asked if the intent of the agreement was to share the cost of the facility or would Park City would keep it nice and everyone else could use it. Angevine was not sure of the intent, but stated the Basin's dispute was that the funds came from taxes collected from Basin residents. Council Member Dickey asked if the County Council was aware of the broader issue. Angevine did not know the level of knowledge regarding this issue.

Council Member Toly was surprised inflation was not taken into consideration in the 2004 agreement, and asked how the \$50,000 was intended to be spent. Angevine stated there were exhibits that outlined the proposed maintenance costs per year, which were inaccurate now. It was designated for capital costs. The City paid for the operating subsidy. Ken Fisher, Recreation Director, stated he thought the original \$50,000 was for capital replacement and part of it was designated to go to a capital expansion fund for future sheets of ice. In one of the letters of intent the County agreed to get rid of the expansion fund and put it all into capital. The City knew from the beginning it would own and operate the facility and the Basin contribution would be towards capital with systems replacement. He acknowledged the money was not in line with current costs.

Council Member Toly asked if the agreement was ever amended, to which Angevine stated it was amended in 2015 and provided additional details on what the Basin's funding could go towards. Council Member Dickey asked if a party was allowed to terminate the agreement, and Angevine didn't know.

1 Matt Dias stated staff tried to resolve this issue over the past year. A contract was a
2 contract and there was a good relationship between staff and the Basin staff. Mayor
3 Worel indicated she shared the staff report with a County Council member so they were
4 aware of the situation.

5
6 Mayor Worel opened the item for public input. No comments were given. Mayor Worel
7 closed the public input for this item.

8
9 Council Member Doilney reviewed the background from the staff report and noted the
10 City had spent \$3.9 million and the Basin spent \$831,000. Angevine clarified that the
11 City's expense included operational expenses. Council Member Doilney thought it was
12 more equitable than it was coming across. It was a good time to come together. The
13 City and County shared a lot of things such as soccer fields, and this needed to be
14 looked at as a whole, instead of being looked at narrowly.

15
16 Council opted for Option Three in the staff report. Council Member Doilney volunteered
17 to meet with the County to talk about options and bring it back for Council discussion.

18
19 **4. Consideration to Adopt Resolution No. 02-2022, a Resolution Setting Forth a**
20 **Policy for Park City Cemetery Operations and Services and Repealing and**
21 **Replacing Resolution No. 06-2018 in its Entirety:**

22 Heather Todd, Acting Cemetery Sexton, reviewed the history of the cemetery. There
23 was a memorial wall, but no space to bury ashes. There were six burial spots available
24 and a cremation garden was proposed. She noted the full garden build out would
25 include space for 41 units and it should be completed before Memorial Day.

26
27 Todd reviewed the pricing and compared it to other city-owned cemeteries. She
28 indicated the cost would only include the perpetual care. She recommended maintaining
29 the cemetery for local residents only and noted there was a possibility to expand the
30 cemetery and she would bring that back at a future date.

31
32 Council Member Rubell asked how much the City would contribute to the project. Fisher
33 stated the project was \$62,000 without the granite. Council Member Gerber asked if
34 there was an area where ashes could be scattered, to which Todd affirmed. Council
35 Member Gerber asked if ashes could be put at the root of a tree. Todd stated the
36 proposed expansion area didn't have water, but she was looking into that.

37
38 Mayor Worel opened the public hearing. No comments were given. Mayor Worel closed
39 the public hearing.

40
41 Council Member Rubell thought the City should recover the total costs. Todd reviewed
42 she kept with the current philosophy of the cemetery. The land was donated and staff
43 tried to keep costs low. Fisher reviewed the cemetery costs came to Council a few

years ago and Council wasn't interested in raising fees. He stated if Council favored increasing the fees, the fee schedule could be amended again.

Council Member Toly asked if plot owners could return plots. Todd stated plots could be returned for the original purchase price, but there were unknowns. Council Member Doilney stated this was a community benefit at a low cost. People in the community knew some of those buried there. Council Member Dickey asked if the policy included the fees. Fisher stated the policy did not include fees. The policy could be adopted even if the fee schedule was not adopted.

Council Member Doilney moved to adopt Resolution No. 02-2022, a resolution setting forth a policy for Park City Cemetery Operations and Services and repealing and replacing Resolution No. 06-2018 in its entirety. Council Member Toly seconded the motion.

RESULT: APPROVED

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

5. Consideration to Adopt Resolution 03-2022, a Resolution Amending the Fee Schedule:

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

Council Member Gerber moved to adopt Resolution No. 02-2022, a Resolution amending the Fee Schedule. Council Member Toly seconded the motion.

Council Member Rubell stated this fee schedule was against the equity arguments. It was easy to spend other people's money. There could be a mechanism for people who couldn't afford the cost recovery fee. This was a limited resource that not everyone would enjoy. Council Member Dickey sympathized with Council Member Rubell's comments. He asked what the total cost was for the project. Todd stated the entire project would total \$90,000, with Phase one being \$72,000 and \$8,000 for the granite. Council Member Dickey thought it wouldn't be that much of a cost increase and a hardship policy could be created for those unable to afford it.

Council Member Gerber asked how the costs for the cremation products compared to the costs of a plot burial. Todd stated the cost difference was significant and it would deter people from using the cremation garden at this point. The full cost for a cremation unit would be \$1,300 plus \$250 opening and closing. A plot burial was \$300 and \$70 for the opening and closing, and people could have four cremations in one burial plot. Council Member Gerber asked for a future discussion on the costs for all options at the cemetery. She thought charging the full cost would defeat the purpose of preserving the remaining burial plots.

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, and Toly

NAYS: Council Members Dickey and Rubell

6.2022 Legislative Update:

Matt Dias, City Manager, stated it was great to work with the Utah League of Cities and Towns (ULCT), the lobbyists, Representative Kohler, and Senator Winterton, and Summit County. He reviewed that the City withdrew from the housing transit reinvestment zone bill. He explained there was a push to prohibit cities and counties from having an inclusionary housing ordinance. He indicated a lot of the legislation was condensed into HB462. This was a big bill that was specifically for Summit County and was a housing transit reinvestment zone and it passed today. The good news was that Park City was able to carve out an inclusionary housing ordinance grandfather. There were 700 deed restricted units in the City and half were a direct result of having an inclusionary housing ordinance.

VIII) ADJOURNMENT

With no further business, the meeting was adjourned.

Michelle Kellogg, City Recorder

Council Agenda Item Report

Meeting Date: March 17, 2022

Submitted by: Michelle Kellogg

Submitting Department: Engineering

Item Type: Staff Report

Agenda Section: CONSENT AGENDA

Subject:

Request to Authorize the City Manager to Execute a Construction Agreement with Geneva Rock Products, Inc. to Construct the Rossie Hill Reconstruction Project, in a Form Approved by the City Attorney, Not to Exceed \$2,150,363.50

Suggested Action:

Attachments:

[Rossie Hill Project Staff Report](#)

[Exhibit A: Proposed Construction Award](#)

[Exhibit B: Geneva Rock Products Bid](#)

[Exhibit C: GRP Rossi Hill Construction Agreement](#)

[Exhibit D: Old Town Improvement Study](#)

City Council Staff Report



Subject: Rossi Hill Reconstruction Construction Contract
Author: John Robertson, PE, City Engineer
Department: Engineering
Date: March 17, 2022
Type of Item: Consent

Recommendation

Authorize the City Manager to execute a construction agreement with Geneva Rock Products, Inc. (Contractor) to construct the Rossi Hill Reconstruction Project (Project), in a form approved by the City Attorney, not to exceed \$2,150,363.50.

Executive Summary

The Project is one of the last projects identified in the Old Town Improvement Study (OTIS) approved in 2002 (Exhibit D). The Project was put out to bid in April of 2021 but did not receive any bids. Bidding was delayed until January of 2022 with the bid opening set for February 22, 2022. Two bids were received, and the lowest responsive and responsible bid of \$2,150,363.50 was selected. The Contractor will begin construction in May 2022 with an estimated completion date in September of the same year.

Background

The scope includes the following: upgrades/improvements to water/storm drain/sewer infrastructure, modifications to the intersection of Rossi Hill Drive and Ontario Avenue, new paved/re-surfaced roads along with curb and gutter, and coordination with dry utility companies for upgrade or replacement of their facilities. The evaluation and update of traffic signs and regulatory signage are also a part of this project. A stairway connecting lower Rossi Hill with Upper Rossi Hill is anticipated along with this project but will be constructed under separate contract.

As part of the current scope of work, a widening at the intersection of Rossi Hill and Ontario is being considered to improve the movement of turning vehicles. This improvement requires additional right of way from a property owner adjacent to this section of Rossi Hill. Negotiations are currently ongoing. If negotiations are unsuccessful, that portion of the Project would not be constructed. Another option would be to reduce the scope in this area to eliminate the need for the additional right of way. The negative impact would be to maintain the existing roadway geometry that currently creates potential conflicts as vehicles turn from one road to another.

The Project Is one of the last projects to be completed as part of the Old Town Improvement Study (OTIS) approved in 2002. The Project was originally scheduled to

go to Construction in 2018 but was delayed as funding for the Project shifted to prioritize the purchase of the Treasure Mountain property. Below is a summary of meetings held since 2016 where the current scope of work for the project was discussed:

- April 4, 2016 – NTMP Work Session with City Council (pg. 34) regarding parking on Rossi Hill Drive. Parametrix provided a study recommending the width of the street between Ontario and Echo Spur be increased. Ultimately this began the discussions and recommendations for the width of other areas along Rossi Hill.
- August 3, 2017— City Council meeting held regarding Lilac Hill Subdivision Ordinance. Residents raised concerns about the potential dangers of Rossi Hill Drive and concerns related to the narrowing the street were discussed. (Exhibit E, pg. 171).
- September 21, 2017- Professional Services Agreement for Ward Engineering Group submitted to Council for approval. This staff report (pg. 127) was on the regular agenda and discussed with Council. In the Analysis Section and conversation with Council, the City Engineer received affirmation regarding the narrowing of Rossi Hill Drive and project layout (Pg. 140).
- October 28, 2021 – Endorse a request from most residents to not narrow the roadway along sections of Rossi Hill and Coalition View Court with the reconstruction of the roadway. Narrowing of the road had been proposed in response to complaints from residents related to speeding vehicles received over several years. As a result, the scope was amended to X, Y and Z??

Analysis

The bid was reviewed and determined to comply with all requirements and considered a responsive and responsible bid.

Department Review

This staff report has been reviewed by the City Manager, Community Development, Budget and the Attorney's Office.

Funding Source

The Project fully funded through OTIS projects.

Exhibits

Exhibit A: Recommendation for Award
Exhibit B: Geneva Rock Products, Inc. Bid
Exhibit C: Draft Construction Agreement
Exhibit D: 2002 OTIS Report



Ward Engineering Group
Planning. Engineering. Surveying

P.O. 538, Salt Lake City, UT 84110-0538
231 W 800 S, Salt Lake City, UT 84101
Tel. 801.487.8040 • Fax. 801.487.8668

February 25, 2022

John Robertson
Park City Municipal Corporation
445 Marsac Avenue | Park City, Utah 84060

**Re: Recommendation to award construction contract
for Rossi Hill Reconstruction**

Mr. Robertson:

PCMC received 2 bids in response to the above referenced project on February 22, 2022, where bids were opened and read aloud (see the attached Bid Abstract and Bid Matrix). The apparent low bidder was Geneva Rock Products, Inc.

Upon evaluation of Geneva Rock Products' bid, all bid schedules were completed in full, and we do not observe any inconsistencies or bid irregularities. Additionally, the following required items were submitted as part of the bid:

- Bid Security in the amount of 5% guaranteed by: Travelers Casualty and Surety Company of America
- Signed and Dated Bid
- Completed Bid Form (Supplemental)
- Acknowledgment of Addenda No. 1 and Addenda No. 2
- Affidavit of Non-Collusion

Based on this information, we recommend awarding the project, any or all bid schedules, to Geneva Rock Products, Inc.

Respectfully,
WARD ENGINEERING GROUP

Brendan Thorpe, P.E.
Project Manager

ROSSI HILL RECONSTRUCTION
BID ABSTRACT, FEBRUARY 22, 2022
PARK CITY MUNICIPAL CORPORATION

Bidder	Base Bid (Schedule A)	Schedule B	Schedule C	Total Bid
Geneva Rock Products, Inc	\$1,653,198.50	\$286,764.00	\$210,401.00	\$2,150,363.50
VanCon, Inc	\$3,113,470.00	\$494,700.00	\$333,712.00	\$3,941,882.00

Rossi Hill Drive Reconstruction

Public Bid Matrix
2/22/2022

Bid Schedule A			
Item No.	Description	Unit	Estimated Quantity
General Conditions			
1	Temporary Controls	LUMP	1
2	Quality Control	LUMP	1
3	Mobilization	LUMP	1
4	Public Notification Services	LUMP	1
5	Maintenance of Traffic and Pedestrian Access (Per Special Provision 800 S)	LUMP	1
6	Storm Water Pollution Prevention Plan	LUMP	1
7	Subsurface Utility Locating	EACH	24
Demolition			
8	Saw Cut Existing Asphalt	LN FT	281
9	Remove Existing Asphalt (4"-6" Thick)	SQ YD	5,974
10	Rotomill Existing Asphalt (2" Thick)	SQ YD	1,600
11	Remove Existing Roll Gutter	LN FT	4,100
12	Remove Existing 4' Concrete Waterway	LN FT	60
13	Remove Existing Fire Hydrant	EACH	1
14	Remove Concrete Curb Wall	LN FT	115
15	Remove Existing Street Light	EACH	3
16	Remove Existing Water Valve Cover & Stem	EACH	9
17	Remove Existing Concrete Sidewalk	SQ FT	25
18	Cap Existing Water Lateral at the Corp Stop	EACH	3
Sanitary Sewer System			
19	Adjust Existing Sewer Manhole	EACH	15
Culinary Water System			
20	Temporary Water System Bypass	LUMP	1
21	Connect to Existing Water Line	EACH	6
22	8" PVC C-900 Water Line	LN FT	550
23	8" DI 45° Bend	EACH	8
24	8" DI 22.5° Bend	EACH	2
25	8" DI 11.25° Bend	EACH	1
26	8" DI 22.5° Vertical Bend	EACH	2
27	8x8x8 DI Tee	EACH	2
28	8x8x6 DI Tee	EACH	1
29	8" Gate Valve	EACH	5
30	Fire Hydrant Assembly	EACH	1
31	2" Washout Valve	EACH	1
32	Existing Valve Grade Adjustment	EACH	14
33	8" Water Pipe Insulation	LN FT	150
34	6" Gate Valve	EACH	1
35	Remove & Replace 8" PVC C-900 Water Line	LN FT	28
Culinary Water Service Connections			
36	3/4" Service Tap	EACH	7

Geneva Rock	
Bid Unit Price	Bid Price
\$ 6,490.00	\$ 6,490.00
\$ 40,800.00	\$ 40,800.00
\$ 199,900.00	\$ 199,900.00
\$ 2,830.00	\$ 2,830.00
\$ 72,000.00	\$ 72,000.00
\$ 26,200.00	\$ 26,200.00
\$ 550.00	\$ 13,200.00
\$ 5.00	\$ 1,405.00
\$ 7.00	\$ 41,818.00
\$ 3.00	\$ 4,800.00
\$ 7.50	\$ 30,750.00
\$ 22.00	\$ 1,320.00
\$ 2,050.00	\$ 2,050.00
\$ 18.00	\$ 2,070.00
\$ 1,820.00	\$ 5,460.00
\$ 190.00	\$ 1,710.00
\$ 29.00	\$ 725.00
\$ 890.00	\$ 2,670.00
\$ 1,150.00	\$ 17,250.00
\$ 21,100.00	\$ 21,100.00
\$ 3,670.00	\$ 22,020.00
\$ 180.00	\$ 99,000.00
\$ 1,410.00	\$ 11,280.00
\$ 1,400.00	\$ 2,800.00
\$ 1,380.00	\$ 1,380.00
\$ 1,400.00	\$ 2,800.00
\$ 3,080.00	\$ 6,160.00
\$ 2,060.00	\$ 2,060.00
\$ 4,060.00	\$ 20,300.00
\$ 10,100.00	\$ 10,100.00
\$ 3,530.00	\$ 3,530.00
\$ 790.00	\$ 11,060.00
\$ 97.00	\$ 14,550.00
\$ 3,420.00	\$ 3,420.00
\$ 320.00	\$ 8,960.00
\$ 1,830.00	\$ 12,810.00

VanCon	
Bid Unit Price	Bid Price
\$ 50,000.00	\$ 50,000.00
\$ 20,000.00	\$ 20,000.00
\$ 1,000,000.00	\$ 1,000,000.00
\$ 100,000.00	\$ 100,000.00
\$ 75,000.00	\$ 75,000.00
\$ 10,000.00	\$ 10,000.00
\$ 350.00	\$ 8,400.00
\$ 5.00	\$ 1,405.00
\$ 15.00	\$ 89,610.00
\$ 9.00	\$ 14,400.00
\$ 10.00	\$ 41,000.00
\$ 60.00	\$ 3,600.00
\$ 2,500.00	\$ 2,500.00
\$ 15.00	\$ 1,725.00
\$ 2,500.00	\$ 7,500.00
\$ 500.00	\$ 4,500.00
\$ 45.00	\$ 1,125.00
\$ 2,000.00	\$ 6,000.00
\$ 1,150.00	\$ 17,250.00
\$ 36,000.00	\$ 36,000.00
\$ 5,000.00	\$ 30,000.00
\$ 250.00	\$ 137,500.00
\$ 1,500.00	\$ 12,000.00
\$ 1,500.00	\$ 3,000.00
\$ 1,400.00	\$ 1,400.00
\$ 1,500.00	\$ 3,000.00
\$ 2,500.00	\$ 5,000.00
\$ 2,000.00	\$ 2,000.00
\$ 4,300.00	\$ 21,500.00
\$ 20,000.00	\$ 20,000.00
\$ 7,000.00	\$ 7,000.00
\$ 800.00	\$ 11,200.00
\$ 120.00	\$ 18,000.00
\$ 3,000.00	\$ 3,000.00
\$ 400.00	\$ 11,200.00
\$ 1,200.00	\$ 8,400.00

37	3/4" HDPE Water Lateral	LN FT	185	\$ 130.00	\$ 24,050.00	\$ 140.00	\$ 25,900.00
38	Reconnect 3/4" Water Lateral to Existing Meter at the Yoke	EACH	7	\$ 1,080.00	\$ 7,560.00	\$ 4,000.00	\$ 2,800.00
Storm Drain System							
39	15" HP Sanitize Pipe	LN FT	1,475	\$ 170.00	\$ 250,750.00	\$ 260.00	\$ 383,500.00
40	Single Grate Catch Basin	EACH	6	\$ 4,260.00	\$ 25,560.00	\$ 5,500.00	\$ 33,000.00
41	Double Grate Catch Basin	EACH	2	\$ 7,310.00	\$ 14,620.00	\$ 11,500.00	\$ 23,000.00
42	Combination Catch Basin & Cleanout Box (Combo Box)	EACH	5	\$ 7,690.00	\$ 38,450.00	\$ 11,500.00	\$ 57,500.00
43	Cleanout Box	EACH	10	\$ 5,470.00	\$ 54,700.00	\$ 8,000.00	\$ 80,000.00
44	Connect to Existing Catch Basin	EACH	1	\$ 1,420.00	\$ 1,420.00	\$ 4,500.00	\$ 4,500.00
45	15" ADS Flared End Section	EACH	1	\$ 2,370.00	\$ 2,370.00	\$ 1,000.00	\$ 1,000.00
46	D30 Riprap (14" Thick)	SQ YD	32	\$ 120.00	\$ 3,840.00	\$ 120.00	\$ 3,840.00
47	BMP Snout 18F	EACH	1	\$ 1,760.00	\$ 1,760.00	\$ 1,000.00	\$ 1,000.00
Site Concrete							
48	2.5' Type G Roll Gutter	LN FT	3,033	\$ 52.00	\$ 157,716.00	\$ 75.00	\$ 227,475.00
49	Type A Curb and Gutter	LN FT	371	\$ 61.00	\$ 22,631.00	\$ 75.00	\$ 27,825.00
Private Property Owner Work							
50	Private Property Owner Work Inside the Right of Way (575 Rossi Hill Drive)	LUMP	1	\$ 5,140.00	\$ 5,140.00	\$ 3,000.00	\$ 3,000.00
51	Private Property Owner Work Inside the Right of Way (611 & 613 Rossi Hill Drive)	LUMP	0	\$ -	\$ -	\$ -	\$ -
52	Private Property Owner Work Inside the Right of Way (658 Rossi Hill Drive)	LUMP	1	\$ 4,360.00	\$ 4,360.00	\$ 3,000.00	\$ 3,000.00
53	Private Property Owner Work Inside the Right of Way (660, 662, 664, 668 Rossi Hill Drive)	LUMP	1	\$ 4,360.00	\$ 4,360.00	\$ 3,500.00	\$ 3,500.00
54	Private Property Owner Work Inside the Right of Way (630 Coalition View Court)	LUMP	1	\$ 5,140.00	\$ 5,140.00	\$ 2,500.00	\$ 2,500.00
55	Private Property Owner Work Inside the Right of Way (635 Coalition View Court)	LUMP	0	\$ -	\$ -	\$ -	\$ -
56	Private Property Owner Work Inside the Right of Way (645 Coalition View Court)	LUMP	0	\$ -	\$ -	\$ -	\$ -
57	Private Property Owner Work Inside the Right of Way (655 Coalition View Court)	LUMP	1	\$ 5,140.00	\$ 5,140.00	\$ 6,500.00	\$ 6,500.00
58	Private Property Owner Work Inside the Right of Way (665 Coalition View Court)	LUMP	0	\$ -	\$ -	\$ -	\$ -
Asphalt Paving							
59	3" Plant-Mix Bituminous Pavement, PG 58-28, DM-1/2 (Repave area)	SQ YD	5,770	\$ 17.00	\$ 98,090.00	\$ 20.00	\$ 115,400.00
60	2" Plant-Mix Bituminous Pavement, PG 58-28, DM-1/2 (rotomill area)	SQ YD	1,575	\$ 11.00	\$ 17,325.00	\$ 25.00	\$ 39,375.00
61	1" Micro-Surface Seal, Type II	SQ YD	7,345	\$ 5.50	\$ 40,397.50	\$ 12.00	\$ 88,140.00
62	1" Thick Aggregate Base Course 3/4" or 1" Max (use only with engineer's approval)	CU YD	160	\$ 150.00	\$ 24,000.00	\$ 200.00	\$ 32,000.00

63	12" Thick Aggregate Base Course ¾" or 1" Max	SQ YD	113
64	8" Common Fill Borrow	CU YD	0
Streets (Miscellaneous)			
65	Remove and Repost Existing Sign	EACH	4
66	New Sign & Post (ADDENDUM #1)	EACH	27
67	Single Arm Street Light with Banner Arm	EACH	3
68	Existing Monument Grade Adjustment	EACH	2
69	Street Marking Stop Bar - White Acrylic Water Based Paint	EACH	4
Earthwork			
70	Cut to Waste Off Site (Coalition View Court Island)	CU YD	100
71	Seeding	ACRE	0.12
Bid Schedule A Total			

\$ 49.00	\$ 5,537.00
\$ -	\$ -
\$ 1,220.00	\$ 4,880.00
\$ 600.00	\$ 16,200.00
\$ 26,000.00	\$ 78,000.00
\$ 1,400.00	\$ 2,800.00
\$ 610.00	\$ 2,440.00
\$ 56.00	\$ 5,600.00
\$ 13,200.00	\$ 1,584.00
	\$ 1,653,198.50

\$ 100.00	\$ 11,300.00
\$ -	\$ -
\$ 1,000.00	\$ 4,000.00
\$ 1,000.00	\$ 27,000.00
\$ 25,000.00	\$ 75,000.00
\$ 1,500.00	\$ 3,000.00
\$ 1,500.00	\$ 6,000.00
\$ 100.00	\$ 10,000.00
\$ 25,000.00	\$ 3,000.00
	\$ 3,113,470.00

Bid Schedule B - Coalition View Court Waterline			
Item No.	Description	Unit	Estimated Quantity
General Conditions			
1	Temporary Controls	LUMP	1
2	Quality Control	LUMP	1
3	Mobilization	LUMP	1
4	Public Notification Services	LUMP	1
5	Maintenance of Traffic and Pedestrian Access (Per Special Provision 800 S)	LUMP	1
Demolition			
6	Remove Existing Water Valve Cover & Stem	EACH	2
7	Remove Existing Fire hydrant	EACH	2
8	Remove Existing Water Meter and Lateral	EACH	10
Culinary Water Main			
9	Temporary Water Line Bypass	LUMP	1
10	Connect to Existing Water Line	EACH	1
11	8" PVC C-900 Water Line	LN FT	610
12	8" DI 45° Bend	EACH	1
13	8" DI 22.5° Bend	EACH	1
14	8" DI 11.25° Bend	EACH	1
15	8x8x6 DI Tee	EACH	2
16	Fire Hydrant Assembly	EACH	2
17	8" Water Pipe Insulation	LN FT	32
Culinary Water Service Connections			
18	¾" Service Tap	EACH	10
19	¾" HDPE Water Lateral	LN FT	264
20	Remove & Replace Meter Box, Yoke, and Appurtenant Parts	EACH	10
Bid Schedule B Total			

Geneva Rock	
Bid Unit Price	Bid Price
\$ 1,620.00	\$ 1,620.00
\$ 10,200.00	\$ 10,200.00
\$ 40,900.00	\$ 40,900.00
\$ 710.00	\$ 710.00
\$ 6,310.00	\$ 6,310.00
\$ 260.00	\$ 520.00
\$ 2,050.00	\$ 4,100.00
\$ 1,000.00	\$ 10,000.00
\$ 27,800.00	\$ 27,800.00
\$ 3,670.00	\$ 3,670.00
\$ 120.00	\$ 73,200.00
\$ 1,410.00	\$ 1,410.00
\$ 1,400.00	\$ 1,400.00
\$ 1,380.00	\$ 1,380.00
\$ 2,060.00	\$ 4,120.00
\$ 10,700.00	\$ 21,400.00
\$ 97.00	\$ 3,104.00
\$ 1,830.00	\$ 18,300.00
\$ 130.00	\$ 34,320.00
\$ 2,230.00	\$ 22,300.00
	\$ 286,764.00

VanCon	
Bid Unit Price	Bid Price
\$ 16,500.00	\$ 16,500.00
\$ 5,500.00	\$ 5,500.00
\$ 106,500.00	\$ 106,500.00
\$ 6,500.00	\$ 6,500.00
\$ 10,000.00	\$ 10,000.00
\$ 500.00	\$ 1,000.00
\$ 2,500.00	\$ 5,000.00
\$ 1,000.00	\$ 10,000.00
\$ 35,000.00	\$ 35,000.00
\$ 5,000.00	\$ 5,000.00
\$ 250.00	\$ 152,500.00
\$ 1,500.00	\$ 1,500.00
\$ 1,500.00	\$ 1,500.00
\$ 1,400.00	\$ 1,400.00
\$ 2,000.00	\$ 4,000.00
\$ 20,000.00	\$ 40,000.00
\$ 120.00	\$ 3,840.00
\$ 1,200.00	\$ 12,000.00
\$ 140.00	\$ 36,960.00
\$ 4,000.00	\$ 40,000.00
	\$ 494,700.00

Bid Schedule C - Rossi Hill (Ontario to Echo Spur)			
Item No.	Description	Unit	Estimated Quantity
General Conditions			

Geneva Rock	
Bid Unit Price	Bid Price

VanCon	
Bid Unit Price	Bid Price

1	Temporary Controls	LUMP	1	\$ 1,620.00	\$ 1,620.00	\$ 12,500.00	\$ 12,500.00
2	Quality Control	LUMP	1	\$ 19,200.00	\$ 19,200.00	\$ 10,500.00	\$ 10,500.00
3	Mobilization	LUMP	1	\$ 40,400.00	\$ 40,400.00	\$ 72,000.00	\$ 72,000.00
4	Public Notification Services	LUMP	1	\$ 710.00	\$ 710.00	\$ 6,500.00	\$ 6,500.00
5	Maintenance of Traffic and Pedestrian Access (Per Special Provision 800 S)	LUMP	1	\$ 6,310.00	\$ 6,310.00	\$ 10,000.00	\$ 10,000.00
Demolition							
6	Saw Cut Existing Asphalt	LN FT	43	\$ 5.00	\$ 215.00	\$ 4.00	\$ 172.00
7	Remove Existing Asphalt (4"-6" Thick)	SQ YD	404	\$ 7.00	\$ 2,828.00	\$ 25.00	\$ 10,100.00
8	Remove Existing Roll Gutter	LN FT	485	\$ 9.00	\$ 4,365.00	\$ 10.00	\$ 4,850.00
9	Remove Existing 4' Concrete Waterway	LN FT	38	\$ 22.00	\$ 836.00	\$ 60.00	\$ 2,280.00
Site Concrete							
10	2.5' Type G Roll Gutter	LN FT	480	\$ 61.00	\$ 29,280.00	\$ 75.00	\$ 36,000.00
11	4' Concrete Waterway	LN FT	90	\$ 120.00	\$ 10,800.00	\$ 150.00	\$ 13,500.00
Asphalt Paving							
12	3" Plant-Mix Bituminous Pavement, PG 58-28, DM-1/2	SQ YD	570	\$ 16.00	\$ 9,120.00	\$ 30.00	\$ 17,100.00
13	1" Micro-Surface Seal, Type II	SQ YD	570	\$ 5.50	\$ 3,135.00	\$ 12.00	\$ 6,840.00
14	1" thick aggregate base course 3/4" or 1" max (use only with engineer's approval)	CU YD	16	\$ 150.00	\$ 2,400.00	\$ 200.00	\$ 3,200.00
15	12" Thick aggregate Base Course 3/4" or 1" max	SQ YD	164	\$ 49.00	\$ 8,036.00	\$ 100.00	\$ 16,400.00
Streets (Miscellaneous)							
16	Remove and Repost Existing Sign	LN FT	3	\$ 1,620.00	\$ 4,860.00	\$ 1,000.00	\$ 3,000.00
17	Rock Wall (1'-4') Max Height	LN FT	145	\$ 270.00	\$ 39,150.00	\$ 350.00	\$ 50,750.00
18	Street Marking Stop Bar – White Acrylic Water Based Paint	EACH	1	\$ 2,430.00	\$ 2,430.00	\$ 1,500.00	\$ 1,500.00
Earthwork							
19	Cut to Fill	CU YD	20	\$ 66.00	\$ 1,320.00	\$ 200.00	\$ 4,000.00
20	Cut to Waste off Site	CU YD	396	\$ 51.00	\$ 20,196.00	\$ 120.00	\$ 47,520.00
21	Seeding	ACRE	0.1	\$ 13,200.00	\$ 1,320.00	\$ 25,000.00	\$ 2,500.00
22	Remove Tree	EACH	1	\$ 1,870.00	\$ 1,870.00	\$ 2,500.00	\$ 2,500.00
Bid Schedule C Total					\$ 210,401.00		\$ 33,712.00

GRAND TOTAL

\$ 2,150,363.50

\$ 3,941,882.00

BID FORM
(SUPPLEMENTAL)
PARK CITY, UTAH
ROSSI HILL RECONSTRUCTION

TABLE OF ARTICLES

	Page
Article 10 - Bidder Status Report.....	1
Article 11 - Subcontractor and Supplier Report.....	2

ARTICLE 1 – BID RECIPIENT

1.01 This Bid is submitted to:

Park City Municipal Corporation (Rossi Hill Reconstruction)

Park City Municipal Corporation Engineering Division

445 Marsac Ave.

P.O. Box 1480

Park City, Utah 84060

1.02 The undersigned Bidder proposes and agrees, if this Bid is accepted, to enter into an Agreement with Owner in the form included in the Bidding Documents to perform all Work as specified or indicated in the Bidding Documents for the prices and within the times indicated in this Bid and in accordance with the other terms and conditions of the Bidding Documents.

ARTICLE 2 – BIDDER'S ACKNOWLEDGEMENTS

2.01 Bidder accepts all of the terms and conditions of the Instructions to Bidders, including without limitation those dealing with the disposition of Bid security. This Bid will remain subject to acceptance for 60 days after the Bid opening, or for such longer period of time that Bidder may agree to in writing upon request of Owner.

ARTICLE 3 – BIDDER'S REPRESENTATIONS

3.01 In submitting this Bid, Bidder represents that:

A. Bidder has examined and carefully studied the Bidding Documents, the other related data identified in the Bidding Documents, and the following Addenda, receipt of which is hereby acknowledged.

<u>Addendum No.</u>	<u>Addendum Date</u>	<u>Signature</u>
1	2/15/2022	
2	2/17/2022	

B. Bidder has visited the Site and become familiar with and is satisfied as to the general, local and Site conditions that may affect cost, progress, and performance of the Work.

C. Bidder is familiar with and is satisfied as to all federal, state and local Laws and Regulations that may affect cost, progress and performance of the Work.

D. Bidder has obtained and carefully studied (or accepts the consequences for not doing so) all additional or supplementary examinations, investigations, explorations, tests, studies and data concerning conditions (surface, subsurface and Underground Facilities) at or contiguous to the Site which may affect cost, progress, or performance of the Work or which relate to any aspect of the means, methods, techniques, sequences, and procedures of construction to be employed by Bidder, including applying the specific means, methods, techniques, sequences, and procedures of construction expressly required by the Bidding Documents to be employed by Bidder, and safety precautions and programs incident thereto.

E. Bidder does not consider that any further examinations, investigations, explorations, tests, studies, or data are necessary for the determination of this Bid for performance of the Work at the price(s) bid and within the times and in accordance with the other terms and conditions of the Bidding Documents.

- F. Bidder is aware of the general nature of work to be performed by Owner and others at the Site that relates to the Work as indicated in the Bidding Documents.
- G. Bidder has correlated the information known to Bidder, information and observations obtained from visits to the Site, reports and drawings identified in the Bidding Documents, and all additional examinations, investigations, explorations, tests, studies, and data with the Bidding Documents.
- H. Bidder has given Engineer written notice of all conflicts, errors, ambiguities, or discrepancies that Bidder has discovered in the Bidding Documents, and the written resolution thereof by Engineer is acceptable to Bidder.
- I. The Bidding Documents are generally sufficient to indicate and convey understanding of all terms and conditions for the performance of the Work for which this Bid is submitted.
- J. Bidder will submit written evidence of its authority to do business in the state where the Project is located not later than the date of its execution of the Agreement.

ARTICLE 4 – FURTHER REPRESENTATIONS

4.01 Bidder further represents that:

- A. This Bid is genuine and not made in the interest of or on behalf of any undisclosed individual or entity and is not submitted in conformity with any agreement or rules of any group, association, organization or corporation;
- B. Bidder has not directly or indirectly induced or solicited any other Bidder to submit a false or sham Bid;
- C. Bidder has not solicited or induced any individual or entity to refrain from bidding; and
- D. Bidder has not sought by collusion to obtain for itself any advantage over any other Bidder or over Owner.

ARTICLE 5 – BASIS OF BID

- 5.01 Bidder acknowledges that estimated quantities are not guaranteed, and are solely for the purpose of comparison of Bids, and final payment for all Unit Price Bid items will be based on actual quantities, determined as provided in the Contract Documents.
- 5.02 Bidder shall submit a bid for each bid schedule including Bid Schedule A, B, and C. Bids submitted without all bid schedules will be considered incomplete. Owner reserves the right to delay award (up to 30 days from the original award date) or omit Bid Schedules B, and C or any portions thereof from the scope of work without penalty or contract modifications. Bids lacking the required information will not be considered.
- 5.03 ***BID SCHEDULE A – ROSSI HILL RECONSTRUCTION (ECHO SPUR TO DEER VALLEY DRIVE)***

Item No.	Description	Unit	Estimate Quantity	Bid Unit Price	Bid Price
General Conditions					
1	Temporary Controls	LUMP	1	6,490.00	6490.00
2	Quality Control	LUMP	1	40,800.00	40,800.00
3	Mobilization	LUMP	1	199,900.00	199,900.00

(BID SCHEDULE A CONTINUED)

Item No.	Description	Unit	Estimate Quantity	Bid Unit Price	Bid Price
4	Public Notification Services	LUMP	1	2,830.00	2,830.00
5	Maintenance of Traffic and Pedestrian Access (Per Special Provision 800 S)	LUMP	1	12,000.00	12,000.00
6	Storm Water Pollution Prevention Plan	LUMP	1	26,200.00	26,200.00
7	Subsurface Utility Locating	EACH	24	550.00	13,200.00
Demolition					
8	Saw Cut Existing Asphalt	LN FT	281	5.00	1,405.00
9	Remove Existing Asphalt (4"-6" Thick)	SQ YD	5,974	7.00	41,818.00
10	Rotomill Existing Asphalt (2" Thick)	SQ YD	1,600	3.00	4,800.00
11	Remove Existing Roll Gutter	LN FT	4,100	7.50	30,750.00
12	Remove Existing 4' Concrete Waterway	LN FT	60	22.00	1,320.00
13	Remove Existing Fire Hydrant	EACH	1	2,050.00	2,050.00
14	Remove Concrete Curb Wall	LN FT	115	18.00	2,070.00
15	Remove Existing Street Light	EACH	3	1,820.00	5,460.00
16	Remove Existing Water Valve Cover & Stem	EACH	9	190.00	1,710.00
17	Remove Existing Concrete Sidewalk	SQ FT	25	29.00	725.00
18	Cap Existing Water Lateral at the Corp Stop	EACH	3	890.00	2,670.00
Sanitary Sewer System					
19	Adjust Existing Sewer Manhole	EACH	15	1,150.00	17,250.00

(BID SCHEDULE A CONTINUED)

Item No.	Description	Unit	Estimate Quantity	Bid Unit Price	Bid Price
Culinary Water Main					
20	Temporary Water System Bypass	LUMP	1	21,100.00	21,100.00
21	Connect to Existing Water Line	EACH	6	3,670.00	22,020.00
22	8" PVC C-900 Water Line	LN FT	550	180.00	99,000.00
23	8" DI 45° Bend	EACH	8	1,410.00	11,280.00
24	8" DI 22.5° Bend	EACH	2	1,400.00	2,800.00
25	8" DI 11.25° Bend	EACH	1	1,380.00	1,380.00
26	8" DI 22.5° Vertical Bend	EACH	2	1,400.00	2,800.00
27	8x8x8 DI Tee	EACH	2	3,080.00	6,160.00
28	8x8x6 DI Tee	EACH	1	2,060.00	2,060.00
29	8" Gate Valve	EACH	5	4,060.00	20,300.00
30	Fire Hydrant Assembly	EACH	1	10,100.00	10,100.00
31	2" Washout Valve	EACH	1	3,530.00	3,530.00
32	Existing Valve Grade Adjustment	EACH	14	790.00	11,060.00
33	8" Water Pipe Insulation	LN FT	150	97.00	14,550.00
34	6" Gate Valve	EACH	1	3,420.00	3,420.00
35	Remove & Replace 8" PVC C-900 Water Line	LN FT	28	320.00	8,960.00
Culinary Water Service Connections					
36	3/4" Service Tap	EACH	7	1,830.00	12,810.00

(BID SCHEDULE A CONTINUED)

<u>Item No.</u>	<u>Description</u>	<u>Unit</u>	<u>Estimate Quantity</u>	<u>Bid Unit Price</u>	<u>Bid Price</u>
37	3/4" HDPE Water Lateral	LN FT	185	130.00	24,050.00
38	Reconnect 3/4" Water Lateral to Existing Meter at the Yoke	EACH	7	1,080.00	7,560.00
Storm Drain System					
39	15" HP Sanitite Pipe	LN FT	1,475	170.00	250,750.00
40	Single Grate Catch Basin	EACH	6	4,260.00	25,560.00
41	Double Grate Catch Basin	EACH	2	7,310.00	14,620.00
42	Combination Catch Basin & Cleanout Box (Combo Box)	EACH	5	7,690.00	38,450.00
43	Cleanout Box	EACH	10	5,470.00	54,700.00
44	Connect to Existing Catch Basin	EACH	1	1,420.00	1,420.00
45	15" ADS Flared End Section	EACH	1	2,370.00	2,370.00
46	D30 Riprap (14" Thick)	SQ YD	32	120.00	3,840.00
47	BMP Snout 18F	EACH	1	1,760.00	1,760.00
Site Concrete					
48	2.5' Type G Roll Gutter	LN FT	3,033	52.00	157,716.00
49	Type A Curb and Gutter	LN FT	371	61.00	22,631.00
Private Property Owner Work					
50	Private Property Owner Work Inside the Right of Way (575 Rossi Hill Drive)	LUMP	1	5,140.00	5,140.00
51	Private Property Owner Work Inside the Right of Way (611 & 613 Rossi Hill Drive)	LUMP	0		
52	Private Property Owner Work Inside the Right of Way (658 Rossi Hill Drive)	LUMP	1	4,360.00	4,360.00

(BID SCHEDULE A CONTINUED)

Item No.	Description	Unit	Estimate Quantity	Bid Unit Price	Bid Price
53	Private Property Owner Work Inside the Right of Way (660, 662, 664, 668 Rossi Hill Drive)	LUMP	1	4,360.00	4,360.00
54	Private Property Owner Work Inside the Right of Way (630 Coalition View Court)	LUMP	1	5,140.00	5,140.00
55	Private Property Owner Work Inside the Right of Way (635 Coalition View Court)	LUMP	0		
56	Private Property Owner Work Inside the Right of Way (645 Coalition View Court)	LUMP	0		
57	Private Property Owner Work Inside the Right of Way (655 Coalition View Court)	LUMP	1	5,140.00	5,140.00
58	Private Property Owner Work Inside the Right of Way (665 Coalition View Court)	LUMP	0		
Asphalt Paving					
59	3" Plant-Mix Bituminous Pavement, PG 58-28, DM-1/2 (Repave area)	SQ YD	5,770	17.00	98,090.00
60	2" Plant-Mix Bituminous Pavement, PG 58-28, DM-1/2 (rotomill area)	SQ YD	1,575	11.00	17,325.00
61	1" Micro-Surface Seal, Type II	SQ YD	7,345	5.50	40,397.50
62	1" Thick Aggregate Base Course 3/4" or 1" Max (use only with engineer's approval)	CU YD	160	150.00	24,000.00
63	12" Thick Aggregate Base Course 3/4" or 1" Max	SQ YD	113	49.00	5,537.00
64	8" Common Fill Borrow	CU YD	0		
Streets (Miscellaneous)					
65	Remove and Repost Existing Sign	EACH	4	1,220.00	4,880.00
66	New Sign & Post (ADDENDUM #1)	EACH	27	600.00	16,200.00
67	Single Arm Street Light with Banner Arm	EACH	3	26,000.00	78,000.00
68	Existing Monument Grade Adjustment	EACH	2	1,400.00	2,800.00

BID SCHEDULE A CONTINUED)

<u>Item No.</u>	<u>Description</u>	<u>Unit</u>	<u>Estimate Quantity</u>	<u>Bid Unit Price</u>	<u>Bid Price</u>
69	Street Marking Stop Bar - White Acrylic Water Based Paint	EACH	4	610.00	2,440.00
Earthwork					
70	Cut to Waste Off Site (Coalition View Court Island)	CU YD	100	56.00	5,600.00
71	Seeding	ACRE	0.12	13,200.00	1,584.00
BID SCHEDULE A TOTAL =				1,653,198.50	

5.04 **BID SCHEDULE B – COALITION VIEW CORT WATER LINE (Reference Sheets: BA-1.1, 1.2 & 1.3)**

<u>Item No.</u>	<u>Description</u>	<u>Unit</u>	<u>Estimate Quantity</u>	<u>Bid Unit Price</u>	<u>Bid Price</u>
General Conditions					
1	Temporary Controls	LUMP	1	1,620.00	1,620.00
2	Quality Control	LUMP	1	10,200.00	10,200.00
3	Mobilization	LUMP	1	40,900.00	40,900.00
4	Public Notification Services	LUMP	1	710.00	710.00
5	Maintenance of Traffic and Pedestrian Access (Per Special Provision 800 S)	LUMP	1	6,310.00	6,310.00
Demolition					
6	Remove Existing Water Valve Cover & Stem	EACH	2	260.00	520.00
7	Remove Existing Fire hydrant	EACH	2	2,050.00	4,100.00
8	Remove Existing Water Meter and Lateral	EACH	10	1,000.00	10,000.00

(BID SCHEDULE B CONTINUED)

Item No.	Description	Unit	Estimate Quantity	Bid Unit Price	Bid Price
Culinary Water Main					
9	Temporary Water Line Bypass	LUMP	1	27,800.00	27,800.00
10	Connect to Existing Water Line	EACH	1	3,670.00	3,670.00
11	8" PVC C-900 Water Line	LN FT	610	120.00	73,200.00
12	8" DI 45° Bend	EACH	1	1,410.00	1,410.00
13	8" DI 22.5° Bend	EACH	1	1,400.00	1,400.00
14	8" DI 11.25° Bend	EACH	1	1,380.00	1,380.00
15	8x8x6 DI Tee	EACH	2	2,060.00	4,120.00
16	Fire Hydrant Assembly	EACH	2	10,700.00	21,400.00
17	8" Water Pipe Insulation	LN FT	32	97.00	3,104.00
Culinary Water Service Connections					
18	3/4" Service Tap	EACH	10	1,830.00	18,300.00
19	3/4" HDPE Water Lateral	LN FT	264	130.00	34,320.00
20	Remove & Replace Meter Box, Yoke, and Appurtenant Parts	EACH	10	2,230.00	22,300.00
BID SCHEDULE B TOTAL =				286,764.00	

5.05 **BID SCHEDULE C – ROSSI HILL RECONSTRUCTION (ONTARIO AVENUE TO ECHO SPUR)**

Item No.	Description	Unit	Estimate Quantity	Bid Unit Price	Bid Price
General Conditions					
1	Temporary Controls	LUMP	1	1,620.00	1,620.00
2	Quality Control	LUMP	1	19,200.00	19,200.00
3	Mobilization	LUMP	1	40,400.00	40,400.00
4	Public Notification Services	LUMP	1	710.00	710.00
5	Maintenance of Traffic and Pedestrian Access (Per Special Provision 800 S)	LUMP	1	6,310.00	6,310.00
Demolition					
6	Saw Cut Existing Asphalt	LN FT	43	5.00	215.00
7	Remove Existing Asphalt (4"-6" Thick)	SQ YD	404	7.00	2,828.00
8	Remove Existing Roll Gutter	LN FT	485	9.00	4,365.00
9	Remove Existing 4' Concrete Waterway	LN FT	38	22.00	836.00
Site Concrete					
10	2.5' Type G Roll Gutter	LN FT	480	61.00	29,280.00
11	4' Concrete Waterway	LN FT	90	120.00	10,800.00
Asphalt Paving					
12	3" Plant-Mix Bituminous Pavement, PG 58-28, DM-1/2	SQ YD	570	16.00	9,120.00
13	1" Micro-Surface Seal, Type II	SQ YD	570	5.50	3,135.00
14	1" thick aggregate base course 3/4" or 1" max (use only with engineer's approval)	CU YD	16	150.00	2,400.00
15	12" Thick aggregate Base Course 3/4" or 1" max	SQ YD	164	49.00	8,036.00
Streets (Miscellaneous)					
16	Remove and Repost Existing Sign	LN FT	3	1620.00	4,860.00
17	Rock Wall (1'-4') Max Height	LN FT	145	270.00	39,150.00
18	Street Marking Stop Bar – White Acrylic Water Based Paint	EACH	1	2,430.00	2,430.00

(BID SCHEDULE C CONTINUED)

<u>Item No.</u>	<u>Description</u>	<u>Unit</u>	<u>Estimate Quantity</u>	<u>Bid Unit Price</u>	<u>Bid Price</u>
Earthwork					
19	Cut to Fill	CU YD	20	66.00	1,320.00
20	Cut to Waste off Site	CU YD	396	51.00	20,196.00
21	Seeding	ACRE	0.1	13,200.00	1,320.00
22	Remove Tree	EACH	1	1,870.00	1,870.00
BID SCHEDULE C TOTAL =				210,401.00	

5.06 GRAND TOTAL OF ALL BID SCHEDULES

GRAND TOTAL OF ALL BID SCHEDULES (A, B, C) =	2,150,363.50
---	--------------

ARTICLE 6 – TIME OF COMPLETION

6.01 Bidder agrees that the Work will be substantially complete as described below:

- A. Bidder agrees that the Work will be substantially complete and operational on or before (October 1, 2022), and will be completed and ready for final payment in accordance with Paragraph 14.07.B of the General Conditions on or before (November 1, 2022).
- B. Substantial Completion includes the construction, testing, inceptions, and written acceptance of the following major items of work.
 - All Asphalt Paving
 - All Concrete Gutters, Curbs, Private Drive Connections/Extensions/Repairs, Flatwork, and all other concrete
 - All Buried Utilities, including all QC testing and written acceptance, together with all utility manhole and small structure grade adjustments.
 - All retaining walls
- C. Bidder accepts the provisions of the Agreement as to liquidated damages in the event of failure to complete the Work within the Contract Times.

ARTICLE 7 – ATTACHMENTS TO THIS BID

- 7.01 The following documents shall be attached to and made a condition of this Bid (Use standard forms per section C-410 M Bid Form Supplemental):
- A. Required Bid security in the form of 5 percent (Bid Bond)
 - B. List of Proposed Subcontractors, Complete forms provided per section C-410M: Bid Form Supplemental
 - C. List of Project References
 - D. Affidavit of Non-Collusion, provided per section C-420S: Affidavit of Non-Collusion

ARTICLE 8 – DEFINED TERMS

- 8.01 The terms used in this Bid with initial capital letters have the meanings stated in the Instructions to Bidders, the General Conditions, and the Supplementary Conditions

ARTICLE 9 – BID SUBMITTAL

- 9.01 This Bid submitted by:

An Individual

Name (typed or printed): _____

By: _____ (SEAL)
(Individual's signature)

Doing business as: _____

A Partnership

Partnership Name: _____ (SEAL)

By: _____
(Signature of general partner – attach evidence of authority to sign)

Name (typed or printed): _____

A Corporation

Corporation Name: Geneva Rock Products, Inc. (SEAL)

State of Incorporation: Utah

Type (General Business, Professional, Service, Limited Liability): General Business

By: Michael Summers
(Signature – attach evidence of authority to sign)

Name (typed or printed): Michael Summers

Title: Area Manager

(CORPORATE SEAL)

Attest: [Signature]
(Signature of Corporate Secretary)

Date of Qualification to do business in Utah [State Where Project is Located] is 08 \ 05 \ 54.

A Joint Venture

Name of Joint Venturer: _____

First Joint Venturer Name: _____ (SEAL)

By: _____
(Signature of first joint venture partner – attach evidence of authority to sign)

Name (typed or printed): _____

Title: _____

Second Joint Venturer Name: _____ (SEAL)

By: _____
(Signature of second joint venture partner – attach evidence of authority to sign)

Name (typed or printed): _____

Title: _____

(Each joint venturer must sign. The manner of signing for each individual, partnership, and corporation that is a party to the joint venture should be in the manner indicated above.)

Bidder's Business address: _____

Phone: _____ Email: _____

Submitted on _____, 20____.

State Contractor License No. _____. (If applicable)

END SECTION

**GENEVA ROCK PRODUCTS, INC.
SECRETARY'S CERTIFICATE**

The undersigned, Brandon Hale, hereby certifies that he is the duly elected and acting Secretary of Geneva Rock Products, Inc., a Utah corporation (the "**Company**"), and that, as such, he is duly authorized to execute and deliver this Secretary's Certificate on behalf of the Company. He hereby further certifies that the Company has authorized Michael Summers to execute documents associated with the submission of bids by the Company. This authorization has not been revoked, annulled, or amended in any manner whatsoever, and remains in full force and effect as of the date hereof.

IN WITNESS WHEREOF, the undersigned has executed this Secretary's Certificate on behalf of the Company as of this 22nd day of February 2022.

Geneva Rock Products, Inc.

By: BA
Name: Brandon Hale
Title: Secretary

BID BOND

Any singular reference to Bidder, Surety, Owner or other party shall be considered plural where applicable.

BIDDER (Name and Address):

Geneva Rock Products, Inc.

1565 West 400 North

PO Box 538

Orem, Utah 84058

SURETY (Name and Address of Principal Place of Business):

Travelers Casualty and Surety Company of America

One Tower Square

Hartford, CT 06183

OWNER (Name and Address):

Park City Municipal Corporation, Engineering Division

445 Marsac Ave.

P.O. Box 1480

Park City, Utah 84060

BID

Bid Due Date: February 22, 2022

Description (Brief Description Including Location): Rossi Hill Drive Reconstruction

BOND

Bond Number: N/A

Date (Not earlier than Bid due date): February 22, 2022

Penal sum Five Percent of Accompanying Bid Dollars (5% of Bid)

(Words)

(Figures)

Surety and Bidder, intending to be legally bound hereby, subject to the terms printed on the reverse side hereof, do each cause this Bid Bond to be duly executed on its behalf by its authorized officer, agent, or representative.

BIDDER

Geneva Rock Products, Inc.

Bidder's Name and Corporate Seal

By:

Signature and Title

Attest:

Signature and Title

SURETY

(Seal) Travelers Casualty and Surety Company of America (Seal)

Surety's Name and Corporate Seal

By:

Signature and Title

(Attach Power of Attorney)

Attorney-in-Fact

Attest:

Signature and Title

CSR

Note: Above addresses are to be used for giving required notice.

1. Bidder and Surety, jointly and severally, bind themselves, their heirs, executors, administrators, successors and assigns to pay to Owner upon default of Bidder the penal sum set forth on the face of this Bond. Payment of the penal sum is the extent of Surety's liability.
2. Default of Bidder shall occur upon the failure of Bidder to deliver within the time required by the Bidding Documents (or any extension thereof agreed to in writing by Owner) the executed Agreement required by the Bidding Documents and any performance and payment bonds required by the Bidding Documents.
3. This obligation shall be null and void if:
 - 3.1 Owner accepts Bidder's Bid and Bidder delivers within the time required by the Bidding Documents (or any extension thereof agreed to in writing by Owner) the executed Agreement required by the Bidding Documents and any performance and payment bonds required by the Bidding Documents, or
 - 3.2 All Bids are rejected by Owner, or
 - 3.3 Owner fails to issue a Notice of Award to Bidder within the time specified in the Bidding Documents (or any extension thereof agreed to in writing by Bidder and, if applicable, consented to by Surety when required by Paragraph 5 hereof).
4. Payment under this Bond will be due and payable upon default by Bidder and within 30 calendar days after receipt by Bidder and Surety of written notice of default from Owner, which notice will be given with reasonable promptness, identifying this Bond and the Project and including a statement of the amount due.
5. Surety waives notice of any and all defenses based on or arising out of any time extension to issue Notice of Award agreed to in writing by Owner and Bidder, provided that the total time for issuing Notice of Award including extensions shall not in the aggregate exceed 120 days from Bid due date without Surety's written consent.
6. No suit or action shall be commenced under this Bond prior to 30 calendar days after the notice of default required in Paragraph 4 above is received by Bidder and Surety and in no case later than one year after Bid due date.
7. Any suit or action under this Bond shall be commenced only in a court of competent jurisdiction located in the state in which the Project is located.
8. Notices required hereunder shall be in writing and sent to Bidder and Surety at their respective addresses shown on the face of this Bond. Such notices may be sent by personal delivery, commercial courier, or by United States Registered or Certified Mail, return receipt requested, postage prepaid, and shall be deemed to be effective upon receipt by the party concerned.
9. Surety shall cause to be attached to this Bond a current and effective Power of Attorney evidencing the authority of the officer, agent, or representative who executed this Bond on behalf of Surety to execute, seal, and deliver such Bond and bind the Surety thereby.
10. This Bond is intended to conform to all applicable statutory requirements. Any applicable requirement of any applicable statute that has been omitted from this Bond shall be deemed to be included herein as if set forth at length. If any provision of this Bond conflicts with any applicable statute, then the provision of said statute shall govern and the remainder of this Bond that is not in conflict therewith shall continue in full force and effect.
11. The term "Bid" as used herein includes a Bid, offer, or proposal as applicable.



**Travelers Casualty and Surety Company of America
Travelers Casualty and Surety Company
St. Paul Fire and Marine Insurance Company**

POWER OF ATTORNEY

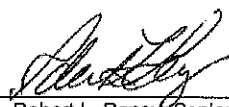
KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint **Katlyn Bigelow** of **SALT LAKE CITY, Utah**, their true and lawful Attorney-in-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this **17th** day of **January**, **2019**.



State of Connecticut

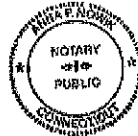
City of Hartford ss.

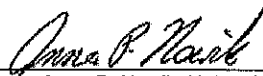
By: 
Robert L. Raney, Senior Vice President

On this the **17th** day of **January**, **2019**, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of said Companies by himself as a duly authorized officer.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

My Commission expires the **30th** day of **June**, **2021**




Anna P. Nowik, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, **Kevin E. Hughes**, the undersigned, Assistant Secretary of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this **22nd** day of **February**, **2022**




Kevin E. Hughes, Assistant Secretary

**To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.
Please refer to the above-named Attorney-in-Fact and the details of the bond to which this Power of Attorney is attached.**

ARTICLE 10 – BIDDER STATUS REPORT

10.01 Bidder:

- A. Name: Geneva Rock Products, Inc.
B. Signature: Michael D. Gunning
C. Address: 302 W. 5400 S., Suite 201, Murray, UT 84107
D. Telephone: 801-281-7900

10.02 Report:

- A. Number of employees: 1268
B. Bidder's company is (check the following as applicable)
1. ☐ Independently owned and operated
2. ☐ An affiliate of: _____
3. ☒ A subsidiary of: Clyde Companies, Inc.
4. ☐ A division of: _____
5. ☐ A business with gross revenue in excess of: \$ _____
6. ☐ A business with gross revenue below: \$ _____

C. Parent Company

1. Name: Clyde Companies, Inc.
2. Address: 730 N. 1500 W., Orem, UT 84057
3. Telephone: 801-802-6900
4. Facsimile: 801-434-3017

D. Number of years as a contractor in construction work of this type: 68

E. List of current jobs now under construction: (add additional sheets if necessary)

<u>Client</u>	<u>Telephone</u>	<u>Contract Amount</u>	<u>Type of Job</u>
1. <u>Please see attachment Work Under Contract</u>			
2. _____			
3. _____			
4. _____			

F. List four projects of this size and complexity within the last five years:

<u>Client</u>	<u>Telephone</u>	<u>Contract Amount</u>	<u>Type of Job</u>
1. <u>See Attachment - 2020 Highland Drive</u>			
2. <u>See Attachment - 13800 S. Widening Phase 2</u>			
3. <u>See Attachment - Traverse Ridge Road</u>			
4. <u>See Attachment - Eden Escape Subdivision</u>			

G. Has your company ever failed to complete any work awarded you? ___ YES X NO

If so, when, where, and why? N/A

ARTICLE 11 – SUBCONTRACTOR AND SUPPLIER REPORT

11.01 Bidder:

- A. Name: Geneva Rock Products, Inc.
- B. Address: 202 W. 9400 S., Suite 201, Murray, UT 84107
- C. Telephone: 801-281-7900

11.02 Report

- A. Failure of the Bidder to specify a subcontractor for any portion of the work constitutes an agreement by the Bidder that the Bidder is fully qualified to perform that portion, and that Bidder shall perform that portion.
- B. Bidder will be fully responsible to the Owner for the acts and omissions of its subcontractors and suppliers.
- C. Nothing contained in the Contract Documents shall create or imply any contractual relationship between subcontractor(s) and/or supplier(s) and the Owner.
- D. The names and addresses of the subcontractors, suppliers and independent quality control consultants who will work under the terms of the Contract Documents are set forth as follows:

MAIN SUBCONTRACTORS	
Name and Address, Nature and Extent of Work to be Sublet	
1	Thorn Construction - Rotomilling 14436 So. Peacock Ridge Dr. Bluffdale, UT. 84065
2	Western Paving Inc. - Concrete Collars 1641 W. Alvey Dr. Mapleton, UT. 84664
3	Concrete Concrete - Concrete C&G /Flatwork 720 S. Main St. Pleasant Grove, Ut. 84062
4	
MAJOR SUPPLIERS	
Name and Address, Nature and Extent of Material to be Provided	
1	Mountain Land Supply - pipe materials 1565 W. 130 S. Orem, UT. 84058
2	Oldcastle - precast materials 801 W. 12th St. Ogden, UT 84404
3	
4	
INDEPENDENT QUALITY CONTROL	
Name and Address, Nature and Extent of Services	
1	Q.C. Testing - Quality Control 2944 W. 1500 E. Vernal, Ut.
2	EPIC Engineering - Quality Control 50 E. 100 S. Heber, Ut. 84032
3	
4	

11.03 Effective Date

- A. Bidder executes this Subcontractor & Supplier Report and declares it to be in effect as of
2 - 22, 2022

11.04 Bidder Subscription

- A. Bidder's signature: Michael Summers
- B. Bidder's printed name: Michael Summers
- C. Title: Area Manager

END OF SECTION

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AFFIDAVIT OF NON-COLLUSION

STATE OF: Utah

} SS:

COUNTY OF Salt Lake

The undersigned, being duly sworn on oath says, that he is the contracting party, or that he is the representative, agent, member, or officer of the contracting party, that he has not, nor has any other member, employee, representative, agent or officer of the firm, company, corporation or partnership represented by him, directly or indirectly, entered into or offered to enter into any combination, collusion or agreement to receive or pay, and that he has not received or paid, any sum of money or other consideration for the execution of the annexed contract other than that which appears upon the face of the contract.

Signature Michael Summers

Printed name Michael Summers

Title Area Manager

Company Geneva Rock Products, Inc.

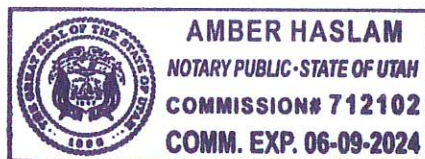
Before me, a Notary Public in and for said County and State personally appeared,
Michael Summers, who acknowledged the truth of the statements in
the foregoing affidavit on this 22nd day of February, 20 22.

Signature of Notary Public Amber Haslam

Printed or typed name Amber Haslam

County of residence Salt Lake

Commission expiration date of Notary Public 06-09-2024



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Description	Contract Start Date	Owner	ContractAmount
Founders Plat A	8/1/2019	SUNROC, INC.	733,865
Saratoga Temple	9/1/2020	SUNROC, INC.	519,683
200 S Waterline American Fork	2/1/2021	B D BUSH EXCAVATION	80,590
Anderson Farms plat E2	5/1/2021	DUNN EXCAVATING, SKIP	44,521
Lindon 2021	4/1/2021	LINDON CITY	1,153,567
Public Works Site Improvements	5/1/2021	Saratoga Springs City	233,836
Airport Road Eagle Mountain	5/1/2021	EAGLE MOUNTAIN CITY	834,994
Orem Temple	7/1/2021	SUNROC, INC.	55,535
Downtown Vineyard Ph 1	9/1/2021	LANDMARK EXCAVATING	342,415
Quailhill Plat S	9/1/2021	B D BUSH EXCAVATION	90,249
Chris Young Home	10/1/2021	Amity Homes (PeteCo Const & Dev LLC)	20,603
Sunroc Spanish Fork Site	11/1/2021	SUNROC, INC.	772,826
Sunroc Offsite Paving	1/1/2022	SUNROC, INC.	53,243
Ascent Academy	12/1/2021	SUNROC, INC.	94,601
I-15 Cable Barrier Juab Millar	2/1/2022	U.D.O.T. REGION # 3	6,461,980
Copy of Willow Point ph 3	2/1/2022	B D BUSH EXCAVATION	94,402
West Interchange Sewer Patch	12/1/2021	WHITAKER CONSTRUCTION	12,477
Powerhouse Industrial Park - C	8/1/2021	Bonneville Builders, LLC	205,904
Woodland Hills Driveways	5/1/2021	COD CUSTOMER	51,810
Power Corridor Trail Project	5/1/2021	SPANISH FORK CITY CORPORATION	277,300
SF SW Regional Lift Station	5/1/2021	WHITAKER CONSTRUCTION	154,325
Delta Airport Taxiway A & Apro	6/1/2021	Delta City	562,671
Vineyard Commuter Rail Station	6/1/2021	STACY & WITBECK, INC.	43,763
Lakeview Parkway Phase 4	1/1/2022	WADSWORTH BROTHERS	1,383,745
Riverton Cove	8/1/2021	HARDLINE EXCAVATION / RDM	62,164
Woodland Hills Waterline Phase	8/1/2021	VANCON	68,483
Springville Walmart	8/1/2021	MORGAN PAVEMENT MAINTENANCE	416,505
Northern Frontier Commercial D	11/1/2021	HADCO CONSTRUCTION, INC.	199,069
Holbrook Farms Plat C Phase 3	1/1/2022	HADCO CONSTRUCTION, INC.	77,067
Quailhill Plat V	12/1/2021	M&T Enterprises LLC	32,065
Hidden Hollow Plat C	1/1/2022	HADCO CONSTRUCTION, INC.	103,955
Provo Exchange Park Sewer 8 -	1/1/2022	WHITAKER CONSTRUCTION	244,550
Top Golf - Contract	1/1/2022	Arco/Murray	1,241,599
Taylor Drain	2/1/2022	OREM CITY CORPORATION	150,150
Westlake Jr High	1/1/2022	TEC Excavation LLC	10,778
SR 115 & SR 75	3/1/2020	DRY CREEK STRUCTURES	1,640,206
Lakeshore Trail HMA	10/1/2020	ACME CONSTRUCTION	111,475
Wildflower V 7 R 4 - Hardline	3/1/2021	HARDLINE EXCAVATION / RDM	729,214
The Crossing Phase 3	3/1/2021	Stout Building Contractors, LLC	858,937
Pony Express Parkway Ext.	5/1/2021	Saratoga Springs City	3,983,826
Orem 2021 Roads	5/1/2021	OREM CITY CORPORATION	2,164,925
Bridal Veil Falls Restoration	8/1/2021	CLYDE, W.W.	17,350
Sawmill Phase 2B	8/1/2021	BIRD HOMES LLC	259,416
Micro Surfacing 2021 Project	9/1/2021	PLEASANT GROVE CITY	449,278
Osprey Townhome Phase 1	9/1/2021	MITCHELL EXCAVATION	375,759
Deer Park	1/1/2022	RED PINE CONSTRUCTION LLC.	391,785
Sunrise Meadows Bike Park Asph	2/1/2022	S & L LANDSCAPING & EXCAVATION	25,054
4100 South Project (Viewpoint)	5/1/2019	U.D.O.T. REGION # 2	20,150,068
Porter Rockwell H2O Line & Str	2/1/2021	BLUFFDALE CITY	1,123,759
1100 E 3900 S Watermain Replacement	8/1/2021	DRY CREEK STRUCTURES	80,709
POM Pump to Waste Line	12/1/2021	GWC CAPITAL	1,308
2000 East Reconstruct VP	3/1/2020	SALT LAKE CITY STREETS	3,974,900
SLCIA Bus Lane Reconfiguration	6/1/2021	WADSWORTH CONSTRUCTION, CAL	73,289
12200 S Roadway Widening	5/1/2021	DRAPER CITY	533,527
US-89; 40th Street to 26th Street	5/1/2021	U.D.O.T. REGION # 1	1,762,479
US-89; 26th St to 22nd St	6/1/2021	U.D.O.T. REGION # 1	1,575,000
Bangerter 3 Interchanges	6/1/2020	RLW CLYDE, A JOINT VENTURE LP	6,562,000



2020 Highland Drive Reconstruction Project

Owner: Draper City Corporation

1020 East Pioneer Road
Draper, UT 84020
801-576-6500

***Engineer: Draper City Corp Engineering
Division (Eric Lundell, P.E.)***

1020 E Pioneer Road
Draper, UT 84020
801-576-6500

Original Contract Amount: \$1,260,157.91

Final Contract Amount: \$1,289,157.90

Date of Completion: September 2020

Completed Within Allotted Time? Yes

Number of Change Orders and Justification: 5 (each change order approved by Draper City)

Project Manager: Ryan Rikala

Superintendent: Jeremy Bjarnson

Project Description:

The larger work items for the 2020 Highland Drive Reconstruction Project included 12,127 CY of roadway excavation, 260 LF of storm drain, 3,547 CY of granular borrow, 4,729 CY of untreated base course, 7,087 Tons of asphalt, and 47,635 SF of type 2 slurry seal. One of the most challenging aspects of the project was maintaining traffic on a busy road. To mitigate this risk we did this project in three phases. This also helped with the asphalt smoothness by limiting the number of asphalt joints.

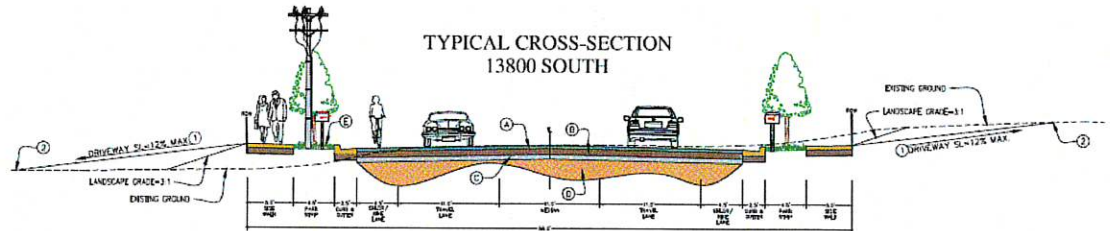




13800 S Widening Phase 2

Owner: Draper City
1020 E Pioneer Road
Draper, UT 84020
(801) 576-6500

Engineer: Draper City
1020 E Pioneer Road
Draper, UT 84020
(801) 576-6500



Original Contract Amount: \$3,946,158

Final Contract Amount: \$4,043,327

Date of Completion: June 2020

Completed within allotted time? Yes

Number of Change Orders and Justification: Multiple (each change order executed by Draper City)

Geneva Rock Project Manager: Paul Ellis

Geneva Rock Superintendent: Tom Garcia

Project Description:

This project consisted of the reconstruction of 13800 S. from 300 East to Fort St. in Draper, UT. The road improvements included installing new curb and gutter and concrete flatwork along the roadway and upgrading various utilities, including water lines, storm drains, as well as roadway and sewer trench zone excavation. This to improve the newly installed sewer trench zone by replacing the old sewer trench zone with imported material in the middle of the road. We also installed both new granular borrow and new road base to the roadway section and paved new asphalt at a depth of 6 inches. The project also added signs, striping, as well as a landscape package that includes new trees and rock mulch along the roadway.

Project Quantities:

10,700 CY Roadway Excavation
3,250 LF of Various Water Line
35,700 SF of Concrete Flatwork
25,116 CY Trench Zone Excavation

10,000 Ton of GB/Base
42 ea. Water Services
5,000 LF Curb and Gutter

2,550 LF of Various Storm Drain
30 Ea. Storm Drain Structures
5,600 Tons HMA



Traverse Ridge Road

Owner: Draper City

1020 E Pioneer Road
Draper, UT 84020
(801) 576-6500

Engineer: Draper City

1020 E Pioneer Road
Draper, UT 84020
(801) 576-6500

Original Contract Amount: \$3,800,000

Final Contract Amount: \$5,900,000

Date of Completion: November 2018

Completed within allotted time? Yes

Number of Change Orders and Justification: 5 (each change order executed by Draper City)

Geneva Rock Project Manager: Phil Nordquist

Geneva Rock Superintendent: Jim Jones

Project Description:

The Traverse Ridge Road Project is an improvement project for Draper City that runs from Draper Heights Way to Suncrest Drive on Traverse Ridge Road. Draper City wanted to improve the storm drain system along this stretch of road so Geneva Rock crews have installed 10,000 LF of 24" storm drain as well as 1,500 LF of 30" storm drain, which includes approximately 60 ea. storm drain boxes as well. Draper City also wanted to improve the roadway surface, so GRP had our subcontractor roto-mill 1,000,000 SF of asphalt and GRP crews added approximately 7,000 tons of road base and then paved roughly 30,000 tons of HMA. Along with that Draper City wanted to update the safety features of the project with the installation of 4,000 LF of new guardrail and approximately 3,300 LF of 42" constant slope barrier.





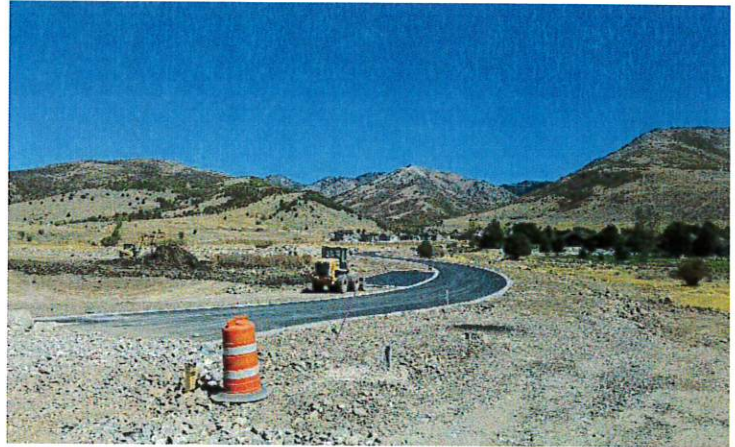
Eden Escape Subdivision

Owner: Watts Enterprises

5200 South Highland Drive, STE 101
Salt Lake City, UT 84117
(801) 897-4880

Engineer: Watts Enterprises, Rick Everson

5200 South Highland Drive, STE 101
Salt Lake City, UT 84117
(801) 897-4880
Rick@WattsLiving.com



Original Contract Amount: \$1,184,673.00

Date of Completion: September 2018

Project Description:

Work on Eden Escape included clearing & grubbing 239,000 SF of existing vegetation in the proposed roadway in order to excavate and embank 30,450 cubic yards of material within the roadway section alone. Once the roadway was built to subgrade Geneva Rock Crews placed 2,500 linear feet of sewer line with associated manholes and services. This was followed by installation of 3345 linear feet of both culinary and secondary 8" water lines with services to each lot within the subdivision. Storm Drain structures, pipe, retention pond and rip rap lined drainage ditches were also included in this project.

One unique aspect of this project was the abundance of onsite rock and boulders encountered during excavation on this project. Geneva Rock took advantage of this onsite resource by moving in a crusher to crush the existing boulders to use as granular borrow within the roadway section and backfill for trenches. This was a huge cost savings to the owner due to the elimination of having to off haul boulders and import new granular material.

The final scope of work for this project included importing roadbase for the roadways, placing curb & gutter and HMA paving.

CONSTRUCTION AGREEMENT

THIS AGREEMENT is made and entered into as of this ____ day of _____, 2022, by and between **PARK CITY MUNICIPAL CORPORATION**, a Utah municipal corporation, P.O. Box 1480, Park City, UT 84060, , (hereinafter "City"), and Geneva Rock Products, Inc., a Utah corporation, whose post office address is 302 W 5400 South, Suite 201, Murray Utah, 84107, (hereinafter "Contractor").

PURPOSE: For the project known as the (project name) (hereinafter "Project"), which consists of (brief description of work and address).

NOW, THEREFORE, in consideration of the mutual promises contained herein, the parties hereby agree as follows:

SECTION 1. SCOPE OF WORK. Contractor shall furnish all labor, materials and equipment to complete the Project, consisting of the work described in the Information for Bidders as the Basic Bid, comprised of Bid Schedules A, B, and C, as specifically set out in the contract specifications, which is made a part hereof by reference, herein called the "Project."

The Project will be bound by the specifications referenced herein, according to the Advertisement for Bid, the Information for Bidders, the General Project Requirements and Specifications provided by City, the Bid of the Contractor, Bid Bond, Drawings, Notice of Award and Notice to Proceed, (collectively referred to as the "Contract Documents"), all of which are incorporated herein by reference and on file in the Engineering Department. To the extent that this Construction Agreement (hereinafter "Contract" or "Agreement") conflicts in any way with a proposed form agreement which may have been submitted as part of the bid specifications, this Agreement shall control.

If any of the work performed by Contractor in any phase of the Project does not meet City standards as outlined in the bid documents and specifications, then Contractor shall immediately repair or correct the work at no additional cost to City.

A. SUBCONTRACTORS. No part of this Contract shall be subcontracted by the Contractor without prior written approval by City through the Project Manager/Engineer. The Contractor shall be fully responsible to the City for the acts and omissions of its subcontractors and of persons either directly or indirectly employed by them as it is for the acts and omissions of persons directly employed by it.

If written approval is granted to subcontract a part of this Contract, the Contractor shall require each subcontractor that physically performs services within Utah to

submit an affidavit to the Contractor stating that the subcontractor has used E-Verify, or an equivalent program, to verify the employment status of each new employee.

The Contractor shall, within ten (10) days of submittal of request for final payment, include an affidavit showing satisfactory evidence that all claims of subcontractors, laborers and material men who supplied services or materials to the Project have been fully paid, discharged, or waived. The Contractor shall submit lien waivers for each pay release.

If the City reasonably believes that Contractor has failed to pay Subcontractors, materialmen, or laborers for work on the Project within a reasonable time of when payment is due, then City may, after having notified the Contractor, either pay unpaid bills or withhold from the release of Contractor's payment bond for this Project, a sum of money deemed reasonably sufficient to pay any and all such lawful claims until satisfactory evidence is furnished that all liabilities have been fully discharged and a ten percent (10%) fee for administering such claims.

B. STANDARDS OF WORKMANSHIP. Contractor shall demonstrate workmanship equal to or better than current industry standards for this Project. Where Park City specifications exist, (for example, asphalt, concrete, irrigation, sprinkling system and landscaping), they shall provide the benchmark for determination of acceptability.

C. INSPECTION AND TESTING. All materials and equipment used in the construction shall be subject to inspection by the Project Manager/Engineer. If laws, ordinances, rules or regulations of any public authority having jurisdiction require any work to specifically be inspected, tested, or approved by someone other than Project Manager/Engineer, the Contractor shall give the Project Manager/Engineer timely notice of readiness. Inspections, tests or approvals by the City or appropriate authorities will not relieve the Contractor from obligations to perform the work in accordance with the requirements of the Contract Documents and/or provisions. The Project Manager/Engineer and other designated persons will at all times have access to the work. All work shall ultimately be inspected for final acceptance by the Project Manager/Engineer within a reasonable time upon receipt of notice from the Contractor that work is complete and ready for final inspection.

During construction, the work will be inspected and observed by the Project Manager/Engineer or his designated representative. All work that is deficient or does not meet specifications shall be removed and replaced with proper material at Contractor's expense.

D. WARRANTY. Contractor warrants that all materials and supplies used in the construction of the Project shall be new, except as otherwise agreed to in writing by

the City's Representative. All materials, equipment, parts and labor and any necessary corrections to the Project shall be guaranteed for a period of at least one (1) year following the date of substantial completion of the Project under the terms of the performance bond or as provided in the project specifications and construction documents, whichever is longer.

E. ADOPTED CODES. All work shall be completed at a minimum in accordance with all building, electric and energy codes adopted by Park City.

SECTION 2. PERFORMANCE AND PAYMENT BONDS. Contractor shall furnish to the City payment and performance bonds satisfactory to the City guaranteeing Contractor's payment and performance, in the amount, for each separately, of one hundred percent (100%) of the Contract amount.

SECTION 3. INSURANCE. Unless otherwise specified in the bid documents, the Contractor shall procure and maintain for the duration of the Agreement, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of the work hereunder by the Contractor, their agents, representatives, employees, or subcontractors.

The Contractor shall provide Park City Municipal Corporation a Certificate of Insurance evidencing:

- A.** General Liability insurance written on an occurrence basis with limits no less than Two Million Dollars (\$2,000,000) combined single limit per occurrence and Three Million Dollars (\$3,000,000) aggregate for personal injury, bodily injury and property damage. Coverage shall include but not be limited to: blanket contractual; products/completed operations; explosion, collapse and underground (XCU) if specifically requested; and employer's practices.

The Contractor shall increase the limits of such insurance to at least the amount of the Limitation of Judgments described in Section 63G-7-604 of the Governmental Immunity Act of Utah, as calculated by the state risk manager every two years and stated in Utah Admin. Code R37-4-3.

- B.** Automobile Liability insurance with a combined single limit of not less than Two Million Dollars (\$2,000,000) each accident for bodily injury, death of any person, and property damage arising out of the ownership, maintenance, and use of owned, hired, and non-owned motor vehicles. This policy must not contain any exclusion or limitation with respect to loading or unloading of a covered vehicle.
- C.** Workers Compensation and Employers Liability coverage with Workers

Compensation limits complying with statutory requirements, and Employer's Liability Insurance limits of at least One Million Dollars (\$1,000,000) each accident, One Million Dollars (\$1,000,000) for bodily injury by accident, and One Million Dollars (\$1,000,000) each employee for injury by disease.

The Workers' Compensation policy shall be endorsed with a waiver of subrogation in favor of Park City Municipal Corporation for all work performed by the Contractor, its employees, agents and subcontractors.

D. Builder's Risk Insurance (Course of Construction) (at City's discretion)

Before starting the Work, Contractor shall obtain and maintain in force, at its own expense, Builder's Risk (Course of Construction) insurance utilizing an "All Risk" (Special Perils) coverage form, with limits equal to the completed value of the project and no coinsurance penalty provisions. Such coverage shall name Park City Municipal Corporation as an additional insured.

E. The general liability and auto liability insurance policies are to contain, or be endorsed to contain, the following provisions:

Park City Municipal Corporation, its officers, officials, employees, and volunteers are to be covered as additional insureds on the commercial general liability policy with respect to liability arising out of work or operations and completed operations performed by or on behalf of the Contractor including materials, parts, or equipment furnished in connection with such work or operations and automobiles owned, leased, hired, or borrowed by or on behalf of the Contractor.

F. Should any of the above described policies be cancelled before the expiration date thereof, notice will be delivered in accordance with the policy provisions. The City reserves the right to request certified copies of any required policies.

G. The Contractor's insurance shall contain a clause stating that coverage shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

H. For any claims related to this Construction Agreement, the Contractor's insurance coverage shall be primary insurance coverage with respect to Park City Municipal Corporation, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by Park City Municipal Corporation, its officers, officials, employees, or volunteers shall be excess of the Contractor's insurance and shall not contribute with it.

SECTION 4. CONTRACT AMOUNT, ACCEPTANCE OF WHOLE, ADDITIONS. City shall pay Contractor a total sum not to exceed TWO MILLION ONE HUNDRED FIFTY THOUSAND THREE HUNDRED SIXTY THREE DOLLARS AND FIFTY CENTS **(\$2,150,363.50)** ("Contract Amount") for all work and materials expended to complete this Project, which shall include the cost of all bonds, insurance, and all charges, fees, permits (including water and sewer fees, unless waived), expenses or assessments of whatever kind or character that are or may be necessary to complete this Project, including any additive alternates listed within the scope of work described in Section 1.

SECTION 5. PERMITS AND FEES. As set out in Section 4 above, the Contract Amount includes the price of all normally applicable fees and permits. The City may, at its discretion, arrange for the waiver of certain fees, permits and expenses.

SECTION 6. TERMS OF PAYMENT. The City shall pay for services provided hereunder according to and in an aggregate amount not to exceed the Contract Amount or as detailed in an attached payment schedule (if attached, will be **Attachment A**) and only upon Contractor's request on forms approved by and submitted to the Project Manager. The City shall make payment within thirty (30) days thereafter. Requests for a more rapid payment may be considered if a discount is offered for early payment. At no time shall the aggregate amount of money paid to the Contractor in proportion to the Contract Amount be greater than the proportion of the work performed at that point to the total Project work. No payment shall be made for any service rendered by the Contractor except for services set forth and identified in this Agreement. The City reserves the right to withhold payment in whole or part from the Contractor for non-compliance with the provisions of the Contract Documents.

A. RETAINAGE. The City may, in its sole discretion (1) retain five percent (5%) of the value of all work done and materials or equipment supplied as part security for the fulfillment of the Agreement by the Contractor; or (2) retain the final payment of up to five percent (5%) of the total Project amount. As work nears completion and solely at the City's discretion, the City may reduce the retainage to an amount more in line with the work remaining. The City reserves the right to retain all amounts previously withheld or due, including any liquidated damages, until all services specified herein are complete. Any money withheld pursuant to this section shall be placed in an interest bearing account and the interest shall also be payable to the Contractor upon final payment.

Before final payment is made, the Contractor must submit evidence satisfactory to the City that all payrolls, material bills, subcontracts and all outstanding indebtedness in connection with the Project have been paid for.

The City may withhold a reasonable amount of the payment bond sufficient to cover any outstanding indebtedness or monies owed or claimed by any person who

supplied work or materials to the Project plus ten percent (10%) of such indebtedness as the City's cost of administering such claims until Contractor supplies a release satisfactory to the City, signed by all persons who have supplied labor or materials to the Project or, at the City's option if no claim is made, until one hundred five (105) days after the date on which any person performed the last of the labor or supplied the last of the material for the Project and upon written request from the Contractor.

The Contractor shall supply to the Project Manager/Engineer within a reasonable time after his/her request a signed statement verifying all the suppliers, subcontractors, and other persons who have supplied labor or materials to the Project.

B. FINAL PAYMENT. Acceptance by the Contractor of the final payment from the City shall release the City of all claims, demands and liability of the Contractor, its officers, agents, employees and subcontractors, whether communicated or not by the Contractor, except with respect to those matters referred to in writing delivered to the Contractor and approved in a signed writing by the Project Manager.

SECTION 7. COMPLETION TIME. The work on this Project shall commence within ten (10) days of receipt of the Notice to Proceed and shall be completed **by November 1, 2022.** Work stoppage due to inclement weather conditions and other factors must be approved in writing by the Project Manager. Inclement weather shall not otherwise constitute cause for delay. Unless otherwise agreed by the City by change order, no damages shall become due to Contractor for City caused delay. A change order for delay will generally be accepted for delay so excessive and unreasonable that it is beyond the scope of the Contract or delay attributed to direct, active or willful interference by the City. The change order must be based upon actual damages sustained by the Contractor which are directly attributed to the delay.

In the event that Contractor fails to complete all of the work required herein within the time limit set out above, then for each partial or complete day during which the work remains uncompleted thereafter, the Contractor agrees to pay the City **One Thousand Dollars (\$1,000.00), _____ (Contractor Initials)** which the parties believe, due to the difficulty of actually assessing the damages the City will suffer in the event of such a delay, is a fair estimate of the loss the City will suffer. The parties agree that the daily liquidated damages provided for herein is reasonable and fair, and is not a penalty. **TIME IS OF THE ESSENCE IN THIS AGREEMENT.**

SECTION 8. ADDITIONAL WORK/CHANGE ORDERS. The City may enlarge or reduce the work to be performed by Contractor hereunder by written notification to Contractor, including changes to the plans and specifications. The City shall pay Contractor for any additional work so requested, and shall reduce the payment to the Contractor for any

reduction in labor, materials, overhead and profit margin resulting from the reduction in the work. Except as the City shall so notify the Contractor in writing, it is understood and agreed by the parties hereto that no money will be paid to the Contractor for any new or additional labor or materials furnished unless a written modification is agreed to in a document signed by both parties.

The value of any work covered by a change order or of any claim for increase or decrease in the Contract price shall be determined by one (1) or more of the following methods in order of precedence listed below:

- A. An agreed lump sum; or in the event the parties cannot agree; then
- B. The unit rate for the work bid by the Contractor, if applicable, or in the event there was no such rate bid; then
- C. The actual cost for: (1) labor; (2) materials; (3) supplies; (4) equipment; (5) direct overhead (not to exceed 5% of the sum total of items 1-4, unless approved by the City); and (6) other services necessary and approved by the City to complete the work. In the event of a net increase in the Contract Amount for a change order as a whole, the City shall allow a payment to the Contractor of an additional ten percent (10%) of the actual cost of the work, not including direct overhead or bond costs, to cover the cost of general overhead and profit. The Contractor may also charge the City for actual cost of the net increase in bond costs as a result of the overall change to the Contract Amount. The City specifically reserves the right to request documentation, including, but not limited to, payroll stubs, bond bills, and invoices, to validate the Contractor's calculations.

SECTION 9. DISPUTES. Except as otherwise provided in this Agreement, any disputes concerning a question of fact arising under this Agreement which are not disposed of by agreement shall be decided by the City. The decision of the City shall be final and conclusive unless, within thirty (30) days from the date of receipt of such decision, the Contractor shall mail or otherwise furnish the City a written signed appeal addressed to the Project Manager/Engineer. In connection with any appeal proceeding under this clause, the Contractor will be afforded an opportunity to be heard and to offer evidence in support of its appeal. Pending final decision of a dispute hereunder, the Contractor will proceed diligently with the performance of the Contract and in accordance with the City's decision. The decision of the City shall be final and conclusive, but shall not be arbitrary or unreasonable. Although this Contract has been drafted by the City, the Contractor expressly agrees that any ambiguity herein shall be resolved in favor of the City.

SECTION 10. DEFAULT, REMEDY AND TERMINATION. The City may terminate this Agreement upon the occurrence of one or more of the following events:

- A.** If Contractor or any subcontractor should substantially violate any of the provisions of this Agreement;
- B.** If Contractor substantially fails to perform any part of this Agreement;
- C.** If Contractor repeatedly fails or becomes unable to perform the services under this Agreement as required herein, or substantially fails to provide services under this Agreement for a period of seventy two (72) hours;
- D.** If Contractor (1) shall become insolvent in a bankruptcy case; (2) shall be generally not paying its debts as they become due, or within a reasonable time thereafter; (3) shall suffer, voluntarily or involuntarily, the entry of an order by any court or governmental authority authorizing the appointment of or appointing of a custodian (as that term is defined in 11 U.S.C. §101(11)), receiver, trustee, or other officer with similar powers with respect to it or any portion of its property which remains undismissed for a period of ninety (90) days; (4) shall suffer, voluntarily or involuntarily, with or without judicial or governmental authorization, any such custodian, receiver, trustee, or other officer with similar powers to take possession of any part of its property which third party remains in possession for an excess of ninety (90) days; (5) shall suffer, voluntarily or involuntarily, the filing of a petition respecting an assignment for the benefit of creditors which is not dismissed for a period of ninety (90) days; (6) shall be dissolved; (7) shall become the subject of any proceeding, suit, or action at law or in equity under or relating to any bankruptcy, reorganization or arrangement of debt, insolvency, readjustment of debt, receivership, liquidation, or dissolution law or statute or amendments thereto to be commenced by or against it or against any of its property which remains undismissed for a period of ninety (90) days; (8) shall voluntarily suspend substantially all of its business operations; (9) shall be merged with, acquired by, or otherwise absorbed by any individual, corporation, or other business entity or organization of any kind except for any individual corporation or other business entity or organization which is controlled by, controlling, or under common control with the Contractor; or (10) shall take action for the purpose of any of the foregoing.

After serving ten (10) days written notice on the Contractor and its surety of its intention to terminate the services of Contractor, and if within ten (10) days after serving such notice, the violation is not corrected to City's reasonable satisfaction, the City then may take over the work and prosecute it to completion by contract or by any other method it may deem advisable at the expense of the Contractor. The Contractor and the bonding company shall be liable to the City for any reasonable cost occasioned by the City in excess of the amount agreed to for the service herein.

The Contractor shall be entitled to a hearing before a City hearing officer upon the issue of termination if it submits a written request therefore within seven (7) days of the service of

the notice of the City's intent to terminate. The Contractor shall be entitled to be heard at such hearing on the issue of termination. The Contractor shall not bring an action against the City, its officers, agents or employees arising out of or relating to the termination of this Agreement before the decision is issued by the City's hearing officer(s).

Waiver of any default shall not be deemed to be a waiver of any subsequent default. Waiver of any provision of this Agreement shall not be construed to be modification of the terms of this Agreement, unless stated to be such in writing, signed by the City's authorized representative.

The Contractor shall continue the performance of this Agreement to the extent not terminated under the provisions of this section.

The rights and remedies of the City provided in this clause shall not be exclusive and are in addition to any other rights and remedies provided by law or under this Agreement.

SECTION 11. HOLD HARMLESS INDEMNIFICATION. The Contractor clearly and unequivocally agrees to indemnify and to hold the City and its agents, employees, and officers, harmless from and shall process and defend at its own expense any and all claims, demands, suits, at law or equity, actions, penalties, losses, damages, or costs, of whatsoever kind or nature, brought against the City arising out of, in connection with, or incident to the execution of this Agreement and/or the Contractor's performance or failure to perform any aspect of this Agreement; provided, however, that if such claims are caused by or result from the concurrent negligence of the City, its agents, employees, and officers, this indemnity provision shall be valid and enforceable only to the extent of the negligence of the Contractor or others; and provided further, that nothing herein shall require the Contractor to hold harmless or defend the City, its agents, employees and/or officers from any claims arising from the sole negligence of the City, its agents, employees, and/or officers. The Contractor expressly agrees that the indemnification provided herein constitutes the contractor's waiver of immunity under Utah Code Section 34A-2-105 for the purposes of this Agreement. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement. No liability shall attach to the City by reason of entering into this Agreement except as expressly provided herein.

SECTION 12. CONTROLLING LAW AND ATTORNEY FEES AND COSTS. These general conditions shall be construed in accordance with and enforced under the laws of the State of Utah. Any action of law, suit in equity, or judicial proceeding for the enforcement of the Agreement, or any provisions thereof, shall be instituted and maintained only in any of the courts of competent jurisdiction in Summit County, Utah. If any legal proceeding is brought for the enforcement of this Agreement, or because of a dispute, breach, default, or misrepresentation in connection with any of the provisions of this Agreement, the prevailing party shall be entitled to recover from the other party, in addition

to any other relief to which such party may be entitled, reasonable attorney's fees and other costs incurred in connection with that action or proceeding.

SECTION 13. ASSIGNMENT. The Contractor shall not assign nor transfer any interest in this Agreement without the prior written consent of the City, provided however, that claims for compensation due or to become due the Contractor from the City under this Agreement may be assigned to a bank, trust company, or other financial institution without such approval. Written notice of any such assignment shall be promptly furnished to City.

SECTION 14. SAFETY AND TRAFFIC CONTROL. Contractor shall take all reasonable precautions to protect the safety of pedestrians, school children, motorists, and others who may use or come near to the Project site, including, but not limited to, compliance with the Manual of Uniform Traffic Control Devices.

SECTION 15. SAFETY AND PROTECTION OF THE WORK. Contractor shall be responsible for initiating, maintaining and supervising all safety precautions and programs in connection with the Project work. Contractor shall provide reasonable protection to prevent damage, injury or loss to employees on the Project work and all other persons who may be affected thereby, materials and equipment, whether on or off the site, and other property at the work site or adjacent thereto, including trees, shrubs, lawns, walks, pavements, roadways, structures and utilities not designated for removal, relocation or replacement in the course of construction. In addition, the Contractor shall give all notices and comply with all applicable laws, ordinances, rules, regulations and lawful orders of any public authority bearing on the safety of persons or property or their protection from damage, injury or loss.

The Contractor shall erect and maintain, as required by the existing conditions and progress of the work, all reasonable safeguards for safety and protection, including posting danger signs and other warnings against hazards, setting safety regulations, and notifying owners and user of adjacent utilities.

The Contractor shall promptly remedy all damage or loss to any property referred to in this section caused in whole or in part by the Contractor, any subcontractor, or anyone directly or indirectly employed by any of them, or by anyone for whose acts any of them may be liable and for which the Contractor is responsible, except for acts or omissions by the City or anyone directly or indirectly employed by it, or by anyone for whose acts it may be liable, and not attributable to the fault or negligence of the Contractor. Contractor shall remove from the site all cuttings, debris, equipment and unused material.

SECTION 16. UNENFORCEABLE CONTRACT, WAIVERS. In the event that any provision of this Agreement shall be ruled invalid and unenforceable, the remaining provisions shall be valid and binding upon the parties. One or more waivers by either party

of any provision, term, or covenant shall not be construed by the other party as a waiver of a subsequent breach of the same provision by the other party.

SECTION 17. ENTIRE AGREEMENT. This Agreement represents the entire integrated agreement between City and Contractor and supersedes all prior negotiations, representations or agreements, either written or oral. This Agreement may be amended only by written modification signed by both parties.

SECTION 18. COMMENCEMENT OF WORK. Contractor will commence work as required by the specifications within ten (10) calendar days after receiving the Notice To Proceed.

SECTION 19. UTILITIES. The right is reserved to the owners of public utilities and franchises to enter upon the street or work site for the purpose of making repairs or changes of their property that may become necessary by the work. The City shall also have the privilege of entering upon the street or work site for the purpose of repairing culverts, storm drains, water system repairs or adjustments, and any and all other necessary City work.

The Contractor takes the whole risk, responsibility and expense with respect to the location of utilities, and in working with utility owners about locating, moving, repairing, and modifying utilities. All utility locations shown on the plans and specifications are approximate and are marked on the plans, if at all, only for convenience. The City makes no representation about the location of any such utilities, and Contractor is encouraged to contact utility companies and owners about the location of all utilities that may be impacted by or impact the Project work.

SECTION 20. HOURS AND DAYS OF WORK. All work performed by the Contractor, its subcontractors, materialmen, agents and employees shall be performed during work hours of 7:00 a.m. to 9:00 p.m. Monday through Saturday unless otherwise specified in a Conditional Use Permit or Construction Mitigation Plan. In individual Construction Mitigation Plans, the Building Official may further reduce the hours or days of work for special events or as other circumstances may reasonably warrant. When work is prohibited, no exterior construction, excavation or delivery of supplies and concrete are allowed. Interior work, however, may be allowed Monday through Sunday, with no limitation on hours for the following types of construction:

- A.** Interior work on individual single-family home construction or addition projects not involving materials or supply deliveries.
- B.** Construction of decks, patios, landscape walls less than four feet (4') in height, and fences on individual single-family lots.

- C. Non-mechanized exterior painting on individual single-family residences.
- D. Non-mechanized landscaping on individual single-family residences.
- E. Survey work not involving grading or use of power equipment to cut vegetation.

Extended Hours Special Permit. The Building Official may authorize extended hours for construction operations or procedures which, by their nature, require continuous operation, or modify or waive the hours of work on projects in generally isolated areas where the extended hours do not impact upon adjoining property occupants. In such cases, the Building Official shall issue a special permit identifying the extended hours. Contractor shall display the special permit on site.

Special Event Regulations. The Building Official and/or Police Chief may, at their discretion, restrict construction activity, including governmental or special improvement agencies, in order to assure the public safety during special events within the City. Special events shall include, but not be limited to, the Art Festival, Film Festival, ski events, and holiday events.

SECTION 21. CONSTRUCTION PLANS. Contractor shall submit a Construction Mitigation Plan to be approved by the City Engineer or his/her designee, for all building permits. The Community Development Department may waive this requirement for minor remodels, additions and interior construction where the impact on adjacent property is minimal. This plan shall be written and shall address, to the satisfaction of the City Engineer or his/her designee:

A. Hours and Days of Operation. The Construction Mitigation Plan shall specify the daily construction start and finish times. Construction activity occurring outside of the times specified in Section 11-14-6 of the Park City Municipal Code may only be allowed by special permit issued by the Building Official or the City Engineer.

B. Parking. The Construction Mitigation Plan shall include a parking plan. Construction vehicle parking may be restricted at construction sites so as to not block reasonable public and safety vehicle access along streets and sidewalks. Construction parking in paid or permit only parking areas require the Public Works Department to review and approve a parking plan. The plan shall also include anticipated temporary parking, e.g., delivery vehicles, and large equipment parking.

C. Deliveries. The Construction Mitigation Plan shall identify proposed delivery locations and routes. Deliveries of construction materials and supplies including concrete may be regulated as to time and routing if such deliveries will cause

unreasonable noise, parking, or access issues. In order to reduce the number of delivery trips to construction sites, the stockpiling of materials on or near the site may be required. In the case of multiple construction sites in close proximity, a common materials storage and staging site may be required.

D. Construction Phasing. Due to the narrow streets, small lot configuration, topography, traffic circulation, weather, construction parking and material staging problems, projects in the Historic District and other areas of the City may be required to be phased if more than one project is under construction in close enough proximity to create public safety or nuisance problems. In cases where phasing is deemed necessary by the City Engineer or his/her designee, the first project to receive a building permit shall have priority, however, the Building Official shall have the authority to phase projects as necessary to assure efficient, timely and safe construction.

E. Trash Management and Recycling. Construction sites shall provide adequate storage and a program for trash removal.

F. Control of Dust and Mud on Streets. A program for the control of dust or other airborne debris shall be required. Provision must be made to eliminate the tracking of mud on streets and a program shall be required to remove any such mud daily.

G. Noise. Construction activity shall not exceed the noise standards as specified in Section 6-3-9 of the Park City Municipal Code.

H. Grading and Excavation. Because of the truck hauling involved in grading and excavation, restrictions on trucking routes as well as the hours of operation may be necessary to mitigate the adverse impacts from such operations. Destination and total cubic yards of excavated material shall be noted.

I. Construction Sign Requirements. A sign indicating the name of the party responsible for the Project shall be posted in a location where such sign is readable from the street or driveway to the construction site. The sign shall not exceed twelve (12) square feet in size, six (6') feet in height and shall not exceed a letter type of four inches (4"). Information on the sign shall include, at a minimum:

1. Name, address and phone number of Contractor;
2. Name, address, and phone number of person responsible for the project; and
3. Phone number of party to call in case of emergency.

No additional fee is required for this sign.

SECTION 22. TOILET FACILITIES AND CONTAINERIZED TRASH SERVICE REQUIRED.

A. The Contractor shall obtain and maintain on the site a container of suitable size and design to hold and confine trash, scraps, and other construction related refuse created or accumulated on the site. All such construction refuse shall be maintained in a closed container at all times, until transferred to the landfill. Containers may be placed in setback areas, provided that the placement of the container does not obstruct the view of motorists on adjoining streets and thereby create traffic hazards. Contractor shall not permit accumulated debris, litter, or trash on the construction site to blow or scatter onto adjoining properties, including the public street, or to accumulate on the site outside of the container, or in transit to the landfill or dump. The owner or Contractor shall service the container as frequently as needed to prevent trash from over-flowing.

B. The Project site shall have permanent toilets, or an approved temporary toilet facility positioned in a location approved by the Building Department, at the rate of one toilet per fifteen on-site employees (1-15 employees = one toilet, 16-30 employees= two toilets and so on).

SECTION 23. OBEY LAWS.

- A.** The Contractor shall obey all laws, ordinances and regulations of the United States, the State of Utah, and Park City in performing this Agreement.
- B.** The Contractor shall register and participate in E-Verify, or an equivalent program. The Contractor agrees to verify employment eligibility through E-Verify, or an equivalent program, for each new employee that is employed within Utah, unless exempted by Utah Code § 63G-12-302.

SECTION 24. NONDISCRIMINATION.

Any Contractor that enters into an agreement for goods or services with Park City Municipal Corporation or any of its boards, agencies, or departments shall:

- A.** Implement an employment nondiscrimination policy prohibiting discrimination in hiring, discharging, promoting or demoting, matters of compensation, or any other employment- related decision or benefit against a person otherwise qualified, because of actual or perceived race; color; sex;

pregnancy, childbirth, or pregnancy-related conditions; age, if the individual is 40 years of age or older; religion; national origin; disability; sexual orientation; gender identity; genetic information; or military status.

- B. In the performance of this Agreement, Contractor shall not discriminate on account of actual or perceived race; color; sex; pregnancy, childbirth, or pregnancy-related conditions; age, if the individual is 40 years of age or older; religion; national origin; disability; sexual orientation; gender identity; genetic information; or military status.
- C. Incorporate the foregoing provisions in all subcontracts or assignments hereunder and take such actions as may be required to ensure full compliance with the provisions of this policy.

SECTION 25. THIRD PARTY RIGHTS. Nothing herein is intended to confer rights of any kind in any third party. No member, officer, or employee of the City shall have any interest, direct or indirect, in this Agreement or the proceeds thereof.

SECTION 26. PROJECT MANAGER/ENGINEER. The Project Manager/Engineer for this Project is **John Robertson, City Engineer**, or such other person designated by the City Engineer or Public Works Director to the Contractor orally or in writing.

SECTION 27. PARTIES' REPRESENTATIVES. For purposes of notice required or desired by the parties or communication involving the services under this Agreement, such notice or communication shall be deemed to have been given when personally delivered or mailed certified mail, postage pre-paid, or sent by facsimile transmission, to the parties at the following addresses:

Contractor: _____, or such other person designated in writing by the Contractor's chief administrative officer, at the Contractor's address set out first above.

Park City: Project Manager/Engineer, at the address set out first above for the City, or when given to such other person as either of the above representatives shall designate in writing. The designation of any address may be changed by notice given in the same manner as provided in this section.

SECTION 28. SEVERABILITY. Should any part of this Agreement for any reason be declared invalid, such decision shall not affect the validity of any remaining provisions, which remaining provisions shall remain in force and effect as if this Agreement had been executed with the invalid portion thereof eliminated, and it is hereby declared the intention

of the parties that they would have executed the remaining portion of this Agreement without including any such part, parts, or portions which may, for any reason, be hereafter declared invalid. If any provision of this Agreement is held invalid or unenforceable with respect to particular circumstances, such provision shall nevertheless remain in full force and effect in all other circumstances.

SECTION 29. COUNTERPARTS. This Agreement may be executed in counterparts, each of which will be deemed an original and all of which together will constitute one and the same instrument.

SECTION 30. ELECTRONIC SIGNATURES. Each party agrees that the signatures of the parties included in this Agreement, whether affixed on an original document manually and later electronically transmitted or whether affixed by an electronic signature through an electronic signature system such as DocuSign, are intended to authenticate this writing and to create a legal and enforceable agreement between the parties hereto.

IN WITNESS WHEREOF, the parties have entered into this Agreement on the day and year set out at the top of this Agreement.

PARK CITY MUNICIPAL CORPORATION, a Utah
municipal corporation

Matt Dias, City Manager

ATTEST:

City Recorder's Office

APPROVED AS TO FORM:

City Attorney's Office

GENEVA ROCK PRODUCTS, INC.

302 W 5499 S, Suite 201

Murray, Utah, 84107

Utah Contractor License No.

Tax ID#: _____

Signature

Printed name

Title

THE CITY REQUIRES THE CONTRACTOR TO COMPLETE EITHER THE NOTARY
BLOCK OR THE UNSWORN DECLARATION, WHICH ARE BELOW.

STATE OF UTAH)
) ss.
COUNTY OF SUMMIT)

On this ____ day of _____, 20__, personally appeared before me _____, whose identity is personally known to me/or proved to me on the basis of satisfactory evidence and who by me duly sworn/affirmed, did say that he/she is the _____ (*title or office*) of _____, a _____ corporation (or limited liability company), by authority of its Bylaws/Resolution of the Board of Directors (if as to a corporation) or Operating Agreement/Member Resolution (if as to a limited liability company), and acknowledged that he/she signed it voluntarily for its stated purpose as _____ (title) for _____, a _____ corporation (or limited liability company).

Notary Public

I declare under criminal penalty under the law of Utah that the foregoing is true and correct. Signed on the ____ day of _____, 20____, at _____ (insert State and County here).

Printed name _____

Signature: _____



2002 Old Town Improvement Study Summary Report



Prepared by

Colin Hilton
Park City Municipal Corporation

Contributing Partners

Tasco Engineering, Inc – Lehi, Utah
Wilbur Smith Associates – SLC, Utah
EDA Architects – SLC, Utah

Table of Contents

I.	Executive Summary	3
II.	Introduction	6
	➤ Purpose of Study	
	➤ Intended Outcomes	
III.	Study Approach	7
	➤ Boundaries of Study	
	➤ Process for Information Gathering	
IV.	Findings	8
	A. Review of Past Studies	
	B. Phase I Information Gathering	
	C. Phase II – Detailed Analysis of Researched Projects	
	1. Street Reconstruction Projects	11
	a. Base level – paving, drainage, sidewalks	
	b. Addressing water line replacements	
	c. Relocating overhead utilities	
	2. Parking Supply Considerations	21
	a. Parking Enhancements – Limited Capital Investment	
	b. Parking Enhancements – Accessibility Improvements	
	c. Structured Parking Options – Large Capital Investment	
	3. Pedestrian-Friendly Enhancements	32
	a. Review of neighborhood & Main Street	
	corridor improvement ideas	
	4. Mixed Bag	34
	a. Listing of uncategorized projects	
V.	Constituent Sentiments	35
VI.	Summary / Suggested Next Steps	40
VII.	Appendices	41
	Appendix 1 - Tasco Engineering – Relocation of Overhead	
	Utility Study Report	
	Appendix 2 - Wilbur Smith Associates – Parking Study Report	
	Appendix 3 - Consolidated project list	

I. Executive Summary

The following report summarizes the findings of the 2002 Old Town Improvement Study. This document reviews the study approach, lists and highlights research on suggested capital improvement projects, and sets up a framework for additional discussions on setting project funding priorities.

As this study has endeavored to provide an objective and unrestricted approach to reviewing all constituent ideas, the collective project listing is very extensive. The end result is a thorough analysis of numerous Old Town capital improvement projects. As a tool to assist the City Council, Staff, and interested citizens to formulate their respective opinions, the enclosed materials provide both qualitative and quantitative details on suggested infrastructure projects.

Below is a summary of the project categories and their cumulative budget forecasts:

- | | |
|---|-----------------|
| 1. Street Reconstruction Projects | \$ 19,350,000 |
| 2. Street Project Add-Ons | |
| a. Water Line Replacements | \$ 1,333,241 |
| b. Relocating Overhead Utilities | \$ 7,554,000 |
| 3. Parking Enhancements | |
| a. Option AA – Reconfigure surface lot use (gain 20-45 spaces) | \$ 16k-\$80,000 |
| b. Option A – Parking Ramp – Improved access (gain 165 spaces) | \$ 2,900,000 |
| c. Option A1 – Parking Ramp w/ Retail/Civic space (gain 147 spaces) | \$ 3,200,000 |
| d. Option B – Structured parking (gain 247 spaces) | \$ 4,300,000 |
| e. Option B1 – Structured parking w/ Retail/Civic space (gain 247 spaces) | \$ 4,700,000 |
| f. Option C1 – Structured parking w/ Retail/Civic space (gain 387 spaces) | \$ 5,900,000 |
| 4. Pedestrian Friendly Enhancements | \$ 2,035,200 |
| 5. Mixed Bag | \$ 4,871,000 |

Those involved with the study, from residents to business operators, all appreciated the opportunity to discuss their ideas. Many of the creative thoughts and suggestions were derived from the mere fact that a forum was created to hear their ideas. The following pages contain numerous details and budget figures generated on each of the researched project ideas. Also included are opinions and constituent sentiments captured throughout the study period.

Priorities within certain project categories (Street and Water projects) have already been listed. What needs further discussion and direction from City Council is priorities between the project categories. There are varying degrees of support behind the proposed projects. Not surprisingly, most people would like to see action taken on the majority of the listed projects, but are wary of paying for it. Parking and relocating overhead utilities received the most attention and remain the most divided in support.

Upon a review of the attached report, it is recommended that the following next steps be taken:

1. Promote a period of additional review and discussion over the researched projects. Actions taken to further stimulate additional debate and discussion will ultimately allow opinions to form on which category priorities are best suited for funding appropriations.

2. City Council should provide staff direction on whether certain project categories are worthy of further research and fund appropriation considerations.
3. Given a “big picture” view of suggested project priorities from City Council, City Staff can then put together a series of funding strategies ranging from conservative to aggressive.
4. Discussions on capital projects within Old Town should be incorporated into the 5 year CIP planning process. Preparations for the next 2 year budget cycle would utilize the outcomes of the CIP prioritization process.

From the information contained within this document, those seeking to formulate opinions on what subsequent actions are prudent will be encouraged to consider the following questions:

- Given that improvements to Old Town is a City priority, what types of infrastructure projects would best serve this City goal?
- Should street reconstruction projects follow the same funding and scope routines as in the past? Or should considerations be made to incorporate additional street features and characteristics such as added sidewalks, traffic calming features, stairways, and relocated utilities?
- Given the emphasis on water quality and supply, will the water fund need to be increased to ensure replacement lines in Old Town can be replaced as street reconstruction projects are planned?
- Can the relocation of overhead utilities be a financially “do-able” project?
- What option for parking supply enhancements makes the most sense at this time?
- Where do “pedestrian-friendly” enhancements fit into the overall plan for appropriating capital funds within Old Town?

These questions will undoubtedly unfold as you review and discuss the following material.

Insert OTIS Project Map

II. Introduction

At the request of the City Council, the 2002 Old Town Improvement Study (a.k.a. “OTIS”) was initiated in July of 2002 to review and research a vast array of suggested infrastructure projects within Park City’s Old Town. Its purpose identified a desire to see City Staff research, publicly discuss, and prioritize capital projects within Old Town.

Over the course of four months, the information that has been gathered and publicly discussed is now summarized in this report.

Park City Vision and Priority Goals

Important to the discussion on improvements to Old Town is the need to understand the recent priorities set by the current City Council. Park City’s vision states a desire to:

“Be a World Class, Multi-Seasonal Destination Resort Community”

Old Town is recognized as the “spirit of Park City” and under the recent goal setting exercise, a High Priority Goal of the City Council is:

“Improving Historic Park City”

As several constituents have lobbied the City for individual infrastructure projects, an approach to review in detail all of the suggested projects was desired.

Throughout the gathering of information, it became apparent that infrastructure projects gradually fell into the following categories:

- A. Street Reconstruction Projects
- B. Parking Supply Considerations
- C. Pedestrian-Friendly Enhancements
- D. Mixed Bag

The intended result of the study was to put together a comprehensive project list that detailed cost estimates, analysis, envisioned scheduling time frames, constituent preferences, professional recommendations, funding and financing options, and proposed policies for assessing and implementing capital projects.



III. Study Approach

As Park City has commissioned several previous studies within the Old Town area, the OTIS Study took a position not to redo or duplicate any previous work. Instead, a thorough review of the key highlights and recommendations from the past studies helped formulate how OTIS study approach would go. Using information and analysis from previous studies allowed for a more efficient use of staff time and reduced the need for outside professional resources to conduct the study.

City staff collected the majority of the OTIS Study data and only engaged the services of outside resources to assist in areas where the Staff did not have technical expertise. The boundaries of the Study were limited to the historical zoned property commonly called “Old Town.”

Careful consideration was made to not rush into researching projects without first allowing for all interested parties to first have a say on which projects the City should further research. Starting with a mailed questionnaire to all Old Town residents and businesses in late July, creative ideas were solicited on suggested infrastructure projects. The questionnaire outlined the intentions behind the OTIS Study and encouraged involvement in one of three August public meetings.

The August public meetings fueled initial interest in discussions about possible infrastructure projects. Discussions here along with questionnaire responses, Park City Municipal staff input, local agency ideas, and a variety of individual meetings helped formulate a project list needing more details to the following:

- Accurate budget forecasts
- Time frames to complete the desired projects
- More technical or detailed analysis of the ideas
- Possible funding sources
- Gathering of constituent preferences

This initiated a 2nd phase of research that now had a targeted project list, but lacked the above details.

For the majority of the “Pedestrian-Friendly,” “Mixed Bag,” standard street, and water project categories, those details were derived with internal staff research. For the engineering needs of further exploring the concept of “relocating the overhead utilities” and “parking enhancements,” outside professionals were obtained.

These details were then brought back to a public forum for a follow-up review of the targeted project list. This late October public meeting went over the initial OTIS Study findings with an intent to gather a snapshot of sentiments from those who attended.

In reviewing the options for suggested infrastructure projects, the OTIS Study and this summary report have taken great efforts to present the material without a perceived bias. The intended hope is to spur additional discussion that can draw upon the details presented in this report. With this outlined approach, the following findings provide the analysis, project specifics and recommendations on suggested next steps.

IV. Findings

A. Review of Past Studies

Park City has made significant improvements to Old Town since the mid 1980's. Through a variety of funding mechanisms, both publicly and privately financed, the area has steadily been improved upon in many ways.



A large part of the City sponsored projects have been stimulated by suggestions made from previous area wide studies. From core street improvements of storm drains and street re-surfacing to the creation of a transit center, stairway connections and “street furniture,” the improvements have had a positive impact. Many of the “new” ideas requested of the City have been around for awhile. A quick recap of the past study recommendations and outcomes is useful to understand.

1993 Sear Brown Study - Street and Utility Improvements

This review of existing street and utility infrastructure outlined a item by item priority list of street repairs to make within Old Town. This prioritization of street projects allowed the City staff to address 1 by 1, the required improvements necessary to handle problematic storm drain, street conditions, and utility capacity concerns. Over the course of eight years, the majority of the outlined projects were completed.

The element helpful to the OTIS study is in the value of forecasting the street reconstruction priorities in 1-5, 6-10, and 11-15 year category periods. This is a basic city service that consumes a large amount of available capital funds and has several possible “add-on” elements that will later be discussed.

1993 Lower Park Avenue Study – Pedestrian and Transportation Improvements

The timing of this study signifies an interesting shift in emphasis towards pursuing a balance of transportation improvements with neighborhood and pedestrian enhancements. A key element introduced as a part of this study was the desire to see traffic calming features added to the entrance of Lower Park Avenue. The “box of rocks” that now sits at the entrance of Lower Park Avenue was seen as a means to subtly divert the majority of through traffic to Main Street via Deer Valley Drive. Elements reviewed in the study began an initiative to create more “pedestrian-friendly” enhancements to this area. The concepts of “bump-outs” – later called “bulb-outs” - were introduced here.

There is a continued desire to see additional traffic calming features and “street furniture” along this corridor. Any project that might move ahead in this area would value from reviewing the concepts discussed in this study.

1996 Wilbur Smith Associates Study – Transportation Systems and Parking Analysis

From early 1995 and into 1996, a very extensive review of the Park City area transportation and parking system was reviewed. This included an analysis of the future options the City had to address a perceived steady increase in the traffic volumes. Those options included:

- Ideas on enhancing the Park City Transit System
- Locations / Concepts to augment the supply of surface parking
- A review of a park-n-ride system
- Identification of the best locations to add structured parking
- A review of traffic management systems and a variety of possible options

Much of the study remains a valuable reference tool for continuing discussions on the topic of parking and transportation systems. Outcomes include:

- City steps to enhance and add to the Park City Transit System
- Upgrades to surface lots in Swede Alley and the Sandridge Lots responding to the demand for more parking capacity.
- A system for tracking parking lot utilization has been in effect since the completion of this study.

The OTIS Study re-engaged the same firm who did the initial study to update their data on the existing supply and perceived demand for parking space in the Main and surrounding street areas. Additionally, several of the original long term parking options discussed in 1996 were updated to apply 2002 dollars to.

1998 Downtown Action Plan – Main Street and Swede Alley Improvement Concepts

The intended purpose was a “Revitalization of Main Street and Swede Alley.” Highlights include:

- The recommendation to add more “pedestrian-friendly” enhancements to the corridors leading up to and on Main Street.
- The idea of creating areas for bulb-outs / widening of sidewalks to promote abilities to stop, rest, socialize, and safely cross streets in designated areas.
- Promoted added landscaping and interactive displays
- Suggested an investment in a comprehensive signage program
- Encouraged outdoor events, activities, and outdoor dining

It was suggested that parking improvements be a blend of strategies – both from a supply perspective and a management one. Any corridor enhancements that lost parking space were suggested to be replaced in a 3 to 1 ratio. The China Bridge garage was recommended to have a face lift while any discussions over building an added structure suggested a minimum of 300 spaces be located adjacent to a proposed transit center. Furthermore, any concepts to add a parking structure saw a positive in having access come off of Marsac Avenue and might want to consider space for City Hall expansion needs. The concept of adding a central transit center was envisioned and eventually fulfilled.

The report suggested incorporating public art into improvement projects, suggesting these categories:

- Visual focal points
- Gathering sites
- Enhance existing opportunities
- Street furniture / fixtures

From these recommendations, several street bulb-outs and corridor improvements have been made. Current discussions relating to the Old Town Improvement Study draw from many of the initial concepts brought up during this area review.

B. Phase I – Information Gathering

From July – August 2002, information related to project ideas for Old Town improvements was collected into a discussion list. Through a series of meetings with the following constituents, a targeted project list for further research was developed:

- Historic Main Street Business Alliance (HMBA)
- Residents – via (3) public meetings and many individual meetings
- Internal PCMC staff – City Engineer, Public Works Director, Water, Transportation, Planning, Building, OCMB Departments
- Snyderville Basin Water Reclamation District (SBWRD)
- Park City Fire Department (PCFD)

As Park City has a diverse and wide ranging spectrum of individual opinion, project ideas were numerous. The HMBA outlined its top priorities as 1) parking enhancements and 2) sidewalk improvements. In a letter to the City Staff, the HMBA requested the City consider looking into these two areas in greater detail.



Old Town residents responded to the Phase I questionnaire and public meetings with numerous ideas on how to improve neighborhood features. Much of the discussion centered on street improvements and pedestrian amenities such as sidewalk widths, lighting needs, and corridor enhancements. These ideas were captured and placed onto the targeted project list. This notable statement was enthusiastically supported – “there is no cookie-cutter look for streets within Old Town” and “with any pending street project, neighborhoods should have a chance to add input on the street design characteristics.” In other words, not every neighborhood desires a sidewalk or added lighting elements and residents should meet to discuss such things prior to the streets being re-done.

Additional themes that arose included an overwhelming desire to see the City further research the options to address the perceived parking shortage, but not to rush into building a large parking structure. 97% of Phase I respondents supported that statement on this topic that proved to be the most controversial.

The concept of burying (or relocating) overhead utilities was also well supported. 88% of those polled stated that the City should at least further research the concept to obtain more detailed cost projections and analysis.

All those who participated in the gathering of this information believed that in order to properly evaluate and weigh which projects should receive funding or not, needed the second step of adding more details and accurate cost projections.

C. Phase II – Detailed Analysis of Researched Projects

1. Street Reconstruction Projects

a. Street Reconstruction Projects – Base Level

Over the course of the next fifteen years, the City Engineer forecasts the need to tackle (16) street reconstruction projects throughout the Old Town area. This alone is forecasted to cost over 19 million dollars.

Traditionally, Park City Municipal Corporation tackles about (1) street reconstruction project every (2-3) years as both funding limitations and neighborhood impacts are considered. Looking at the projected needs, either the timeframe will have to be extended or additional funding sources found to cover the forecasted timeframe needs.

As a core City project, it is important that this category of infrastructure project be discussed. As the regular consumer of the bulk of the City’s Capital Improvement Fund (CIP), street projects also relate to many of the subsequent OTIS project ideas.



Impacts of any street reconstruction project are high. Most require a 2-4 month period to complete storm drain installation, any “wet” utilities, road base, paving and curb / gutter placements.

Maintaining resident and public safety access is a challenge requiring coordinated street closures and good communications with the contractor and street residents.

The following breakdown prioritizes the street segments with the listed budget needs, funding options, and scope of work highlights.

Category & Project Listing	Priority or Suggested Period	Projected Budget Need	Funding Source Options	Comments & Analysis Highlights
Street Reconstruction Projects				
Prospect Ave	1 (1-5 years)	\$ 1,100,000	CIP / Operating	Storm drains, sewer, gutters, paving, landscaping, and relocation of fire hydrant
Lower Norfolk (8th-13th)	1 (1-5 years)	\$ 1,500,000	CIP / Operating	Storm drains, sewer, gutters, sidewalk, paving, conduit
Upper Park Ave.(Heber to King)	1 (1-5 years)	\$ 2,000,000	CIP / Operating	Storm drains, sewer, gutters, conduits, sidewalk, paving
Intersection - Marsac & Hillside	1 (1-5 years)	\$ 600,000	CIP / Operating	Sidewalks, gutter, landscaping, paving, public art, utility conduits
Woodside - north of 13th	1 (1-5 years)	\$ 900,000	CIP / Operating	Gutter, paving, storm drains, sidewalk, utility conduits
	Sub total	\$ 6,100,000		
Sandridge	2 (6-10 years)	\$ 700,000	CIP / Operating	Gutters, storm drain, paving, landscaping, right of way
Hillside	2 (6-10 years)	\$ 550,000	CIP / Operating	Retaining walls, storm drain, sewer, sidewalk, paving, guardrails
Empire & Upper Lowell	2 (6-10 years)	\$ 1,900,000	CIP / Operating	Gutters, paving, storm drains, sidewalks, conduits
Sullivan Road	2 (6-10 years)	\$ 1,100,000	CIP / Operating	Sidewalks, storm drains, parking, landscaping, paving, public art, utility conduits
Rossi Hill Drive	2 (6-10 years)	\$ 1,800,000	CIP / Operating	Sidewalks, gutter, right-of-way, paving, utility conduits
Swede Alley	2 (6-10 years)	\$ 1,900,000	CIP / Operating	Sidewalks, landscaping, bringing the stream to surface, public art, paving, utility conduits
	Sub total	\$ 7,950,000		
8th, 9th, 10th, 11th, 12th streets	3 (11-15 years)	\$ 1,400,000	CIP / Operating	Storm drains, sidewalks, stairs, sewer, paving, conduits
13th, 14th, 15th streets	3 (11-15 years)	\$ 600,000	CIP / Operating	Storm drains, sidewalks, stairs, sewer, paving, conduits
Silver King	3 (11-15 years)	\$ 500,000	CIP / Operating	Sidewalk, paving, public art
Ridge Ave	3 (11-15 years)	\$ 1,200,000	CIP / Operating	Right-of-way, gutter, storm drain, paving
McHenry Drive	3 (11-15 years)	\$ 1,600,000	CIP / Operating	Right-of-way, gutter, paving
	Sub total	\$ 5,300,000		

b. Street Reconstruction Project “Add-ons” – Water Line Replacement Projects

Water lines throughout Old Town are on average 30-35 years old (a large number installed in the late 60’s into the early 70’s). The Water Department routinely services areas where corrosion problems have caused leaks during all times of the year. It is a challenge to maintain proper pressure zones and in some specific areas there is concern over maintaining adequate fire flow.

Replacement of water lines as a part of all street reconstruction projects has been the normal practice and remains the preferable course of action. With the installation of new composites of replacement pipe, the investment would extend the normal life of the service area to over 40-50 years. A key desire would also see 6 inch mains be upsized to 8 inch in order to provide better service. Old service laterals could also be upgraded and upsized as streets are reconstructed. Fire hydrants would be replaced as the current variety do not have replacement parts.

In reviewing the priority areas with the Public Works team, the following were identified as the current priorities:

Category & Project Listing	Priority or Suggested Period	Projected Budget Need	Funding Source Options	Comments & Analysis Highlights
Street Reconstruction - Possible "Add-on's"				
Water Line Replacements				
Hillside, Ontario, McHenry, Rossi	1 (1-5 years)	\$ 242,788	Water Fund	Required: 2320' of 8" DIP. Existing: Maintenance problems, age, and inadequate fire flow
Upper Park Ave. - Heber to King	2 (6-10 years)	\$ 272,090	Water Fund	Required: 2600' of 8" DIP. Existing: Maintenance problems, age, and inadequate fire flow
Empire Avenue - 9th to 13 th	2 (6-10 years)	\$ 209,300	Water Fund	Required: 2000' of 8" DIP. Existing: Maintenance problems, age, and inadequate fire flow
Deer Valley Loop Road – All	2 (6-10 years)	\$ 161,161	Water Fund	Required: 1540' of 8" DIP. Existing: Maintenance problems, age, and inadequate fire flow
Lower Norfolk - 13th to 7 th	2 (6-10 years)	\$ 246,974	Water Fund	Required: 2360' of 8" DIP. Existing: Maintenance problems, age, and inadequate fire flow
Prospect Ave. – All	2 (6-10 years)	\$ 89,999	Water Fund	Required: 860' of 8" DIP. Existing: Age, and inadequate fire flow
Sandridge Ave. – All	2 (6-10 years)	\$ 62,790	Water Fund	Required: 600' of 8" DIP. Existing: Age, and inadequate fire flow
Chamber Ave. – All	2 (6-10 years)	\$ 48,139	Water Fund	Required: 460' of 8" DIP. Existing: Age, and inadequate fire flow
	Sub total	\$ 1,333,241		

c. Street Reconstruction “Add-Ons” – Concept of Relocating Overhead Utilities

Although possible to construct as a stand alone project, “relocating” or burying overhead utilities sees a significant advantage to doing it as a part of a street reconstruction project. For this purpose, we list this concept under the heading of a street reconstruction project “Add-On.”

The City staff and residents have discussed this topic for many years. Within the past year, a major street reconstruction project was even put “on hold” at the request of the majority of the street residents on Upper Park Avenue. The sentiment was a desire to see that the City consider making the relocation of utilities an added element to the reconstruction project – even on a cost sharing program. Prior to this study, the only available cost projection on the concept of “relocating overhead utilities,” came from an estimate given on Upper Park Avenue area of town. In light of the City Council, staff, and resident support to at least further explore this concept, the OTIS Study engaged the professional services of Tasco Engineering to look at this concept as a whole in Old Town.



Tasco divided up Old Town into (16) separate project areas in order to provide a framework for the conceptual design and cost estimates. The sixteen (16) projects are divided up as follows: **(The sequence bears no relevance of construction priority).**

- Project 1: Lower (north) Woodside Avenue from 8th to 12th Street
- Project 2: Upper (south) Park Avenue from Heber to King Road
- Project 3: Lower Norfolk Avenue from approximately 8th to 13th Street
- Project 4: Upper (south) Empire Avenue from approximately 8th to 12th Street
- Project 5: Upper (south) Lowell Avenue from approximately 9th Street to 13th Street
- Project 6: Prospect Avenue from Hillside Street/Sandridge
- Project 7: Ontario, McHenry, Swift, Provo, Rossi, and Deer Valley Drive
- Project 8: Marsac Avenue from Ontario North to Ontario South
- Project 9: Swede Alley from 5th Street to Main Street
- Project 10: Upper (south) Woodside Avenue from 7th to King Road
- Project 11: Norfolk Avenue from approximately 4th Street to King Road, King Road, and Sampson Avenue
- Project 12: Daly Avenue from King Road to end
- Project 13: Lower (north) Woodside Avenue from 13th Street to 15th Street
- Project 14: Empire Avenue from 13th Street to 15th Street
- Project 15: Lower Park Avenue from Sullivan to 15th Street and Sullivan Road
- Project 16: Central Park Avenue from 10th Street to 15th Street

Each project has been evaluated separately, and drawings have been prepared on an individual project basis. Tasco coordinated their research with all the “dry utility stakeholders” – PacifiCorp - Utah Power & Light (UP&L), Qwest, and AT&T. They reviewed their concept and overall analysis with the City Staff and provided the following cost estimates.

Projected Costs of Relocating “Dry Utilities” throughout all of Old Town

Street Reconstruction Possible "Add-on's"				
Burying Overhead Utilities				
Street Project	Assoc. Street Project Period	Budget as Part of a Street Reconstruction	Stand-alone Budget need	Comments
Prospect Ave / Hillside / Sandridge	1 (1-5 years) + 2 (6-10years)	\$ 215,000	\$ 270,000	All projects listed here do not reflect any costs to obtain right of ways
Lower Norfolk (8th-13th)	1 (1-5 years)	\$ 744,000	\$ 880,000	Higher cost reflects relocating a main distribution line serving a bigger area
Upper Park Ave.(Heber to King)	1 (1-5 years)	\$ 1,227,000	\$ 1,463,000	Higher cost reflects relocating a main distribution line serving a bigger area
Woodside - north of 13th	1 (1-5 years)	\$ 626,000	\$ 724,000	
Upper Lowell (9-13th)	2 (6-10 years)	\$ 219,000	\$ 294,000	
Ontario, McHenry, Swift, Provo, Rossi, & DV Drive	2 (6-10 years) *	\$ 406,000	\$ 543,000	
Swede Alley	2 (6-10 years)	\$ 362,000	\$ 420,000	
Empire (8-12th)	2 (6-10 years)	\$ 308,000	\$ 415,000	
Empire (13th-15th)	2 (6-10 years)	\$ 299,000	\$ 340,000	
8th-15th Streets, Park Ave (8th-15th)	3 (11-15 years)	\$ 184,000	\$ 198,000	
Lower Park Ave (Sullivan to 15th) & Sullivan Rd	Stand-Alone *	\$ 149,000	\$ 180,000	Street Reconstruction already completed for Lower Park Ave
Marsac (Ontario N to S)	Stand-alone	\$ 146,000	\$ 146,000	Currently a State Road
Upper Woodside - (7th to King)	Stand-alone	\$ 526,000	\$ 526,000	Street Reconstruction already completed – has installed conduit for consideration of relocating utilities
Woodside (8th-12th)	Stand-alone	\$ 625,000	\$ 625,000	Street Reconstruction already completed – has installed conduit for consideration of relocating utilities
Upper Norfolk(4th to King) & Sampson	Stand-alone	\$ 963,000	\$ 963,000	Street in L-T good shape
Daly	Stand-alone	\$ 555,000	\$ 555,000	Street in L-T good shape
	Subtotal:	\$ 7,554,000	\$ 8,542,000	

Tasco’s total cost estimate for all of Old Town – assuming the work was performed as an “Add-On” to street reconstruction projects, is **\$7,554,000**. If done as stand-alone projects, the totals rise to **\$8,542,000**.

Cost Analysis

Their projected budget figures come as a result of over 5 weeks of producing a (3) layer set (electrical, CATV, and Telephone) of conceptual design drawings for each of the (16) project areas and application of itemized unit costs. The overall costs include both “hard costs” and “soft costs.” As outlined by Tasco:

“Hard costs are the costs for providing and installing the actual infrastructure. These include estimates of material, labor, and equipment. Soft costs are those costs associated with a project that are in addition to the actual infrastructure, and may be considered more of an overhead cost. These costs include such things as engineering costs, Park City staff costs, costs associated with financing, contingency costs, etc. The soft costs are not fixed, and can only be estimated during the conceptual phase of a project. Once a decision is made for funding and to move ahead with a project, then these costs can be more closely defined.”

Tasco emphasizes the benefits of doing the relocation as a part of an overall street reconstruction project:

The relocation costs of the dry utility systems to an underground location can best be accomplished by relocating these systems in conjunction with a major road or system improvement. This would assume that the road will be replaced with the improvement and therefore not be part of the dry systems relocation costs. The primary reasons for waiting to do the relocation are as follows:

- 1. Funding for the major improvement could feasibly provide for the excavation and placement of conduit systems for the dry utilities at a small incremental cost to the major improvement. This would make the dry utility costs be significantly less because the pavement costs will be included in the roadway replacement, and the excavation can be accomplished without cutting or replacing the pavement. Placing the conduit system is fairly simple once the trench is in place.*
- 2. The dry utility systems can be located in such a fashion that they will conform to the new improvement and thus save in the attempt to avoid existing obstacles that will be removed with the roadway improvement.*
- 3. In some instances, the Park City rights-of-way (ROW) are wider than the existing roadway, and when utilized in widening the roadway for planter areas, this will create an enhanced area to place the dry utility systems and related equipment.*
- 4. Roadway construction will be disturbing the general area; therefore, the relocation impacts of the dry utility system could be minimized if performed at the same time.*

Tasco contacted the affected utilities, i.e., PacifiCorp, AT&T, and Qwest and evaluated their current posture for underground utilities. They found the following to be a guideline that was used in the cost estimates:

PacifiCorp: PacifiCorp will relocate (underground) the electrical system in each project area at a cost that they will estimate from a design that they will prepare. The design costs are to be paid in advance. They will estimate the costs from their design and require that these costs be paid in advance of the construction. They will coordinate with the City before and during the construction period to assure compliance with the proposed schedule. All costs relevant to the relocation must be born by a Park City funding program

Qwest and AT&T: Qwest has a policy similar to PacifiCorp on relocation, but if the relocation is part of a larger improvement, i.e., roadway, water, wastewater, or storm drain, then much of the relocation expense will be born by the company. This is not a stated or written policy, but has precedent in many other Utah cities. Of course, if all of the relocation and roadway improvements were to be done in a single season, then both of these utilities would have a hard time bearing the costs. AT&T has stated that AT&T generally will install the cable and related equipment if the City will provide the raceways (conduits). Tasco has the capability to negotiate this endeavor as a result of the deregulation and competitive nature of the telephone industry, and our experience in this area. In the Old Town area of Park City, nearly all of the telephone and cable TV systems are installed on a PacifiCorp pole. Qwest and AT&T have joint pole agreements with PacifiCorp. If the poles are removed, these companies no longer have a place to install their respective systems, and therefore need a replacement (raceway – PVC conduit) to relocate their cable and equipment. This being the case, they (Qwest/AT&T) then have to provide the underground raceways. They will, generally, provide the installation of the raceway and cable, and then pay a portion of the trenching costs.

Tasco believes their estimates present a realistic picture of the requirements.

Within the detailed report on utilities in Appendix 1, a breakdown of projected costs for all (16) studied street sections is included. Additional assumptions and details behind the numbers can also be reviewed there.

Funding Options / Legislation examples

Tasco provided Park City Municipal Corporation with a series of funding options available for consideration.

If the mayor and city council, along with the majority of the property owners, favor such an endeavor as described, then Tasco strongly encourages the city council to pass an ordinance requiring all new dry utility services to be constructed utilizing underground procedures and techniques. The passage of such a law could be just for the Old Town boundary, or could be for the entire city. If this law is first passed, then the funding mechanisms and the cooperation from the utilities is much more effective. We have reviewed the possibility of using one or more of the following funding mechanisms:

- *Special Improvement District (SID):*

This method of financing can be used for utility system relocation, but cannot be used for new construction of utility systems. Using the boundaries of the different project areas can form each district. A vote is required of those landowners that are affected by the proposition, and if the vote tabulation is favorable (51%) then funding can be obtained. The funding would represent the total costs of the relocation and be assessed to each property owner according to the amount of property, or simply by dividing the total cost by the number of property owners. Each parcel of property is then lienied until the amount of the assessment is repaid. The repayment is generally done on a yearly basis, and the financing can run from fifteen (15) to thirty (30) years.

As an example of SID funding, Project 3: Lower Norfolk Avenue from approximately 8th to 13th Street has an estimated cost of about \$880,000, with approximately 69 services in

the project. If we assume a 15 year repayment time with a 6% interest rate on the SID loan, \$90,607 would have to be paid each year. If we assume minimal contribution from Park City, then each of the 69 residences would be responsible for a payment of \$1,313 each year for 15 years. If we assume a 25% contribution from Park City, then each residence would be responsible for a payment of \$985 each year for 15 years. If Park City contributed 50%, then each residence would still be responsible for a payment of \$657 each year for 15 years, or about \$55 each month.

- *Sales Tax Revenue Bond:*

This method of financing is used by cities to finance project work, but it requires a pledge of an incremental amount, generally a percentage of the total sales tax collected over the number of years required by the total cost and estimated repayment schedule. This method is available to the mayor and city council, but generally causes a decrease of project work or general fund allocation. No voting by the general public is required, but the city council voting must be favorable.

- *Redevelopment Agency Funding (RDA):*

The Redevelopment Agency Funding methodology has been used in Park City to fund the improvements on Main Street. This method is generally used when the improvement or project will create an increased property value from the existing state. This could be a controversial method because there is definitely an aesthetic improvement in the minds of most, but not all, and property values may or may not be increased as a result of the improvement. The repayment mechanism is the differential tax assessment between the existing and the new improvements, which are pledged for repayment. There is possibility of obtaining Utah State matching funds, or in some cases an outright grant. This method of financing is tax exempt. This method is also controversial in that it could feasibly reduce the amount of funding going to the public school sector.

- *Economic Development Agency Funding (EDA):*

This method of financing is similar to the RDA noted above, but is generally used when the economy of an area is enhanced by the project construction.

- *Creative Financing:*

There are methods of financing that can be used that utilize a contribution from property owners involved with the improvement mixed with borrowed or financed funds, and possibly city funds from one of the previous methods, or directly as a result of the total improvement.

A monthly assessment for the improvements in the entire district could be levied and raise the money necessary to do the improvements over a period of time.

A user fee could be assessed to all Park City residents. This may seem unfair to the people outside of Old Town, but many of those people are served directly or have the redundant service provided by these utilities through Old Town.

A mix of the above could be utilized to create a more acceptable means of financing.

- **Municipalization:**

Although the process required to municipalize the dry utility systems is cumbersome and quite expensive, this is an alternative to the other funding mechanisms. Tasco has provided the services necessary to municipalize electrical power, natural gas, and telephone systems to other cities. Because of the expenses born by the City and the residents, this may be an option to recover the initial investment and provide a revenue source for the future.

Identified Pros and Cons

The relocation of the dry utility systems to underground in the Old Town area of Park City consists of a series of internal projects that can definitely be completed. There are many cities that have undertaken the same endeavor and completed it successfully. Tasco has been able to learn of the positive aspects of the endeavor as well as the negative aspects of the endeavor. Any construction project has pitfalls and positive aspects before, during, and after the process is completed. Conceptual pros and cons for performing the project work include the following:

- **Pros**

Reliability: An underground dry utility system will be more reliable. Weather conditions such as ice and snow will not be a factor in maintaining suitable system service. An overhead distribution system for electrical power, telephone, and cable TV is more exposed to hazards such as automobile collisions.

Aesthetics: The underground system will definitely be more aesthetically pleasing for both residents and visitors. Although this may not be an issue for some, the large majority will enjoy the unobstructed views enhanced by undergrounding the existing overhead utilities.

Single Phase Electrical Power Distribution System: Much of the electrical power distribution system to be undergrounded is a simple single-phase electrical power distribution system. This means for most of the projects, the cost to place this system underground is one-third (1/3) of the cost on the streets requiring three-phase service.

Telephones and Cable TV: Telephones and cable TV systems are fairly inexpensive to place in a raceway, once a trench is in place. Much of the cost to underground this system is in the excavation and asphalt repair costs. To add to this positive feature, Tasco believes that these systems will be relocated underground at no expense to the project if the poles are all removed and the City passes an ordinance requiring the utilities to be constructed or relocated to an underground position.

- **Cons**

Electrical Power Transmission Lines: Most lines in the affected area are distribution lines, although there is one transmission line running east and west near 9th Street. This line has not been considered for relocating underground. The financial burden to place this portion of the

system underground would be prohibitive.

Three Phase Power System: A portion of the distribution is a three-phase main trunk feeder. There are projects areas where there is an existing overhead main trunk feeder, and thus will be expensive to relocate. It has been recommended that Tasco review the concept of leaving these major trunk feeders in place, and all other utilities relocated underground. Tasco believes that the total improvement is worth the expenditure.

Cost: Either the \$8,487,000 as a stand-alone project or even the \$7,498,000 when the dry utilities are relocated with major street improvements constitute a major expenditure.

Funding. A funding mechanism needs to be determined. This can represent a political separation between neighbors. The funding may or may not be supported by the city council. Even if the utilities are to be relocated underground with a standard street construction project, these street projects also need funding.

Historical Features: Avoiding the historical features with excavation and resultant installation of the utilities in the Old Town area could feasibly be a problem. The features will need to be identified in the design process. Coordination with the Historical District Commission will be needed and will undoubtedly add time to the project.

Equipment Placement: The placement of equipment with limited space or small road widths will be a challenge. When buildings are constructed on the roadway, finding a place to put transformers and j-boxes will be a challenge.

Individual Service Replacement: When new service is brought to an older residence or commercial building, the City will require the individuals to replace sub-standard wiring and bring the electrical system up to meet the most recent publication of the National Electrical Code.

Construction Process: The construction process and limited access to the properties, and in some cases the width of the street, will present some challenges to the contractor in the process of relocating the utility systems. Effects may include delays to traffic, difficulties to public safety services to reach those areas, temporary loss of parking for residents, etc.

2. Parking Supply Considerations

While this topic has received a great deal of attention over the past eight years, the discussions about making modifications to the current infrastructure supply and parking control systems continue. Concerns over both were heard throughout the summer.

The parking study set out to obtain the following information:

1. Updated inventory of parking spaces
2. A review and update of the forecasted parking demand
3. Evaluate options to add additional parking without building a structure
4. Provide conceptual drawings of a possible new structured parking facility



While the issue of the current “paid parking” control system has been widely discussed, this study will serve only as a precursor to any discussions about paid parking. The direction of the OTIS study is to set up a framework that allows for a possible two-step process in discussing parking within Old Town. The results of the OTIS study will provide a list of infrastructure ideas and analysis. This will serve as the initial step towards any added considerations on parking control systems. Should the City Council desire to bring up those considerations, a new inventory of supply options will now be available.

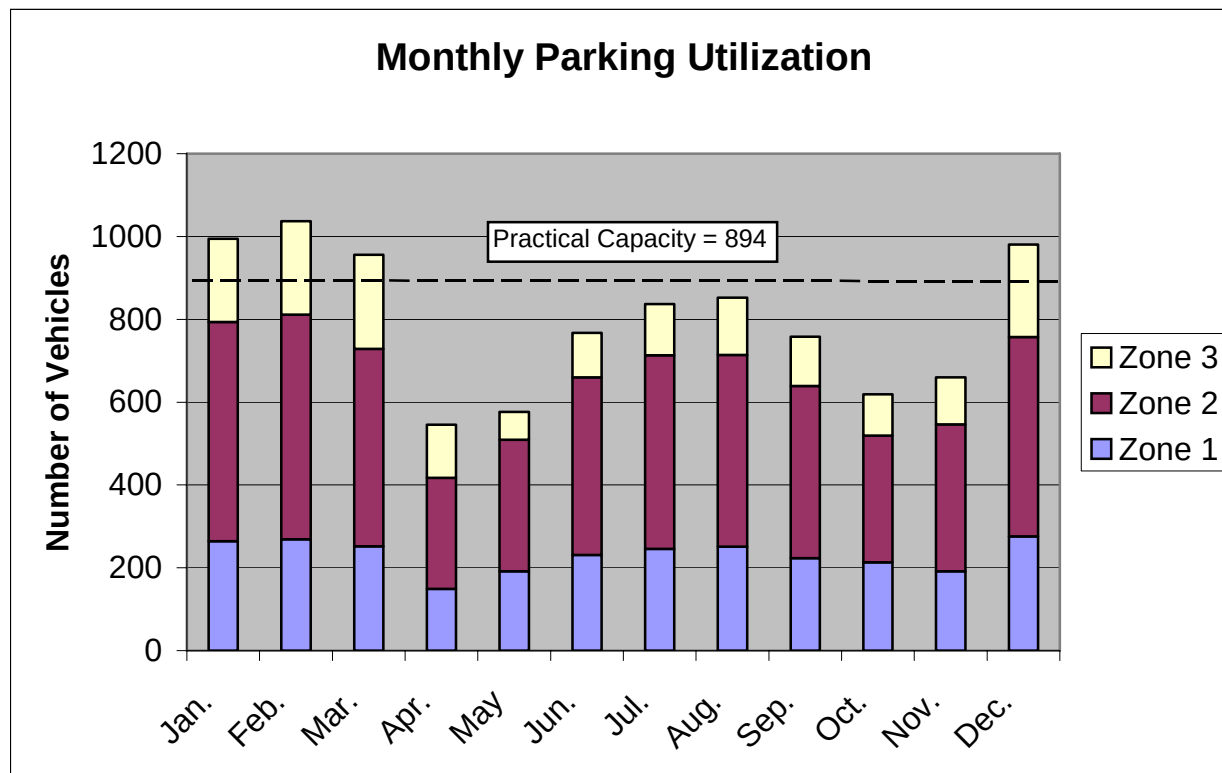
Wilbur Smith Associates were asked by Park City Municipal Corporation to update the parking data collected in the 1996 Transportation & Parking Study and to provide the requested information outlined above. Their detailed report can be found in its entirety in Appendix 2.

Supply & Demand

Wilbur Smith Associates reported that the Main Street businesses are supported by 1,819 parking spaces. Of that number, 1,016 are estimated as available for public use. It is projected that the practical capacity of parking space is 894 – using a 88% industry capacity figure of the available public parking spaces.

In reviewing data collected by the PCMC Transportation Department on current parking utilization, Wilbur Smith produced the following chart reflecting the practical capacity and current estimates on use:





As shown in the chart, there are four months during the year when utilization exceeds practical capacity.

Based on the utilization data, it appears that there is a parking problem during the four winter months of December through March. The parking problem occurs during the evening hours on both weekdays and weekends. There does not appear to be a parking problem during the other eight months of the year.

Needed as a next step, was the interest to figure out the projected demand – based not just on recorded utilization, but also on estimates of typical industry averages and a perceived latent demand (latent demand being the defined as those who are turned away because of either space not being available or failures to even to attempt because of perceived inability to park).

Several models and methodologies were used to estimate the demand. As described by Wilbur Smith:

Methodology

The approach used to determine existing parking demand had multiple steps. The first step involved assessing the city inventory of land uses and summarizing these in fairly homogeneous categories. Two sources were used to determine existing land uses in Old Town: 1) those obtained from the database of city business licenses, which list the size and nature of the business, and 2) a similar categorization performed by the waste removal firm BFI. Both sources were very close in the tally of business types and sizes. The table on the following page shows the various land uses and their corresponding square footage. The table shows the city broken into three land use zones: north of Heber Avenue, between 5th Street and Heber Avenue, and south of 5th Street. This was done in an effort to determine where the parking shortage was most critical.

Land Use Summary

Land Use	South of		Between		North of		Total
	5th Street	%	& Heber	%	Heber Ave.	%	
Bank	0	0%	914	35%	1,700	65%	2,614
Hotel	61,100	23%	37,700	14%	169,000	63%	267,800
Medical Office	550	25%	0	0%	1,660	75%	2,210
Office	72,100	68%	26,292	25%	7,680	7%	106,072
Restaurant	86,137	52%	42,458	26%	36,990	22%	165,585
Retail	79,681	48%	54,287	33%	31,516	19%	165,484
Warehouse	1,970	88%	267	12%	0	0%	2,237
Total Square Feet	301,538	42%	161,918	23%	248,546	35%	712,001

The second step was iterative in nature and involved determining parking generation rates that could be applied to the land uses determined in the first step. Since data were available on parking utilization for public facilities, it was possible to use the parking utilization as a partial check on the parking demand calculations. (Parking utilization values show the met parking demand, but don't indicate the latent demand, i.e., those that would park if parking were available. Furthermore, data was not available on private parking spaces that account for approximately 44 percent of the Old Town parking supply. Thus, the data provided only a partial check.) It was assumed that private parking utilization was similar to public parking utilization.

Peak parking generation rates were derived from the Institute of Transportation Engineers (ITE) publication, *Parking Generation*; the Urban Land Institute (ULI) publication, *Shared Parking*; and from other studies performed by Wilbur Smith Associates in other resorts communities. Because of the mix of land uses and relatively dense development in Old Town, adjustments were made to the parking demand calculations to account for use of transit, walking trips, trips that had multiple purposes (e.g., restaurant trip that also involved shopping), and captive market trips (e.g., employee having lunch at a restaurant or shopping during the lunch hour, hotel patron walking down the street for dinner, etc.).

Using the above rates and factors, peak parking demand was determined. In general, peak parking demand represents the demand during winter weekend evenings (say Friday and Saturday nights).

The parking generation rates and other factors derived in the above work are useful from three primary perspectives:

1. The methodology of using parking generation rates enables further analysis of parking demand for future land uses and thus is an excellent planning tool;
2. Similarly, the use of parking generation rates allows analysis of various subdivisions of Old Town; and
3. The methodology provides insight to what type of parking is needed such as long-term employee

parking, short-term retail parking, etc.

Calculated Parking Shortage

Using the above methodology, the existing parking shortage in Old Town is in the range of 324 to 412 spaces. Virtually all of this unmet demand is south (up hill) of Heber Avenue. The unmet demand is fairly homogeneous block-by-block south of Heber Avenue. This shows that the newer developments north of Heber Avenue have done a good job of meeting their own demand. The table below shows the number of parking spaces compared to the range of estimated demand for parking and the resulting range of parking spaces shortage.

Estimated Parking Demand and Shortage

	<i>Public Spaces</i>	<i>Private Spaces</i>	<i>Total Spaces</i>	<i>Estimated Demand¹</i>			<i>Estimated Parking Shortage</i>		
<i>North of Heber</i>	24	579	603	592	-	616	-11	-	13
<i>Between 5th & Heber</i>	288	99	387	542	-	564	155	-	177
<i>South of 5th</i>	704	125	829	1,009	-	1,051	180	-	222
<i>Total</i>	1,016	803	1,819	2,143	-	2,231	324	-	412

¹*Estimated demand has been adjusted up to take into account the 88% practical capacity.*

a. Parking Enhancements – Limited Capital Investment

As requested by Park City Municipal Corporation, Wilbur Smith Associates was asked to look into options to increase parking supply without first rushing into the thought of building a parking structure. The results of their study reflect a difficulty to add parking capacity through means of re-striping existing surface parking or the idea of angled parking on Main Street.

Where some increase could be found, was in adding parallel parking space to wide side streets and the development of some City properties for parking use. Cumulatively, this added up to approximately 33 additional spaces for a nominal investment.

Additional ideas included the possible enhancement of vehicular and pedestrian access to underutilized parking spaces such as the Sandridge lots and some private parking areas. Wilbur Smith offered these sentiments on enhancing the accessibility to the Upper Marsac avenue surface lots:

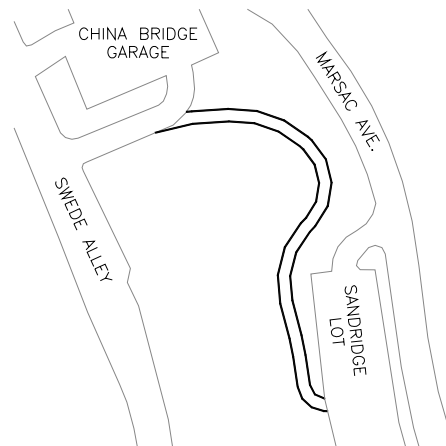
b. Parking Enhancements – Accessibility Improvements

ACCESS ENHANCEMENTS

The Sandridge Lots on upper Marsac Avenue are under utilized. This is primarily because of their distance from Main Street and their relative inaccessibility from Swede Alley.

Vehicular Access

It is very difficult to gain vehicular access to the Sandridge Lots from Swede Alley. There is approximately 40 feet of elevation difference between the lower Sandridge Lot and upper Swede Alley. It is possible to design a narrow one-way road that would provide direct access from Swede Alley to the lower Sandridge Lot as shown in the figure to the right. This road is about 380 feet long, which means that the average grade on the road would be about 10.5%, which is quite steep, particularly considering the winter conditions when the road would be most heavily utilized. The road would require extensive retaining walls and guardrails for safety. The road



would also displace the existing walkway through the area, which could either be replaced or the road could also function as the walkway, which would obviously present a challenge when ascending vehicles cross descending pedestrians. The roadway could also be made wide enough to accommodate pedestrians. This would increase the construction cost of the road since larger retaining walls would be required. It would also be possible to build a shorter walkway using more stairs and fewer ramps.

It is difficult to estimate the costs for such a roadway without accurate survey information. A rough guess would be about \$300,000, which is more than the Sandridge Lots themselves cost to build. Presumably, this money could be better spent on additional parking and enhancing pedestrian access.

Pedestrian Access

There is currently a pedestrian path from each of the Sandridge Lots to Swede Alley. While these paths are adequate, it is possible to improve each to make them more attractive to users. A big issue for these paths is improving the lighting along the path. Additional lighting increases the safety and attractiveness of the pathway. There is some lighting along both paths, but it is generally widely spaced and mounted quite high in the air. Some of the lights on the path from the upper lot are actually above the trees, which means that little light actually gets down to the path. It may be desirable to provide new lighting. This lighting could have a closer spacing between lights with shorter pole lengths, which would keep the light below the trees. These new lights could be in the same historic style as those currently in use in the Sandridge Lots.

Another way to improve the character of the pedestrian paths may be to add some street furniture to the route. This is a bit of a challenge given the slopes along the paths, but it is possible. Adding a bench or two could be of value to those who lack the stamina for the climb up to the lots, while creating a comfortable atmosphere for all users. In addition to benches it may be possible to incorporate some public art into these “rest areas.”

The path to the lower lot is difficult to walk due to the spacing of the steps. Some of the steps are spaced in such a way that it is difficult to traverse them using a natural gait. One must take smaller or larger steps, which is awkward and uncomfortable. These same steps are made from wood boxes filled in with road base. Over time some of this road base has washed away creating lips on each step. These lips present a safety hazard as they may cause tripping. They also add to the difficulty in traversing the

pathway. It would be desirable to replace these steps with concrete ones and to construct them in such a way that they are much more comfortable to use.

The path to the upper lot has the challenge of going through dense trees and bushes. This foliage encroaches on the path creating a tunnel-like feel, which is not a real safe feeling. It is important to keep trees and bushes out of the path and to ensure that there is adequate visibility both to and from the path. For example, there is currently a large tree growing right across the path that causes users to have to duck to get past it, as shown in the photo to the left. Presumably, this tree is very important to somebody, but it creates a hazard is difficult to pass, and should be removed. The pathway should probably be trimmed so that it is possible to see both the sky and the street from the path. This, in conjunction with improved lighting should create a better feeling of safety and comfort for the users.

c. Structured Parking Options – Large Capital Investment

Those who participated in the OTIS Study debated various reasons for supporting or downplaying the need to do so. Some argued that a parking structure is a long term need for the area even though the data shows a shortage only four months of the year. Others wanted to see a better argument put forth prior to investing such a large amount of money.

Most liked the idea of consolidating the parking to Swede Alley and simplifying the message on where to park. Not all felt that parking was a problem in their respective business or residential areas. Lower Main Street residents generally felt that there is not a shortage of space. That is supported by the Wilbur Smith supply and demand data. However, as you move up Main Street, both business owners and residents tell a story of compounding parking problems. Residents along Upper Park Avenue report a challenge to find enough parking for even street residents. Many reported that the challenges for parking on upper Main Street spill onto their residential street when both customers and business employees look for the easiest and cheapest place to park, which is usually onto the residential streets.

As discussed in the 1998 Downtown Action Plan, the best solution is most likely a blend of parking strategies that includes infrastructure improvements along with strategies on addressing employee parking and enforcement needs. The discussed options for infrastructure improvements through the summer public meetings helped shape ideas put forth by the combined team of Wilbur Smith and EDA Architects. Below are their highlighted ideas on structured parking options:

PARKING GARAGE CONCEPTS

In the Historic Park City Transportation and Parking Plan performed by Wilbur Smith Associates in 1995-1996, a potential parking garage site was identified just north of the existing China Bridge Garage on Swede Alley. The rationale was that a new structure that joined with the existing structure would be able to provide the internal circulation that the current garage lacks. This study examines in more detail the different types and sizes of potential parking structures and ramping systems.

Three parking structure concepts were developed as three separate phases that could each build on the prior phase. This system allows for the construction of smaller pieces spreading the total cost out over time. Each alternative is discussed in more detail in the subsequent sections followed by information regarding architectural concepts and cost estimates.

SCHEME A

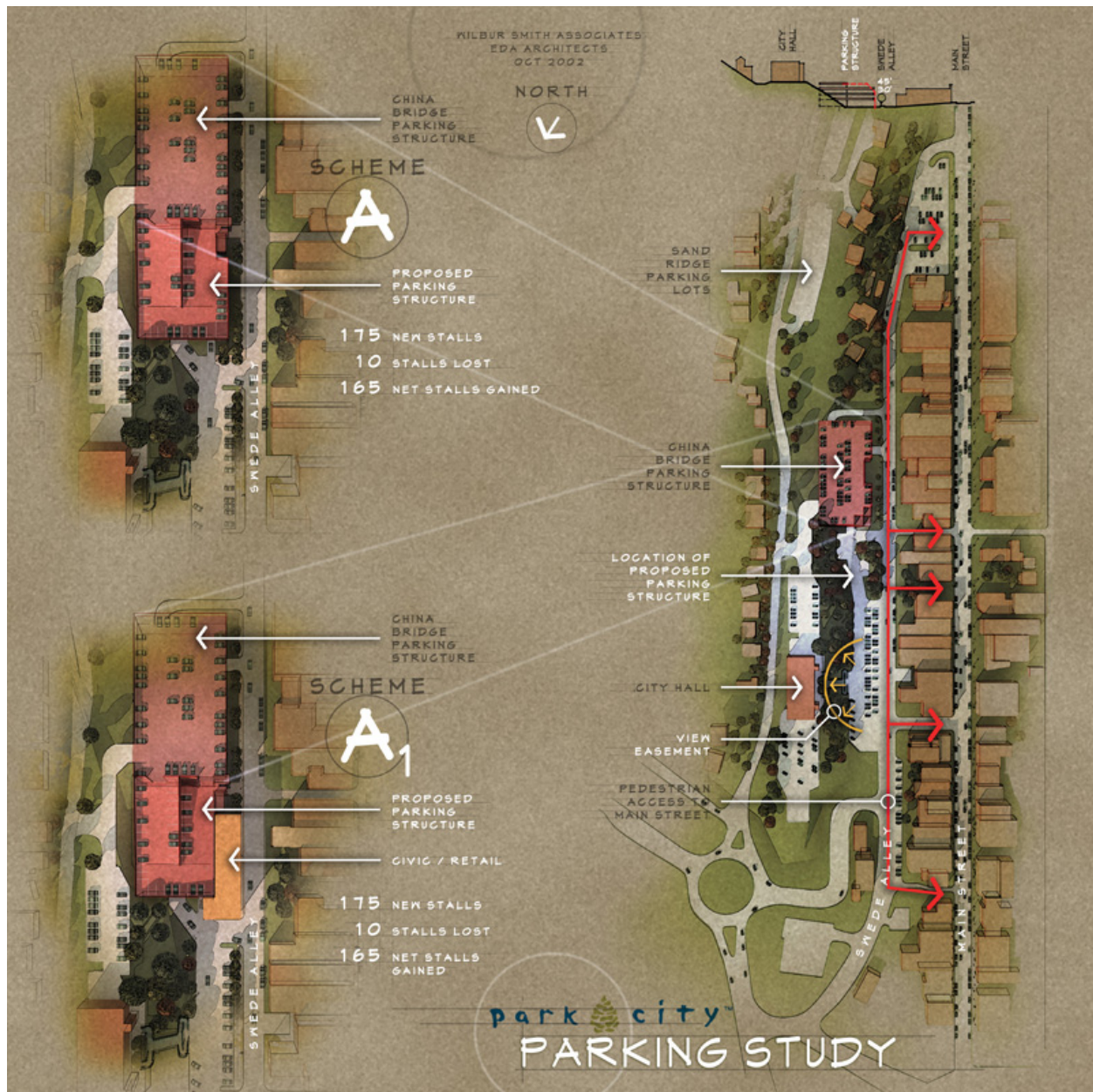
Scheme A represents the minimum structure that can be built on the proposed site. This alternative provides the necessary ramping for circulation within the combined structure. The proposed structure would be a rectangular helix with sloping floors that would rise one-half story on each side requiring 3½ complete revolutions to reach the top. The garage would be entered from the north side into the back half of the garage. The sloping floor would travel upwards at a 5% slope to meet the first floor of the existing garage. A vehicle would then make a 180° right turn to enter the sloping floor on the front half of the garage. This floor would then rise another half story at a 5% slope before another 180° would be necessary. The garage would continue in this pattern, servicing each floor, until reaching the fourth level of the existing garage. Each floor would have perpendicular parking on both sides of the travel aisle. This concept creates three levels in the front half of the garage and four levels in the back half.

A benefit to constructing a ramping system is that it allows vehicles to enter the garage from Swede Alley and exit onto Marsac Avenue. This means that if a vehicle enters the garage only to find that it is full, they can be directed to the nearby Sandridge Lots by exiting onto Marsac Avenue. This makes it easy for the Sandridge Lots to serve as an overflow for the parking garage, thereby increasing the utilization of those lots.

The advantage to this scheme is that it provides internal circulation to the China Bridge Garage, thereby making it more efficient, while providing new parking spaces at the same time. This scheme results in a net addition of approximately 165 spaces. The figure on the following page illustrates the Scheme A and A₁ concepts.

Scheme A₁

This alternative is a variation on Scheme A with the difference being the addition of approximately 10,000 square feet of space on two stories to be used for retail or civic uses. This space would be located in the front of the garage and wrap around the corner to the north side. The first row of parking on two levels would be lost. The space would also extend further out towards the street, breaking up the front of the garage.

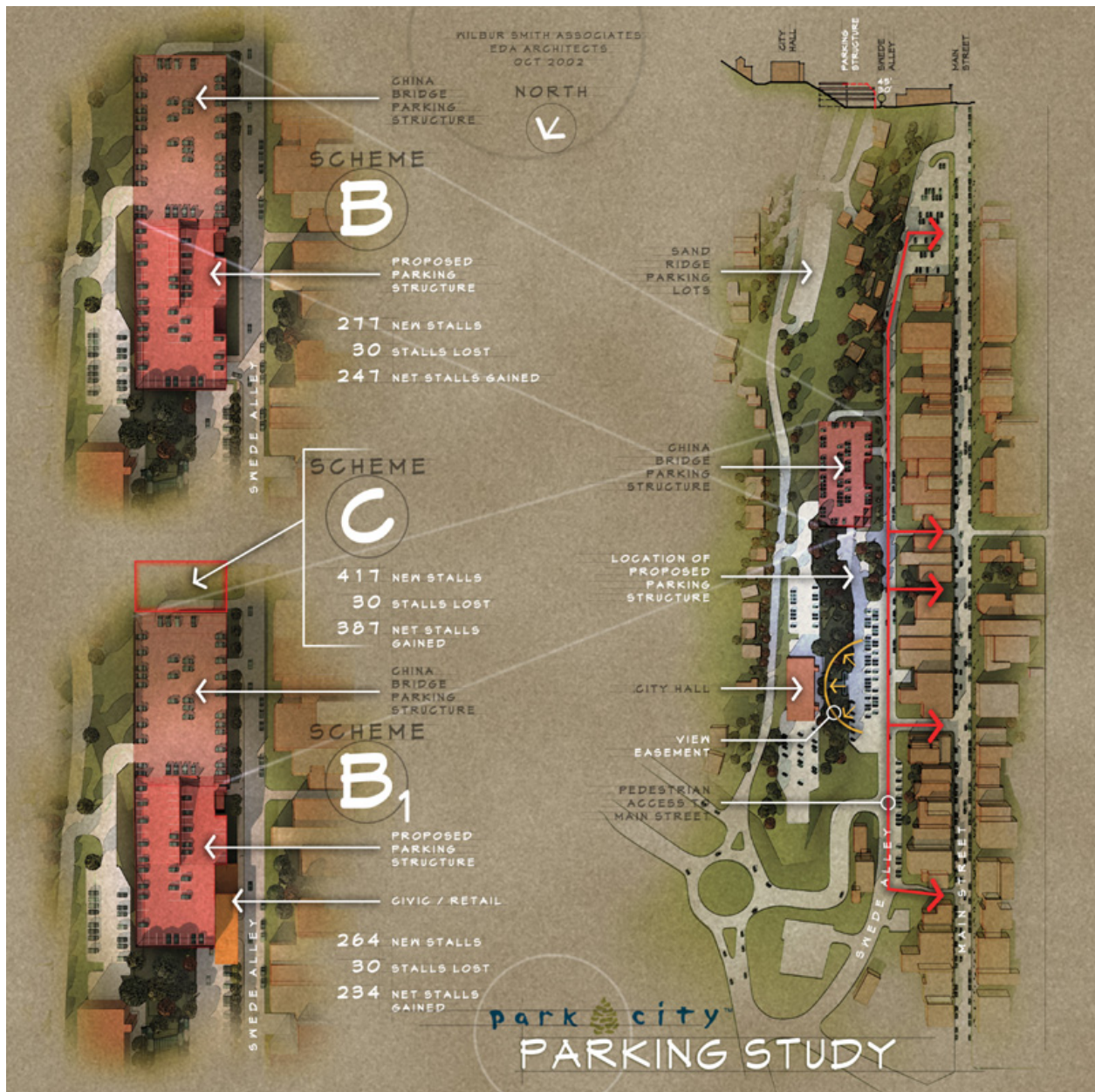


This retail/civic space serves two purposes. First, it can help break up the building architecturally and serves to conceal some of the large mass that is a parking garage. Second, the space can serve as a source of additional revenue for the construction and operation of the parking garage. The fire department is in need of additional office space, a need that could be filled through this structure. They also have impact fees that they have collected that could be used to pay for their portion of the structure. Retail space would collect rent that could be used to pay off bonds or to finance ongoing maintenance. Either option or a combination of the two would be of benefit to the city.

This scheme would result in a reduction of new parking spaces compared to Scheme A with the new total net addition being about 152 spaces.

SCHEME B

Scheme B is an addition to Scheme A. It proposes to add on to the new ramping system developed in Scheme A with four flat parking levels extending out to the north. The elevation of these new floors would all be half a story lower than the corresponding floor in the existing China Bridge Garage. Theoretically, this new garage could extend to the north for hundreds of feet, but that is inadvisable due to the impact on the view of City Hall on Marsac Avenue. For this reason, the proposed structure would



end approximately 50 feet from the south end of City Hall. This would preserve the view of this historic building.

This scheme simply adds more parking to that in Scheme A and may be done in junction with Scheme A or at a later date. This scheme results in a net addition of approximately 247 spaces including those

developed in Scheme A. The net parking addition due to Scheme B alone is approximately 82 spaces. The figure on the previous page illustrates the Scheme B, B₁, and C concepts.

Scheme B₁

This alternative is identical to Scheme A₁ in that approximately 10,000 square feet of retail/civic spaces would be added to the structure to break up the box of the garage, to hide the mass of the garage, and to provide revenue for the construction and maintenance of the garage. This scheme could be done with Scheme A₁ if Scheme A₁ was done first and Scheme B₁ was to follow several years later. This would result in a total of approximately 15,000 square feet of retail/civic space and would require the demolition of some of the retail/civic space in A₁ during construction.

This scheme would result in a reduction of new parking spaces compared to Scheme B with the new total net addition being about 234 spaces. The net parking addition due to Scheme B₁ alone is approximately 69 spaces.

SCHEME C

This scheme was developed to provide the total number of parking spaces that were estimated to be required as described in Chapter 1. This scheme calls for the addition of a structure on the south side of the China Bridge. This structure would have four flat levels that would match those on the existing garage. This scheme would need to be built after or in conjunction with Scheme A, but could be done before Scheme B. This scheme would result in a net new addition of approximately 387 spaces including those from Schemes A and B. The net parking addition due to Scheme C alone is approximately 140 spaces.

ARCHITECTURAL CONCEPTS

The proposed location of the parking additions to the China Bridge structure will be subject to the design guidelines that are included in the HCB district. The parking schemes described above can and should follow those guidelines.

The guidelines identify a building “envelope” that limits building heights along Swede Alley. The guidelines also deal with building massing, materials and architectural character. The inclusion of retail/civic type space as identified in the options discussed earlier creates a better opportunity to architecturally respond to the otherwise cumbersome massing often associated with parking structures. That is not to say that the parking schemes with no retail frontage could not comply with HCB district design guidelines, it’s just that they will have to be approached skillfully and thoughtfully. The parking structure with the adjoined retail arguably establishes a more pedestrian friendly “streetwall” and contributes more to the overall experience of Main Street and it’s surrounds. Additionally, thought should be given to a modest architectural façade upgrade to China Bridge. If any of the parking structure options are initiated it would be relatively simple to “borrow” some of the new design elements and incorporate them into China Bridge.

For the residents that live on the east side of Marsac Avenue, on the hill, the view looking down onto the top floor of any parking structure is somewhat problematic. Consideration could be given to creating some paving and or paving patterns on the parking surface of the top parking level. Landscaping, including small trees could also be integrated into a “plaza” like parking surface on the top floor of

China Bridge and to any additions to it as well.

Summary of Projected Costs for the Outlined Options

Category & Project Listing	Option	Projected Budget Need	Funding Source Options	Comments & Analysis Highlights
Parking Enhancements				
Re-Configured Parking & Added Parking - No structure	Option AA	\$16-80,000	CIP / Revenue Bond / Other	Re-configure the surface parking for expanded quantities within Swede Alley and Main Street
Intermediate Solution - Enhancing Access & Increasing parking by 165 spaces	Option A	\$ 2,900,000	CIP / Revenue Bond / Other	Improves the access to the China Bridge & Upper Marasac lots while adding parking
Intermediate Solution - Enhancing Access & Increasing parking by 147 spaces - 10k sq' civic &/or retail space	Option A1	\$ 3,200,000	CIP / Revenue Bond / Other	Improves the access to the China Bridge & Upper Marasac lots while adding parking
Build a structured parking facility - adding 247 spaces	Option B	\$ 4,300,000	CIP / Revenue Bond / Other	Locate north of the existing China Bridge parking lot
Build a structured parking facility - adding 234 spaces - 10k sq' civic &/or retail space	Option B1	\$ 4,700,000	CIP / Revenue Bond / Other	Locate north of the existing China Bridge parking lot
Build a structured parking facility – w/ 10k sq' of Civic / Retail space adding 387 spaces	Option C1	\$ 5,900,000	CIP / Revenue Bond / Other	Locate north and south of the existing China Bridge parking lot

For discussion purposes, a \$5 million dollar loan over a 20 year period with a 4.5% annual rate shows an annual payment being \$354,716/year.

Public safety impact fees, retail space lease revenues, and projected parking revenues could reduce the payment figure by anywhere from 20% to 75% depending on numerous planning assumptions.

3. Pedestrian Friendly Enhancements

Within historic Old Town, there has been a decade long trend towards enhancing public amenities for pedestrians. As the review of past studies pointed out, the addition of stairways, improved side walks, added street “furniture,” lighting and pedestrian signage has enhanced the attractiveness of the Main Street and surrounding areas. Through this past summer, an even greater call for additional “pedestrian friendly” enhancements was articulated.



Residents and business operators alike stated a desire to see the City look into many of the following ideas:

Category & Project Listing	Priority or Suggested Period	Projected Budget Need	Funding Source Options	Comments & Analysis Highlights
Pedestrian Friendly Enhancements				
Sidewalk & Gutter repair-Main St,Heber,Swede, Lower Park	1 (1-5 years)	\$ 28,950	CIP / Operating	300 linear feet of Level #4 sidewalks at 10' wide. 225 linear feet of Level #4 curb/gutter. Level #4 equates to areas in the most dire repair need
Sidewalk & Gutter repair - All other sections of Old Town	1 (1-5 years)	\$ 16,250	CIP / Operating	100 linear feet of Level #4 sidewalks at 10' wide. 375 linear feet of Level #4 curb/gutter
Widen sidewalks on and leading up to the Main Street corridor	1 (1-5 years)	\$ 225,000	CIP / Operating	Main Street, Heber Ave, others ?
Add additional pedestrian wayfinding and parking signage	1 (1-5 years)	\$ 80,000	CIP / Operating	Include an artistic element to plan as option
Post Office Pedestrian Corridor Improvements	1 (1-5 years)	\$ 250,000	CIP / Operating	Meetings have occurred with Post Master
Mawhinney Lot / Lower Park Ave Bulb out/Road narrowing	1 (1-5 years)	\$ 250,000	CIP / Operating	Sidewalks, gutter, parking lot, paving, storm drains, trees, landscaping, public art, conduits.
Lower Park Ave enhancements-DV Drive to Heber	1 (1-5 years)	\$ 600,000	CIP / Operating	Add urban design elements - possibilities: sitting areas, public drinking fountains, decorative street lighting, possible traffic calming elements
Upgrade "Crescent Tramway"	1 (1-5 years)	\$ 95,000	CIP / Operating	Location: Park Avenue to 8th Street & Norfolk. Type of Improvements: asphalt and concrete surface upgrades, lighting
Decorative concrete pavers for intersections	2 (6-10 years)	\$ 50,000	CIP / Operating	For enhancements on up to (6) crosswalks - locations tbd
Decorative street lighting - top of Main to King Ave	2 (6-10 years)	\$ 40,000	CIP / Operating	added light poles, fixtures, electrical work
Add a 9th Street stairway	2 (6-10 years)	\$ 400,000	CIP / Operating	Connection to be made between Park Ave & Lowell (4 blocks)
	Sub total	\$ 2,035,200		

4. Mixed Bag

This last section outlines capital projects that did not categorize into any of the above:



Category & Project Listing	Priority or Suggested Period	Projected Budget Need	Funding Source Options	Comments & Analysis Highlights
Mixed Bag - Other				
Sr. Citizen Center - enhance parking lot & landscaping	1 (1-5 years)	\$ 300,000		Paving, fencing, drainage, and landscaping
Marsac Building - upgrades	1 (1-5 yaers)	\$ 1,671,000		Current building needs to address seismic & accessibility improvements
Acquire open space either side of new ski bridge	2 (6-10 years)	\$ 2,400,000	Parks Bond or Open Space Bond	Desire to see this area undeveloped and available to local residents / visitors as open space. Cost is for land acquisition only. It would be necessary to rewrite the encroachment agreement
Spruce up historic "white house" top of Main St - Hillside	2 (6-10 years)	\$ 500,000	CIP / Operating	Can't get to it w/o purchase of vacant lots
Hiding areas for garbage cans				Desire to see something done to hide cans
	Subtotal:	\$ 4,871,000		

Between Pedestrian Friendly Enhancements and the Mixed Bag category, the stated reasons by those who proposed these ideas were to ensure that improvements in Old Town took into consideration all types of projects.

Many of the ideas show a real desire to see more people walk instead of drive; make streets more safe and attractive; or to highlight a historic space in town.

V. Constituent Sentiments

It would be naive to think that even one of the proposed project ideas could have unanimous support. Simply put, Park City maintains a unique mix of people and ideas. Some are vocal about their opinions, the majority is not.

In attempts to gather constituent sentiments regarding the variety of proposed projects, several requests for input were done. As outlined in the study approach, a questionnaire to all of the post office boxes in Old Town requested input. Three public forums in August and one in late October were held. City staff and local agency input netted many ideas and data. All said, for a town of over 9000 residents, the “study group” that spoke up with their ideas and sentiments numbered no more than 250. In recognition of that fact, the following should be viewed as more of a “snapshot” of constituent sentiments rather than the notion that this is a collection of “representative” opinions.

Old Town Residents

In a general sense, residents here are very glad to see that the City is “turning its attention towards improving historic Old Town.” Many were eager to see the City expand their funding to include more projects in the actual Old Town neighborhoods. The following gives a sampling of some notable resident responses to requests on their thoughts about Old Town:

“First priority consideration should be the needs and welfare of permanent residents.”

“... my street is crumbling, has no drainage, and is not pedestrian friendly.”

“Contrary to public opinion, Old Town is full of families and kids.”

“Overhead lines are very unsightly. Why are new homes required to bury?”

“Please install more drinking fountains in town and at the stairways.”

“Great vision is in the eye of the beholder. Please work hard to preserve what beauty is left.”

“Neighborhood parties and pedestrian friendly enhancements may bring families back into Old Town instead of turning it into a nightly ghost town.”

“We want to live in the country, not a big City!”

“Senior and disability access is long overdue. More senior / disabled housing is needed.”

“Rebuilding of the Crescent Tramway would be terrific!”

“Pedestrian elements bring people together”

Many spoke of their appreciation of what the City has done to enhance the transit system and view any efforts to minimize traffic a good thing. Residents stated a desire to see more traffic calming features on

Lower Park Avenue and a hope to see more commercial traffic use Deer Valley Drive. Residents stated that they would like to have a say in how their respective street would be reconstructed ... and would rather see it done sooner rather than later.

Standard street reconstruction projects and pedestrian friendly enhancements are viewed as appropriate projects to pursue. Many highlighted their respective streets as ones that needed attention. Within the pedestrian enhancement category, sidewalk improvements, added signage, and road narrowing features on Lower Park Avenue received a lot of positive discussion.

Most are not supportive of a parking structure when given the details about the actual parking shortage period. Additionally, very against the idea if there would be the expense of seeing higher taxes or funding being taken away from street improvements and pedestrian enhancements. The majority of the resident participants in the OTIS study thought that the amount of investment for such a small amount of shortage was unnecessary given the big expense. However, would be supportive of a consolidation of parking space (to include a new structure), if the financing was done with little or no effect on their pocket books.

Upon reviewing the analysis and costs associated with “relocating overhead utilities,” those responding to a questionnaire and attending the public meeting see this as a project worth doing. Most desired to see the City contribute the majority of the funding to do so during a planned street reconstruction project. Much of the interest in this concept started with the Upper Park Avenue Property Association. However, interest in this concept is strong across all of Old Town. The cost sharing details are still the limiting and unresolved factors as opinions vary when the funding allocation shifts emphasis.

Many believe there has been too much of an emphasis on funding Main Street improvement projects and not enough in the neighborhoods. Sentiments were hopeful the City would look to include projects in the resident neighborhoods.

Business Operators

Discussions with the business owners and operators re-affirmed a Spring-time survey prioritizing these projects:

1. Parking enhancements
2. Sidewalk Improvements / Widening

Many viewed any capital investment to Main Street as an appropriate step to bring additional consumers to their businesses. Most focused their comments on parking and a desire to “solve the parking situation once and for all.” Several operators pointed to the frustration expressed by their customers during peak season over finding a parking space. Concerns were also stated about how many consumers now didn’t even try to come to Main Street because of their perception about how tough it was to do so.

It was challenging for the participants in the OTIS study to not get into discussions about the current concerns over the commercial mix of businesses and the reasons behind a perceived decline in gross revenues. Although the OTIS study was focused on capital infrastructure projects, much discussion amongst business operators surrounded ideas to improve the “off season” consumer volume. Those sentiments drive the desire to enhance and widen sidewalks to allow for more “outdoor atmosphere,”

like outdoor dining.

Ease in access to the respective businesses is a key concern. Having adequate parking for customers within a short walk was viewed as imperative. Some operators expressed a desire to see the City simplify the parking by consolidating it to a larger parking structure in Swede Alley. The benefits being:

- Location – A Swede Alley location sits in the middle of Main Street
- Simplified Message – all parking signage could direct visitors to the consolidated parking structure ... similar to the Olympic wayfinding and parking scheme.
- Funding – “The City could then sell off the Brew Pub lot and even the Sandridge lots for a premium amount and use that as the initial parking structure investment.”

Others desired to see an attempt at angled parking on Main Street or better use of a trolley system to move people along the street. Discussions on financing showed an aversion to seeing a funding mechanism come from a “parking improvement district” or other such funding mechanisms. Many were interested in revisiting discussions on the current parking control system.

City Staff

The City staff helped shape the priorities in the categories of Street and Water projects. Additionally, their analysis and historical data in the areas of parking, pedestrian projects, and the “Mixed Bag” category was invaluable in facilitating the public discussions and consultant recommendations. The Staff’s level of knowledge and understanding of these areas is impeccable.

Local Agency Input

The Park City Fire Department desired to see any new street reconstruction projects within Old Town keep in mind their vehicle turning radius and access needs. Many of the existing Old Town streets require the PCFD to maintain a smaller fire truck to allow for access into the tight areas of upper Old Town. Simple adjustments to intersection corners and parking layouts would facilitate better service. Additionally, any water line improvements – both replacements and upsizing of the lines – would definitely improve the existing fire flow.

The Snyderville Basin Water Reclamation District (SBWRD) already routinely coordinated their project improvements with the City Engineer – therefore consolidating as much as possible, any construction needs.

Both the Fire Department and PC Police Departments are considering options for new facilities. Some of the proposed locations may show a benefit in jointly working with a proposed OTIS projects such as a Swede Alley Parking structure. Economies of scale in overall project costs may be available.

“Snapshot” of Sentiments - Questionnaire Responses from October Open House

In presenting the initial findings of the Old Town Improvement Study to those attending an October 29th public meeting, the following summarizes the opinions expressed by those who completed a questionnaire (45 in attendance – 15 respondents):

Rank Project Categories

1. Pedestrian Friendly Enhancements
2. Improved Streets
3. Bury Overhead Utilities
4. Parking Enhancements
5. Improve the Water Lines

Top Three Pedestrian Friendly Enhancements

1. Sidewalk Improvements
2. Add additional wayfinding & parking signage
- 3t. Refurbish the Crescent Tramway
- 3t. Narrow Lower Park Avenue at the Malwhinney Lot

Parking Category Preference

- 1(tied)- Construct a 250 car space parking garage
1(tied)- Do nothing

Relocating Overhead Utilities – Cost Sharing Preference

- Half the respondents said the City should fund 50-100% of the cost to do so
- Half said it should be either < 25% or nothing at all

The Upper Park Avenue Property Association (UPAPA)

The steering committee of this active homeowners association met several times with representatives of the OTIS Study. Their keen interest in the street reconstruction process and the concept of relocating overhead utilities has provided valuable insight and input on many project details.

In a past street petition done by the UPAPA steering committee, 57 property owners, who own 45 out of the 64 residential properties on Upper Park Avenue (70%) signed a petition discussing the concept of underground the utilities and adding a west side sidewalk. 56 signers wanted underground utilities were willing to pay a connection fee (estimated at the time at \$11,000 per property). One petition signer did not want underground utilities and no responses were had from 19 properties (30%).

The key desires of the Upper Park Avenue residents remain in seeing that street characteristics, like sidewalk placements and landscape features, be captured in the street reconstruction process. They would also like the City to consider some form of cost sharing efforts in the concept of relocating overhead utilities.

Several key issues remain for the UPAPA steering committee:

1. Main Street “Unfinished Relocation Costs” – They have requested that a separate project listing be captured to reflect the unfinished cost of relocating the Main Street utilities. In a past project to remove the overhead utilities from Main Street, the power lines were added to the Upper Park Avenue distribution system. They would like consideration be given to reducing the Upper Park Avenue project cost by an amount estimated for the impacts of the Main Street power being routed that way.

2. Cost Sharing Funding Options – They would like any options being discussed to reflect not just worst case cost scenarios, but also ones that reflect probable savings.
3. Individual Property Connections – Previously estimated at \$11,000 per property, they would like to point out that the Tasco estimates are significantly less for this portion of the cost estimates. Therefore, any cost sharing program needs to divide out the funding responsibilities in an understandable way.

Marsac / Prospect Avenue Homeowners

In discussions with this group, their collective desires fall into the following priorities:

1. Re-configuration of the Marsac / Hillside intersection is extremely important
2. Reconstruction of Prospect should take into consideration the need to relocate the fire hydrant at the top of the street.

VI. Summary & Recommended Next Steps

All said, this targeted project list outlines well over \$40 million dollars worth of proposed projects. Most of those constituents who participated in the OTIS study understand the fact that this is an enormous project list that will eventually be prioritized to fit within the City budget limitations.

For a healthy discussion, the full list of projects will hopefully stimulate necessary debate over the merits of one project over another. Budget considerations traditionally limit the “approved” capital improvement projects to approximately 4-6 million dollars over the traditional 2-year City Budget cycle. Arguments for adjustments to this standard practice will certainly be brought up.

The PCMC Capital Improvement Project fund has steadily amassed a sizable amount. The rationale for assembling the current pool of CIP dollars was over the anticipation of future growth diminishing within the City limits and the desire to have a fund to maintain the ongoing and future project needs. Additional discussion about the strategies to implement the CIP funding will now have a thorough project inventory to review.

The findings of the Old Town Improvement Study prompt these suggested next steps:

1. Set a one month goal of additional public discussions on the researched OTIS projects. Actions taken to further stimulate additional debate and discussion will ultimately allow opinions to form on which category priorities are best suited for funding appropriations.
2. City Council should provide staff direction on whether certain project categories have support and can be considered in a budget prioritization process.
3. Given a “big picture” set of project priorities, City Staff should put together a series of funding strategies ranging from conservative to aggressive. Council will need to provide direction on the degree of funding alternatives deemed appropriate.
4. Discussions on the envisioned capital projects within Old Town would then enter into the 5 year CIP planning process. Preparations for the next 2 year budget cycle would utilize the outcomes of the CIP prioritization process.
5. As discussions evolve, policy guidelines will be updated and/or created relating to the prioritization process for capital projects.

VII. Appendices

Appendix 1 - Tasco Engineering – Relocation of Overhead Utility Study Report

Appendix 2 - Wilbur Smith Associates – Parking Study Report

Appendix 3 - Consolidated project list

Appendix 1 - Tasco Engineering – Relocation of Overhead Utility Study Report

TABLE OF CONTENTS

INTRODUCTION1

RESEARCH.....3

PROVIDE UNDERGROUND SYSTEM DESIGN5

PROVIDE ITEMIZED COST ESTIMATES7

FUNDING ALTERNATIVES15

PRO’S AND CON’S OF RELOCATING THE DRY UTILITY SYSTEMS TO UNDERGROUND
.....17

SUMMARY19

EXHIBIT 1 – OLD TOWN BOUNDARIES..... E-1

EXHIBIT 2 – COST ESTIMATES ASSUMING A STAND-ALONE PROJECT E-2

EXHIBIT 3 – COST ESTIMATES ASSUMING THE PROJECTS ARE PART OF A STREET
RECONSTRUCTION E-3

ATTACHMENT 1 – CONCEPTUAL DESIGNS..... A-1

ATTACHMENT 2 – CONCEPTUAL DESIGNS..... A-2

ATTACHMENT 3 – CONCEPTUAL DESIGNS..... A-3

ATTACHMENT 4 – CONCEPTUAL DESIGNS..... A-4

ATTACHMENT 5 – CONCEPTUAL DESIGNS..... A-5

ATTACHMENT 6 – CONCEPTUAL DESIGNS..... A-6

ATTACHMENT 7 – CONCEPTUAL DESIGNS..... A-7

ATTACHMENT 8 – CONCEPTUAL DESIGNS..... A-8

ATTACHMENT 9 – CONCEPTUAL DESIGNS..... A-9

ATTACHMENT 10 – CONCEPTUAL DESIGNS..... A-10

ATTACHMENT 11 – CONCEPTUAL DESIGNS..... A-11

ATTACHMENT 12 – CONCEPTUAL DESIGNS..... A-12

ATTACHMENT 13 – CONCEPTUAL DESIGNS.....	A-13
ATTACHMENT 14 – CONCEPTUAL DESIGNS.....	A-14
ATTACHMENT 15 – CONCEPTUAL DESIGNS.....	A-15
ATTACHMENT 16 – CONCEPTUAL DESIGNS.....	A-16
ATTACHMENT 17 – SANDY CITY UNDERGROUND ORDINANCE	A-17
ATTACHMENT 18 – UTAH STATE UNDERGROUND CONVERSION OF UTILITIES LAW	A-18

INTRODUCTION

Tasco Engineering, Inc. (Tasco) has been engaged by Park City to study the design features and costs of relocating the dry utility systems, i.e., electrical power distribution, telephone, and cable TV to an underground location in the area of Park City called “Old Town.”

We have coordinated our efforts with each of the affected utilities and the Park City staff. Mr. Colin Hilton, and Mr. Eric DeHaan have been very helpful and informative in helping us complete this study.

Old Town Park City (OTPC) is the area of Park City that is historical in both age and in the preserved features in the area. Main Street was completely renovated in 1985 and the dry utility systems serving the buildings on the east side and west side of Main Street were relocated to Upper Park Avenue and Swede Alley in an effort to aesthetically clean-up the Main Street area from 8th Street to the intersection of Swede Alley on the south. This renovation was completed with re-development funds from a Redevelopment Agency formed for the project.

In 2002, the City and interested citizens began study to evaluate the need and the desire for improvements in OTPC. Questionnaires were received by the City and tabulated to provide a basis for the “Old Town Improvement Study” – OTIS. 88% of the tabulated responses wanted a review of the costs to underground the dry utilities.

Another organization was formed by residents on the west side of Upper Park Avenue to request and research the costs of similar renovations to their street, from 7th Street to King Road. This organization has indicated that they would be willing to pay a portion of the costs to do so.

The boundary for this study is illustrated in Exhibit 1 – Old Town Boundaries. There are two large areas in the outlined project area that do not require additional project money to relocate, as the dry utility system utilities are presently underground. This is noted in Exhibit 1.

The relocation costs of the dry utility systems to an underground location can best be accomplished by relocating these systems in conjunction with a major road or system improvement. This would assume that the road will be replaced with the improvement and therefore not be part of the dry systems relocation costs. The primary reasons for waiting to do the relocation are as follows:

5. Funding for the major improvement could feasibly provide for the excavation and placement of conduit systems for the dry utilities at a small incremental cost to the major improvement. This would make the dry utility costs be significantly less because the pavement costs will be included in the roadway replacement, and the excavation can be accomplished without cutting or replacing the pavement. Placing the conduit system is fairly simple once the trench is in place.

6. The dry utility systems can be located in such a fashion that they will conform to the new improvement and thus save in the attempt to avoid existing obstacles that will be removed with the roadway improvement.
7. In some instances, the Park City rights-of-way (ROW) are wider than the existing roadway, and when utilized in widening the roadway for planter areas, this will create an enhanced area to place the dry utility systems and related equipment.
8. Roadway construction will be disturbing the general area; therefore, the relocation impacts of the dry utility system could be minimized if performed at the same time.

Tasco has attempted to estimate and present all of the associated costs in the relocation of the dry utility systems, but soft costs (engineering, administration, financing costs, and contingencies) are presented in such a manner as to easily integrate or deduct to the over-all cost estimates.

Tasco is pleased to submit to Park City this report, together with associated exhibits and attachments that contain the conceptual drawing package, and cost estimates of each of the sixteen (16) projects within the Old Town Park City Boundary. Also included as an attachment are the Sandy City Underground Ordinance, and the Utah State Law regarding the "Underground Conversion of Utilities."

The following report details our approach and provides the estimated costs for each separate project. Exhibit 2 contains the details of the cost estimates assuming each project is constructed as a stand-alone project. The total of all project costs is estimated to be **\$8,487,000**. Exhibit 3 contains the details of the cost estimates assuming each project is a part of a street reconstruction project where the excavation and conduit systems are a part of the larger project. The total of project costs is estimated to be **\$7,498,000**.

The costs include both *hard costs* and *soft costs*. Hard costs are the costs for providing and installing the actual infrastructure. These include estimates of material, labor, and equipment. These costs are detailed in Attachments 1-16. Soft costs are those costs associated with a project that are in addition to the actual infrastructure, and may be considered more of an overhead cost. These costs include such things as engineering costs, Park City staff costs, costs associated with financing, contingency costs, etc. The soft costs are not fixed, and can only be estimated during the conceptual phase of a project. Once a decision is made for funding and to move forward with each project, then these costs can be more closely defined.

Tasco has performed the required work and summarizes each of the tasks as noted below:

- **Research**
- **Provide Underground System Design**
- **Provide Itemized Cost Estimates**
- **Funding Alternatives**
- **Pro's and Con's of Relocating the Dry Utility Systems t Underground**

RESEARCH

Tasco has located the existing overhead utilities in the defined project area of the Old Town Park City. Most of the utility lines have been identified with drawings submitted by the serving utility, i.e., PacifiCorp and AT&T. The Qwest system lines were identified by site visits, an estimate of the overhead cables, and our knowledge of telephone system design.

We were instructed by the Park City staff to separate the Old Town Park City into sixteen (16) different projects, basically designated by the roadways. The dry utility systems relocation to an underground location can be much more economical when a major improvement such as roadway, water, wastewater, storm drain, or all four improvements are funded and prioritized by the City Council. The sixteen (16) projects are designated on the drawings and related to the following roads: **(The sequence bears no relevance of construction priority).**

- Project 1: Lower (north) Woodside Avenue from 8th to 12th Street
- Project 2: Upper (south) Park Avenue from Heber to King Road
- Project 3: Lower Norfolk Avenue from approximately 8th to 13th Street
- Project 4: Upper (south) Empire Avenue from approximately 8th to 12th Street
- Project 5: Upper (south) Lowell Avenue from approximately 9th Street to 13th Street
- Project 6: Prospect Avenue from Hillside Street/Sandridge
- Project 7: Ontario, McHenry, Swift, Provo, Rossi, and Deer Valley Drive
- Project 8: Marsac Avenue from Ontario North to Ontario South
- Project 9: Swede Alley from 5th Street to Main Street
- Project 10: Upper (south) Woodside Avenue from 7th to King Road
- Project 11: Norfolk Avenue from approximately 4th Street to King Road, King Road, and Sampson Avenue
- Project 12: Daly Avenue from King Road to end
- Project 13: Lower (north) Woodside Avenue from 13th Street to 15th Street
- Project 14: Empire Avenue from 13th Street to 15th Street
- Project 15: Lower Park Avenue from Sullivan to 15th Street and Sullivan Road
- Project 16: Central Park Avenue from 10th Street to 15th Street

Each project has been evaluated separately, and drawings have been prepared on an individual project basis. The cost estimates are also related to the individual projects. The majority of the projects could feasibly be constructed during a scheduled roadway, water, wastewater, or storm drain improvement.

Tasco has contacted the affected utilities, i.e., PacifiCorp, AT&T, and Qwest. We have evaluated their current posture for undergrounding the utilities, and found the following to be a guideline that was used in the cost estimates: (A key for Park City to remember, and that Tasco will emphasize throughout this project, is that Park City does not have to accept prices quoted by PacifiCorp, Qwest, and AT&T. Park City has the capability for obtaining independent bids and having input on specifications of the construction parameters.)

PacifiCorp: PacifiCorp will relocate (underground) the electrical system in each project area at a cost that they will estimate from a design that they will prepare. The design costs are to be paid in advance. They will estimate the costs from their design and require that these costs be paid in advance of the construction. They will coordinate with the City before and during the construction period to assure compliance with the proposed schedule. All costs relevant to the relocation must be born by a Park City funding program

Qwest and AT&T: Qwest has a policy similar to PacifiCorp on relocation, but if the relocation is part of a larger improvement, i.e., roadway, water, wastewater, or storm drain, then much of the relocation expense will be born by the company. This is not a stated or written policy, but has precedent in many other Utah cities. Of course, if all of the relocation and roadway improvements were to be done in a single season, then both of these utilities would have a hard time bearing the costs. AT&T has stated (Mr. Stewart Sehah, 801-401-3024) that AT&T generally will install the cable and related equipment if the City will provide the raceways (conduits). Tasco has the capability to negotiate this endeavor as a result of the deregulation and competitive nature of the telephone industry, and our experience in this area. In the Old Town area of Park City, nearly all of the telephone and cable TV systems are installed on a PacifiCorp pole. Qwest and AT&T have joint pole agreements with PacifiCorp. If the poles are removed, these companies no longer have a place to install their respective systems, and therefore need a replacement (raceway – PVC conduit) to relocate their cable and equipment. This being the case, they (Qwest/AT&T) then have to provide the underground raceways. They will, generally, provide the installation of the raceway and cable, and then pay a portion of the trenching costs.

Unlike other engineering companies, Tasco does turnkey work with our construction arm. When we estimate a price, it is based on actual experience on the labor, equipment, and material costs. Tasco is not dependent on book estimates. Therefore, when costs are quoted by the utilities, Tasco can make a comparison and represent Park City to obtain the best price available to do the work. We believe our estimates present a realistic picture of the requirements. Tasco is certain that this price is accurate because we would actually be willing to perform the work at the estimated price taken from the detailed construction drawings.

PROVIDE UNDERGROUND SYSTEM DESIGN

Tasco is providing a conceptual layout for the relocation of the dry utility systems to underground (electrical power, telephone, and cable TV). The conceptual design package includes the following and is located in the report as Attachments 1 thru16 that are indicative of the project number, as follows:

- Project 1: Lower (north) Woodside Avenue from 8th to 12th Street
 - E1: Electrical Power Distribution System
 - T1: Telephone System
 - C1: Cable TV System

- Project 2: Upper (south) Park Avenue from Heber to King Road
 - E2: Electrical Power Distribution System
 - T2: Telephone System
 - C2: Cable TV System

- Project 3: Lower Norfolk Avenue from approximately 8th to 13th Street
 - E3: Electrical Power Distribution System
 - T3: Telephone System
 - C3: Cable TV System

- Project 4: Upper (south) Empire Avenue from approximately 8th to 12th Street
 - E4: Electrical Power Distribution System
 - T4: Telephone System
 - C4: Cable TV System

- Project 5: Upper (south) Lowell Avenue from approximately 9th Street to 13th Street
 - E5: Electrical Power Distribution System
 - T5: Telephone System
 - C5: Cable TV System

- Project 6: Prospect Avenue Hillside Street/Sandridge
 - E6: Electrical Power Distribution System
 - T6: Telephone System
 - C6: Cable TV System

- Project 7: Ontario, McHenry, Swift, Provo, Rossi, and Deer Valley Drive
 - E7: Electrical Power Distribution System
 - T7: Telephone System
 - C7: Cable TV System

- Project 8: Marsac Avenue from Ontario North to Ontario South
 - E8: Electrical Power Distribution System

- T8: Telephone System
C8: Cable TV System
- Project 9: Swede Alley from 5th Street to Main Street
E9: Electrical Power Distribution System
T9: Telephone System
C9: Cable TV System
- Project 10: Upper (south) Woodside Avenue from 7th to King Road
E10: Electrical Power Distribution System
T10: Telephone System
C10: Cable TV System
- Project 11: Upper Norfolk Avenue from approximately 4th Street to King Road, King Road, and Sampson Avenue
E11: Electrical Power Distribution System
T11: Telephone System
C11: Cable TV System
- Project 12: Daly Avenue from King Road to end
E12: Electrical Power Distribution System
T12: Telephone System
C12: Cable TV System
- Project 13: Lower (north) Woodside Avenue from 13th Street to 15th Street
E13: Electrical Power Distribution System
T13: Telephone System
C13: Cable TV System
- Project 14: Empire Avenue from 13th Street to 15th Street
E14: Electrical Power Distribution System
T14: Telephone System
C14: Cable TV System
- Project 15: Lower Park Avenue from Sullivan to 15th Street
E15: Electrical Power Distribution System
T15: Telephone System
C15: Cable TV System
- Project 16: Central Park Avenue from 10th Street to 15th Street
E15: Electrical Power Distribution System
T15: Telephone System
C15: Cable TV System

The legend and symbols are shown on the individual drawings to make the component designation easily readable. These drawings are conceptual in nature and are not designed for actual construction.

PROVIDE ITEMIZED COST ESTIMATES

Tasco is providing herein itemized costs to Park City based on the conceptual design and layout. Costs include unit estimates based on each project. The itemized details of each project are included as Attachments 1-16, and are summarized below:

Project 1:	Lower (north) Woodside Avenue from 8 th to 12 th Street (The raceways have been installed to accommodate the dry utility systems, and therefore have reduced the costs of the relocation).	
a.	Electrical Power Distribution System Relocation:	\$215,000
	Soft Costs:	\$85,000
b.	Telephone System Relocation:	\$106,000
	Soft Costs:	\$42,000
c.	Cable TV System Relocation:	\$36,000
	Soft Costs:	\$14,000
d.	Excavation:	\$70,000
	Subtotal:	\$568,000
Project 2:	Upper (south) Park Avenue from 7 th Street to King Road.	
	Estimated Costs Assuming a Street Reconstruction Project:	
a.	Electrical Power Distribution System Relocation:	\$667,000
	Soft Costs:	\$255,000
b.	Telephone System Relocation:	\$146,000
	Soft Costs:	\$56,000
c.	Cable TV System Relocation:	\$63,000
	Soft Costs:	\$24,000
d.	Excavation:	\$16,000
	Subtotal:	\$1,227,000
	Estimated Costs Assuming a Stand-alone Project:	
a.	Electrical Power Distribution System Relocation:	\$685,000
	Soft Costs:	\$261,000
b.	Telephone System Relocation:	\$190,000
	Soft Costs:	\$72,000
c.	Cable TV System Relocation:	\$76,000
	Soft Costs:	\$29,000
d.	Excavation:	\$150,000
	Subtotal:	\$1,463,000

Project 3: Norfolk Avenue from approximately 8th to 13th Street
Estimated Costs Assuming a Street Reconstruction Project:

a. Electrical Power Distribution System Relocation:	\$434,000
Soft Costs:	\$169,000
b. Telephone System Relocation:	\$46,000
Soft Costs:	\$18,000
c. Cable TV System Relocation:	\$45,000
Soft Costs:	\$17,000
d. Excavation:	\$15,000
Subtotal:	\$744,000

Estimated Costs Assuming a Stand-alone Project:

a. Electrical Power Distribution System Relocation:	\$443,000
Soft Costs:	\$172,000
b. Telephone System Relocation:	\$58,000
Soft Costs:	\$22,000
c. Cable TV System Relocation:	\$57,000
Soft Costs:	\$22,000
d. Excavation:	\$106,000
Subtotal:	\$880,000

Project 4: Upper (south) Empire Avenue from approximately 8th to 12th Street
Estimated Costs Assuming a Street Reconstruction Project:

a. Electrical Power Distribution System Relocation:	\$140,000
Soft Costs:	\$59,000
b. Telephone System Relocation:	\$40,000
Soft Costs:	\$17,000
c. Cable TV System Relocation:	\$28,000
Soft Costs:	\$12,000
d. Excavation:	\$13,000
Subtotal:	\$308,000

Estimated Costs Assuming a Stand-alone Project:

a. Electrical Power Distribution System Relocation:	\$143,000
Soft Costs:	\$59,000
b. Telephone System Relocation:	\$50,000
Soft Costs:	\$21,000
c. Cable TV System Relocation:	\$36,000
Soft Costs:	\$15,000
d. Excavation:	\$92,000
Subtotal:	\$415,000

Project 5: Upper (south) Lowell Avenue from approximately 9th Street to 13th Street
Estimated Costs Assuming a Street Reconstruction Project:

a. Electrical Power Distribution System Relocation:	\$92,000
Soft Costs:	\$40,000
b. Telephone System Relocation:	\$27,000

Soft Costs:	\$12,000
c. Cable TV System Relocation:	\$27,000
Soft Costs:	\$12,000
d. Excavation:	\$10,000
Subtotal:	\$219,000
Estimated Costs Assuming a Stand-alone Project:	
a. Electrical Power Distribution System Relocation:	\$92,000
Soft Costs:	\$40,000
b. Telephone System Relocation:	\$34,000
Soft Costs:	\$15,000
c. Cable TV System Relocation:	\$37,000
Soft Costs:	\$16,000
d. Excavation:	\$60,000
Subtotal:	\$294,000

Project 6: Prospect Avenue from Hillside Street to the end
Estimated Costs Assuming a Street Reconstruction Project:

a. Electrical Power Distribution System Relocation:	\$106,000
Soft Costs:	\$47,000
b. Telephone System Relocation:	\$22,000
Soft Costs:	\$10,000
c. Cable TV System Relocation:	\$14,000
Soft Costs:	\$6,000
d. Excavation:	\$10,000
Subtotal:	\$215,000
Estimated Costs Assuming a Stand-alone Project:	
a. Electrical Power Distribution System Relocation:	\$107,000
Soft Costs:	\$47,000
b. Telephone System Relocation:	\$27,000
Soft Costs:	\$12,000
c. Cable TV System Relocation:	\$17,000
Soft Costs:	\$7,000
d. Excavation:	\$54,000
Subtotal:	\$270,000

Project 7: Ontario, McHenry, Swift, Provo, and Deer Valley Drive
Estimated Costs Assuming a Street Reconstruction Project:

a. Electrical Power Distribution System Relocation:	\$186,000
Soft Costs:	\$75,000
b. Telephone System Relocation:	\$53,000
Soft Costs:	\$21,000
c. Cable TV System Relocation:	\$43,000
Soft Costs:	\$17,000

d. Excavation:	\$11,000
Subtotal:	\$406,000
Estimated Costs Assuming a Stand-alone Project:	
a. Electrical Power Distribution System Relocation:	\$189,000
Soft Costs:	\$76,000
b. Telephone System Relocation:	\$69,000
Soft Costs:	\$28,000
c. Cable TV System Relocation:	\$53,000
Soft Costs:	\$21,000
d. Excavation:	\$106,000
Subtotal:	\$543,000

Project 8: Marsac Avenue from Ontario North to Ontario South
Estimated Costs Assuming a Street Reconstruction Project:

a. Electrical Power Distribution System Relocation:	\$42,000
Soft Costs:	\$22,000
b. Telephone System Relocation:	\$16,000
Soft Costs:	\$8,000
c. Cable TV System Relocation:	\$9,000
Soft Costs:	\$5,000
d. Excavation:	\$44,000
Subtotal:	\$146,000
Estimated Costs Assuming a Stand-alone Project:	
a. Electrical Power Distribution System Relocation:	\$42,000
Soft Costs:	\$22,000
b. Telephone System Relocation:	\$16,000
Soft Costs:	\$8,000
c. Cable TV System Relocation:	\$9,000
Soft Costs:	\$5,000
d. Excavation:	\$44,000
Subtotal:	\$146,000

Project 9: Swede Alley from 5th Street to Main Street
Estimated Costs Assuming a Street Reconstruction Project:

a. Electrical Power Distribution System Relocation:	\$205,000
Soft Costs:	\$84,000
b. Telephone System Relocation:	\$27,000
Soft Costs:	\$11,000
c. Cable TV System Relocation:	\$20,000
Soft Costs:	\$8,000
d. Excavation:	\$7,000
Subtotal:	\$362,000
Estimated Costs Assuming a Stand-alone Project:	
a. Electrical Power Distribution System Relocation:	\$210,000
Soft Costs:	\$85,000

b. Telephone System Relocation:	\$33,000
Soft Costs:	\$13,000
c. Cable TV System Relocation:	\$26,000
Soft Costs:	\$11,000
d. Excavation:	\$42,000
Subtotal:	\$420,000

Project 10: Upper (south) Woodside Avenue from Heber Avenue to King Road

Estimated Costs Assuming a Street Reconstruction Project:

a. Electrical Power Distribution System Relocation:	\$132,000
Soft Costs:	\$55,000
b. Telephone System Relocation:	\$58,000
Soft Costs:	\$24,000
c. Cable TV System Relocation:	\$42,000
Soft Costs:	\$17,000
d. Excavation:	\$198,000
Subtotal:	\$526,000

Estimated Costs Assuming a Stand-alone Project:

a. Electrical Power Distribution System Relocation:	\$132,000
Soft Costs:	\$55,000
b. Telephone System Relocation:	\$58,000
Soft Costs:	\$24,000
c. Cable TV System Relocation:	\$42,000
Soft Costs:	\$17,000
d. Excavation:	\$198,000
Subtotal:	\$526,000

Project 11: Norfolk Avenue from approximately 4th Street to King Road, King Road, and Sampson Avenue

Estimated Costs Assuming a Street Reconstruction Project:

a. Electrical Power Distribution System Relocation:	\$277,000
Soft Costs:	\$109,000
b. Telephone System Relocation:	\$77,000
Soft Costs:	\$30,000
c. Cable TV System Relocation:	\$46,000
Soft Costs:	\$18,000
d. Excavation:	\$404,000
Subtotal:	\$963,000

Estimated Costs Assuming a Stand-alone Project:

a. Electrical Power Distribution System Relocation:	\$277,000
Soft Costs:	\$109,000
b. Telephone System Relocation:	\$77,000
Soft Costs:	\$30,000
c. Cable TV System Relocation:	\$46,000
Soft Costs:	\$18,000

d. Excavation:	\$404,000
Subtotal:	\$963,000

Project 12: Daly Avenue from King Road to end

Estimated Costs Assuming a Street Reconstruction Project:

a. Electrical Power Distribution System Relocation:	\$144,000
Soft Costs:	\$60,000
b. Telephone System Relocation:	\$45,000
Soft Costs:	\$19,000
c. Cable TV System Relocation:	\$30,000
Soft Costs:	\$12,000
d. Excavation:	\$246,000
Subtotal:	\$555,000

Estimated Costs Assuming a Stand-alone Project:

a. Electrical Power Distribution System Relocation:	\$144,000
Soft Costs:	\$60,000
b. Telephone System Relocation:	\$45,000
Soft Costs:	\$19,000
c. Cable TV System Relocation:	\$30,000
Soft Costs:	\$12,000
d. Excavation:	\$246,000
Subtotal:	\$555,000

Project 13: Lower (north) Woodside Avenue from 13th Street to 15th Street

Estimated Costs Assuming a Street Reconstruction Project:

a. Electrical Power Distribution System Relocation:	\$363,000
Soft Costs:	\$142,000
b. Telephone System Relocation:	\$32,000
Soft Costs:	\$13,000
c. Cable TV System Relocation:	\$45,000
Soft Costs:	\$18,000
d. Excavation:	\$12,000
Subtotal:	\$626,000

Estimated Costs Assuming a Stand-alone Project:

a. Electrical Power Distribution System Relocation:	\$367,000
Soft Costs:	\$144,000
b. Telephone System Relocation:	\$40,000
Soft Costs:	\$16,000
c. Cable TV System Relocation:	\$57,000
Soft Costs:	\$22,000
d. Excavation:	\$78,000
Subtotal:	\$724,000

Project 14: Empire Avenue from 13th Street to 15th Street

Estimated Costs Assuming a Street Reconstruction Project:

a. Electrical Power Distribution System Relocation:	\$152,000
Soft Costs:	\$63,000

b. Telephone System Relocation:	\$17,000
Soft Costs:	\$7,000
c. Cable TV System Relocation:	\$37,000
Soft Costs:	\$15,000
d. Excavation:	\$7,000
Subtotal:	\$299,000

Estimated Costs Assuming a Stand-alone Project:

a. Electrical Power Distribution System Relocation:	\$151,000
Soft Costs:	\$63,000
b. Telephone System Relocation:	\$20,000
Soft Costs:	\$8,000
c. Cable TV System Relocation:	\$48,000
Soft Costs:	\$20,000
d. Excavation:	\$29,000
Subtotal:	\$340,000

Project 15: Lower Park Avenue from Sullivan to 15th Street

Estimated Costs Assuming a Street Reconstruction Project:

a. Electrical Power Distribution System Relocation:	\$67,000
Soft Costs:	\$32,000
b. Telephone System Relocation:	\$14,000
Soft Costs:	\$7,000
c. Cable TV System Relocation:	\$14,000
Soft Costs:	\$7,000
d. Excavation:	\$8,000
Subtotal:	\$149,000

Estimated Costs Assuming a Stand-alone Project:

a. Electrical Power Distribution System Relocation:	\$67,000
Soft Costs:	\$31,000
b. Telephone System Relocation:	\$15,000
Soft Costs:	\$7,000
c. Cable TV System Relocation:	\$18,000
Soft Costs:	\$8,000
d. Excavation:	\$33,000
Subtotal:	\$180,000

Project 16: Central Park Avenue from 10th Street to 15th Street

Estimated Costs Assuming a Street Reconstruction Project:

a. Electrical Power Distribution System Relocation:	\$102,000
Soft Costs:	\$46,000
b. Telephone System Relocation:	\$12,000
Soft Costs:	\$6,000
c. Cable TV System Relocation:	\$7,000
Soft Costs:	\$3,000
d. Excavation:	\$8,000
Subtotal:	\$184,000

Estimated Costs Assuming a Stand-alone Project:

a. Electrical Power Distribution System Relocation:	\$100,000
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	Soft Costs:	\$45,000
b.	Telephone System Relocation:	\$14,000
	Soft Costs:	\$6,000
c.	Cable TV System Relocation:	\$8,000
	Soft Costs:	\$4,000
d.	Excavation:	\$21,000
	Subtotal:	\$198,000

Project 1-16 Grand Total with Street Reconstruction: \$7,498,000

Project 1-16 Grand Total with Stand-alone Project Construction: \$8,487,000

FUNDING ALTERNATIVES

Tasco is experienced in working with municipalities on funding options for utility improvements and/or relocations. If the mayor and city council, along with the majority of the property owners, favor such an endeavor as described, then Tasco strongly encourages the city council to pass an ordinance requiring all new dry utility services to be constructed utilizing underground procedures and techniques (See Attachment 17 – Sandy City Ordinance). The passage of such a law could be just for the Old Town boundary, or could be for the entire city. If this law is first passed, then the funding mechanisms and the cooperation from the utilities is much more effective. We have reviewed the possibility of using one or more of the following funding mechanisms:

- Special Improvement District (SID) (Reference Attachment 18, Utah State Law Section 54-8, Utah Underground Conversion of Utilities Law): This method of financing can be used for utility system relocation, but cannot be used for new construction of utility systems. Using the boundaries of the different project areas can form each district. A vote is required of those landowners that are affected by the proposition, and if the vote tabulation is favorable (51%) then funding can be obtained. The funding would represent the total costs of the relocation and be assessed to each property owner according to the amount of property, or simply by dividing the total cost by the number of property owners. Each parcel of property is then lienied until the amount of the assessment is repaid. The repayment is generally done on a yearly basis, and the financing can run from fifteen (15) to thirty (30) years.

As an example of SID funding, *Project 3: Lower Norfolk Avenue from approximately 8th to 13th Street* has an estimated cost of about \$880,000, with approximately 69 services in the project. If we assume a 15 year repayment time with a 6% interest rate on the SID loan, \$90,607 would have to be paid each year. If we assume minimal contribution from Park City, then each of the 69 residences would be responsible for a payment of \$1,313 each year for 15 years. If we assume a 25% contribution from Park City, then each residence would be responsible for a payment of \$985 each year for 15 years. If Park City contributed 50%, then each residence would still be responsible for a payment of \$657 each year for 15 years, or about \$55 each month.

- Sales Tax Revenue Bond: This method of financing is used by cities to finance project work, but it requires a pledge of an incremental amount, generally a percentage of the total sales tax collected over the number of years required by the total cost and estimated repayment schedule. This method is available to the mayor and city council, but generally causes a decrease of project work or general fund allocation. No voting by the general public is required, but the city council voting must be favorable.

- **Redevelopment Agency Funding (RDA):**
The Redevelopment Agency Funding methodology has been used in Park City to fund the improvements on Main Street. This method is generally used when the improvement or project will create an increased property value from the existing state. This could be a controversial method because there is definitely an aesthetic improvement in the minds of most, but not all, and property values may or may not be increased as a result of the improvement. The repayment mechanism is the differential tax assessment between the existing and the new improvements, which are pledged for repayment. There is possibility of obtaining Utah State matching funds, or in some cases an outright grant. This method of financing is tax exempt. This method is also controversial in that it could feasibly reduce the amount of funding going to the public school sector.
- **Economic Development Agency Funding (EDA):**
This method of financing is similar to the RDA noted above, but is generally used when the economy of an area is enhanced by the project construction.
- **Creative Financing:**
There are methods of financing that can be used that utilize a contribution from property owners involved with the improvement mixed with borrowed or financed funds, and possibly city funds from one of the previous methods, or directly as a result of the total improvement.

A monthly assessment for the improvements in the entire district could be levied and raise the money necessary to do the improvements over a period of time.

A user fee could be assessed to all Park City residents. This may seem unfair to the people outside of Old Town, but many of those people are served directly or have the redundant service provided by these utilities through Old Town.

A mix of the above could be utilized to create a more acceptable means of financing.

- **Municipalization:**
Although the process required to municipalize the dry utility systems is cumbersome and quite expensive, this is an alternative to the other funding mechanisms. Tasco has provided the services necessary to municipalize electrical power, natural gas, and telephone systems to other cities. Because of the expenses born by the City and the residents, this may be an option to recover the initial investment and provide a revenue source for the future.

PRO'S AND CON'S OF RELOCATING THE DRY UTILITY SYSTEMS TO UNDERGROUND

The relocation of the dry utility systems to underground in the Old Town area of Park City consists of a series of internal projects that can definitely be completed. There are many cities that have undertaken the same endeavor and completed it successfully. Tasco has been able to learn of the positive aspects of the endeavor as well as the negative aspects of the endeavor. Any construction project has pitfalls and positive aspects before, during, and after the process is completed. Conceptual pros and cons for performing the project work include the following:

- **Pros**

Reliability: An underground dry utility system will be more reliable. Weather conditions such as ice and snow will not be a factor in maintaining suitable system service. An overhead distribution system for electrical power, telephone, and cable TV is more exposed to hazards such as automobile collisions.

Aesthetics: The underground system will definitely be more aesthetically pleasing for both residents and visitors. Although this may not be an issue for some, the large majority will enjoy the unobstructed views enhanced by undergrounding the existing overhead utilities.

Single Phase Electrical Power Distribution System: Much of the electrical power distribution system to be undergrounded is a simple single-phase electrical power distribution system. This means for most of the projects, the cost to place this system underground is one-third (1/3) of the cost on the streets requiring three-phase service.

Telephones and Cable TV: Telephones and cable TV systems are fairly inexpensive to place in a raceway, once a trench is in place. Much of the cost to underground this system is in the excavation and asphalt repair costs. To add to this positive feature, Tasco believes that these systems will be relocated underground at no expense to the project if the poles are all removed and the City passes an ordinance requiring the utilities to be constructed or relocated to an underground position.

- **Cons**

Electrical Power Transmission Lines: Most lines in the affected area are distribution lines, although there is one transmission line running east and west near 9th Street. This line has not been considered for relocating underground. The financial burden to place this portion of the system underground would be prohibitive.

Three Phase Power System: A portion of the distribution is a three-phase main trunk feeder. There are projects areas where there is an existing overhead main trunk feeder, and thus will be expensive to relocate. It has been recommended that Tasco review the concept of leaving these major trunk feeders in place, and all other utilities relocated underground. Tasco believes that the total improvement is worth the expenditure.

Cost: Either the \$8,487,000 as a stand-alone project or even the \$7,498,000 when the dry utilities are relocated with major street improvements constitute a major expenditure.

Funding. A funding mechanism needs to be determined. This can represent a political separation between neighbors. The funding may or may not be supported by the city council. Even if the utilities are to be relocated underground with a standard street construction project, these street projects also need funding.

Historical Features: Avoiding the historical features with excavation and resultant installation of the utilities in the Old Town area could feasibly be a problem. The features will need to be identified in the design process. Coordination with the Historical District Commission will be needed and will undoubtedly add time to the project.

Equipment Placement: The placement of equipment with limited space or small road widths will be a challenge. When buildings are constructed on the roadway, finding a place to put transformers and j-boxes will be a challenge.

Individual Service Replacement: When new service is brought to an older residence or commercial building, the City will require the individuals to replace sub-standard wiring and bring the electrical system up to meet the most recent publication of the National Electrical Code.

Construction Process: The construction process and limited access to the properties, and in some cases the width of the street, will present some challenges to the contractor in the process of relocating the utility systems. Effects may include delays to traffic, difficulties to public safety services to reach those areas, temporary loss of parking for residents, etc.

SUMMARY

Tasco has presented a conceptual design and an evaluation of costs for each of sixteen (16) separate projects within the project area of Old Town Park City. These costs have been added to give two numbers: \$8,487,000 if the projects were constructed as individual projects on a stand-alone basis, or \$7,498,000 if the projects are constructed with major street improvements. We have prepared an honest and unbiased estimate of the individual project areas. We have created a practical design for the dry utility systems, and created conceptual placement of equipment to serve the given areas.

Although there are obstacles in completing the process of relocation of the dry utilities, if a funding mechanism can be provided that the property owners, mayor, and city council agree to, then the financial, technological, and administrative obstacles can be resolved quite easily over time.

Tasco Engineering will be available to aid in the process of evaluation, funding, design, and construction if we are needed. As you move ahead, we look forward to the opportunity of continuing to work with Park City on the OTIS and other related projects.

Appendix 2 - Wilbur Smith Associates – Parking Study

Chapter 1

PARKING SUPPLY AND DEMAND

The study area for the Parking Component of the Old Town Improvement Study consisted of the historic downtown area, which is shown in the figure to the right and bordered by the following streets:

- 9th Street
- Marsac Avenue
- Hillside Avenue
- Park Avenue

Parking supply, utilization, and demand were all analyzed as part of this study. Each of these items is discussed in more detail in the following sections.

PARKING SUPPLY

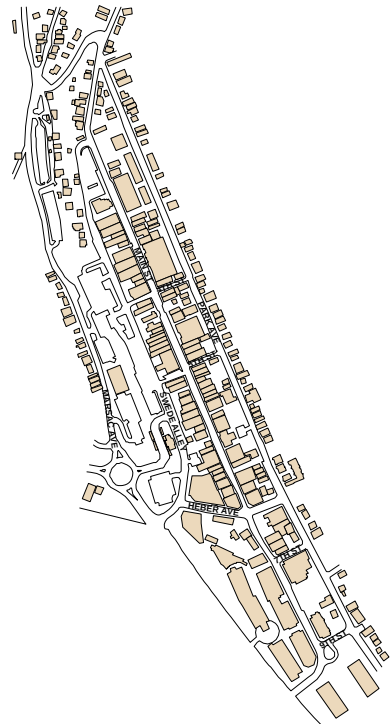
The parking supply in Park City is made up of both public and private spaces. City staff was extremely helpful in obtaining existing inventory data while field observations were utilized in assembling private parking data. Each is discussed in more detail below.

Public Parking

Public parking spaces in Park City are divided into three zones:

- **Zone 1** – Comprised of Main Street and the Brew Pub Lot for a total of 231 spaces all of which are paid spaces year-round;
- **Zone 2** – Comprised of Swede Alley, China Bridge Garage levels 1-3, and the Flagpole and Gateway Lots for a total of 514 spaces which are paid spaces during the peak period from December 15 to April 15; and
- **Zone 3** – Comprised of China Bridge Garage level 4, the Marsac North and South Lots, and the Sandridge Lots for a total of 271 spaces, which are free spaces year-round.

There are a total of 1,016 public spaces within the project study area. The table on the following page itemizes each of the public spaces by location, type, and parking time limit.



Public Parking Inventory

Location	Type of Parking	15-Minute Limit	30-Minute Limit	1-Hour Limit	2-Hour Limit	3-Hour Limit	4-Hour Limit	24-Hour Limit	Disabled	Reserved	
<u>Main Street</u>											
West Side											8
S of 5th	P					44					
5th to Heber	P					32					
N of Heber	P					5					
East Side											1
S of 5th	P					56					
5th to Heber	P					33					
N of Heber	P					12					
Brew Pub Lot	90					49					4
<u>Swede Alley Surface and Head-In Parking</u>											
Historic Wall Lot	90						24				2
Below 5th Street	90		6				20		3		2
North of China Bridge	90						75		1		7
Galeria Lot					8				1		9
5th Street On-Street			7						1		8
Flag Pole Lot	90						55		2		5
Heber Ave On-Street	P		2		5						7
Gateway Center	90			4			32		2		3
<u>China Bridge Garage</u>											
1st Level	90						89				8
2nd Level	90						84		2		8
3rd Level	90						89		2		9
4th Level	90				18			59			7
Marsac South Lot	90		6		20				1		2
Marsac North Lot	90						64		2		6
<u>Sandridge Lots</u>											
Upper	90							45	1		4
Lower	90							55			5
Total											1

Private Parking

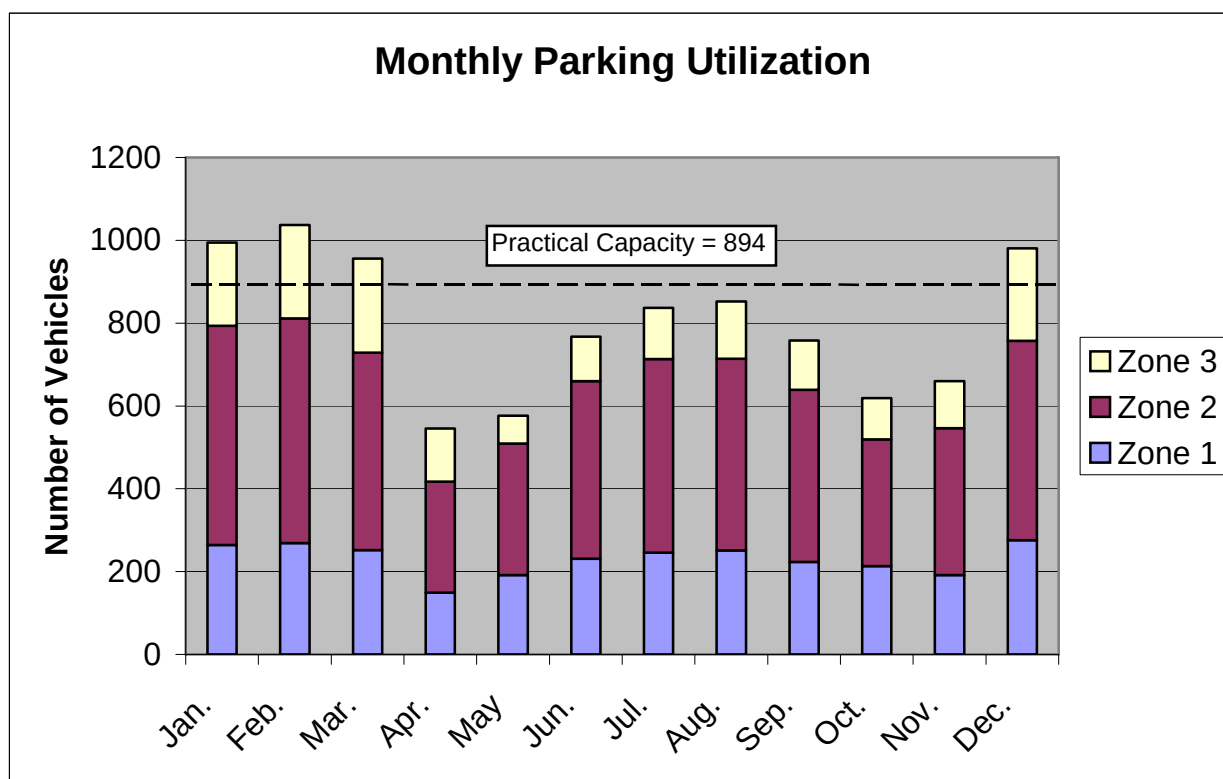
The private parking inventory was developed through a field review by Wilbur Smith Associates personnel in September 2002. WSA staff walked along Park Avenue, Main Street, and Swede

Alley and counted the business and private parking spaces. These private parking areas were itemized individually and listed by the name of the adjacent business that uses them. In most cases these areas do not have marked parking stalls so an estimate was made as to the number of effective spaces at each location. This list was reviewed by Park City staff and a few minor changes were made to these estimates.

A total of 803 private parking spaces were observed within the study area. The figure on the following page illustrates the approximate location of these spaces, the number of spaces in each location, and for whom the spaces are intended. Between both public and private spaces there are approximately 1,819 parking spaces available for businesses, employees, and customers.

PARKING UTILIZATION

For the past several years city staff has collected utilization data for public spaces. On the last Wednesday and Saturday of each month, the number of vehicles parking in public spaces is counted. This data shows the monthly parking trends for the city. The chart below shows the maximum recorded parking utilization for each month by zone. Maximum parking utilization typically occurs in the evening between the hours of 6 and 10



Also shown on the chart is a line representing the practical capacity of the public spaces. Practical capacity refers to the level at which an area can be considered full and is generally when 85% to 95% of the total number of spaces are occupied, depending on the number of parking spaces and their concentration in an area. In Park City the practical capacity has been

estimated at 88%. This allows for the typical under utilization of the Sandridge Lots and the relatively large study area. Since there are 1,016 public parking spaces the practical capacity of these spaces is 894. This means that when there are more than 894 vehicles parking in public

spaces it becomes increasingly difficult to find a space and may require searching 2 or 3 lots before a space is found. This also results in driver frustration and dissatisfaction.

As shown in the chart, there are four months during the year when utilization exceeds practical capacity. The table below shows in more detail the monthly utilization compared to the capacity for each of the zones.

Monthly Parking Utilization by Zone

	Zone 1		Zone 2		Zone 3	
	Occupied	% Capacity	Occupied	% Capacity	Occupied	% Capacity
Capacity	231	-	514	-	271	-
January	264	114%	530	103%	201	74%
February	269	116%	542	105%	226	83%
March	252	109%	477	93%	227	84%
April	149	65%	269	52%	128	47%
May	192	83%	318	62%	67	25%
June	231	100%	429	83%	108	40%
July	246	106%	467	91%	124	46%
August	251	109%	463	90%	138	51%
September	223	97%	416	81%	119	44%
October	213	92%	306	60%	100	37%
November	192	83%	354	69%	114	42%
December	276	119%	482	94%	223	82%

Main Street and the Brew Pub Lot routinely meet or exceeds their total capacity, while the Zone 2 lots are only at capacity during the peak winter season. The Zone 3 lots do not typically reach capacity at any time during the year.

Based on the utilization data, it appears that there is a parking problem during the four winter months of December through March. The parking problem occurs during the evening hours on both weekdays and weekends. There does not appear to be a parking problem during the other eight months of the year.

PARKING DEMAND

Assessing the magnitude of existing parking demand in Old Town was a primary objective of this study. Parking needs depend on the magnitude of parking demand generated by employees, visitors, shoppers, and residents; the proportion of trips made by automobile vs. other modes of transportation; the extent of a captive-market environment; and the parking supply available to accommodate the demand.

The city has collected extensive data on parking occupancy for both midweek and weekend use of public parking facilities in Old Town. It is important to note that parking occupancy is not synonymous with parking demand. Parking occupancy is simply an indicator of how the existing parking supply is utilized. Parking demand, on the other hand, indicates how many patrons would like to park at a given location and time if there were sufficient supply. If spaces are not available nearby, people may park at a distance, use transit/bicycle as an alternative, conduct business elsewhere, or forego the trip entirely.

Parking policy and availability of transit can influence parking demand. Strictly enforcing parking limits can increase turnover making more parking available during a given time period. While the city did not have data on turnover to accompany the occupancy data, the city has made great strides in enforcing parking limits over the past five years. Additionally, Park City has a very good transit system that is operated free of charge for all patrons. During winter months in particular, when demand for goods and services in Old Town are at a peak, transit is heavily utilized.

Managing the balance between parking demand and parking supply can be very complex. In Park City, the demand is greatest during the winter months of December through March,. Much of the need for parking is during evening hours related to high use of restaurants and lounges. Supplying enough spaces to accommodate peak parking demand could result in a surplus of parking during non-tourist months. Since construction of parking facilities is an expensive proposition, parking demand needs to be very carefully scrutinized.

Methodology

The approach used to determine existing parking demand had multiple steps. The first step involved assessing the city inventory of land uses and summarizing these in fairly homogeneous categories. Two sources were used to determine existing land uses in Old Town: 1) those obtained from the database of city business licenses, which list the size and nature of the business, and 2) a similar categorization performed by the waste removal firm BFI. Both sources were very close in the tally of business types and sizes. The table on the following page shows the various land uses and their corresponding square footage. The table shows the city broken into three land use zones: north of Heber Avenue, between 5th Street and Heber Avenue, and south of 5th Street. This was done in an effort to determine where the parking shortage was most critical.

Land Use Summary

Land Use	South of		Between		North of		Total
	5th Street	%	& Heber	%	Heber Ave.	%	
Bank	0	0%	914	35%	1,700	65%	2,614
Hotel	61,100	23%	37,700	14%	169,000	63%	267,800
Medical Office	550	25%	0	0%	1,660	75%	2,210
Office	72,100	68%	26,292	25%	7,680	7%	106,072
Restaurant	86,137	52%	42,458	26%	36,990	22%	165,585
Retail	79,681	48%	54,287	33%	31,516	19%	165,484
Warehouse	1,970	88%	267	12%	0	0%	2,237
Total Square Feet	301,538	42%	161,918	23%	248,546	35%	712,001

The second step was iterative in nature and involved determining parking generation rates that could be applied to the land uses determined in the first step. Since data were available on parking utilization for public facilities, it was possible to use the parking utilization as a partial check on the parking demand calculations. (Parking utilization values show the met parking demand, but don't indicate the latent demand, i.e., those that would park if parking were available. Furthermore, data was not available on private parking spaces that account for approximately 44 percent of the Old Town parking supply. Thus, the data provided only a partial check.) It was assumed that private parking utilization was similar to public parking utilization.

Peak parking generation rates were derived from the Institute of Transportation Engineers (ITE) publication, *Parking Generation*; the Urban Land Institute (ULI) publication, *Shared Parking*; and from other studies performed by Wilbur Smith Associates in other resorts communities. Because of the mix of land uses and relatively dense development in Old Town, adjustments were made to the parking demand calculations to account for use of transit, walking trips, trips that had multiple purposes (e.g., restaurant trip that also involved shopping), and captive market trips (e.g., employee having lunch at a restaurant or shopping during the lunch hour, hotel patron walking down the street for dinner, etc.).

Using the above rates and factors, peak parking demand was determined. In general, peak parking demand represents the demand during winter weekend evenings (say Friday and Saturday nights).

The parking generation rates and other factors derived in the above work are useful from three primary perspectives:

1. The methodology of using parking generation rates enables further analysis of parking demand for future land uses and thus is an excellent planning tool;

2. Similarly, the use of parking generation rates allows analysis of various subdivisions of Old Town; and
3. The methodology provides insight to what type of parking is needed such as long-term employee parking, short-term retail parking, etc.

Calculated Parking Shortage

Using the above methodology, the existing parking shortage in Old Town is in the range of 324 to 412 spaces. Virtually all of this unmet demand is south (up hill) of Heber Avenue. The unmet demand is fairly homogeneous block-by-block south of Heber Avenue. This shows that the newer developments north of Heber Avenue have done a good job of meeting their own demand. The table below shows the number of parking spaces compared to the range of estimated demand for parking and the resulting range of parking spaces shortage.

Estimated Parking Demand and Shortage

	Public Spaces	Private Spaces	Total Spaces	Estimated Demand ¹			Estimated Parking Shortage		
North of Heber	24	579	603	592	-	616	-11	-	13
Between 5th & Heber	288	99	387	542	-	564	155	-	177
South of 5th	704	125	829	1,009	-	1,051	180	-	222
Total	1,016	803	1,819	2,143	-	2,231	324	-	412

¹Estimated demand has been adjusted up to take into account the 88% practical capacity.

Chapter 2

PARKING SUPPLY ENHANCEMENTS

It is desirable to explore all of the low cost parking improvements before making a large financial commitment to a parking structure. There are several parking enhancements possible to the existing parking supply within the Park City Historic District for relatively low cost. These enhancements can be separated into three types of changes: on-street, off-street, and access. The figure on the following page shows the approximate location of the on and off-street enhancements. Each of these is discussed in more detail in the following sections.

For any new spaces added, it will be important to decide whether or not they will be metered. If the new spaces are not metered they will presumably be signed as a two-hour zone. This decision has a large impact on the cost of the spaces. Additional “Pay and Display” meters cost about \$9,000 each. In the descriptions of the individual enhancements that follow, estimated costs will be presented both with and without parking meters.

ON-STREET ENHANCEMENTS

The on-street enhancements are generally the addition of on-street parking where it is currently prohibited. There is also a discussion of modifying the spaces on Main Street from parallel to angle parking. Each individual location is described in below.

Upper Swede Alley (South End)

There is currently no on-street parking on upper Swede Alley and there may be an opportunity to add a few spaces in this location. Generally, on-street parking on Swede Alley is probably not a good idea with the heavy traffic volumes, particularly between the China Bridge Parking Garage and SR-224. However, between China Bridge and the Brew Pub Lot there may be an opportunity for 5-6 spaces on the west side of the street.



The street is about 32 feet wide in this location plus gutters. This means that a parked vehicle would take up no more than seven feet of this width leaving at least 25 feet for traveling vehicles. These spaces would also be against the buildings so they might need to be signed as delivery spaces during the morning and early afternoon and public spaces in the late afternoon and evening. The base cost would be low for this option with the simple items being the repainting of the curb and the changing of signs. The majority of the cost would be in the installation of a “Pay and Display” meter to service this area, since there no other ones close by. Obviously, the cost for these spaces would be significantly reduced if the city were to make these free spaces.

Parking Space Gain: 5-6

Cost (w/ Meter): \$9,500

Cost (w/o Meter): \$500

Heber Avenue

Currently there are seven on-street parking spaces on Heber Avenue. They are all located on the block between Main Street and Swede Alley. Five of the spaces are on the north side of street in a section of the street that has been widened to accommodate them, while the other two are on the south side of the street and are signed as delivery spaces during the day. The five spaces on the north side are signed as free two hour parking. There may be an opportunity to provide an additional 3-4 spaces to the east of the existing spaces on the south side of this same block as well as 4-5 spaces on the block between Park Avenue and Main Street.



The street is about 32 feet wide in this location plus gutters. This means that a parked vehicle would take up no more than seven feet of this width leaving at least 25 feet for traveling vehicles. On the block between Park Avenue and Main Street the new parking could be on either side of the street, depending on which the city prefers. If it were on the north side it would generally be easier to access for vehicles entering downtown from SR-224 while parking on the south side would be more consistent with the block between Main Street and Swede Alley. On both blocks it would be important to end the parking zone about 30 feet in front of the stop sign to allow for adequate sight distance. The base cost would be low for this option with the simple items being the repainting of the curb and the changing of signs. The majority of the cost would be in the installation of up to two “Pay and Display” meters to service this area. This would also allow the existing free spaces to be converted to pay spaces, which is more in character with their proximity to Main Street. Obviously, the cost for these spaces would be significantly reduced if the city were to continue to have free parking on Heber Avenue.

Parking Space Gain: 7-9

Cost (w/ Meter): \$18,700

Cost (w/o Meter): \$700

Lower Main Street (North End)

There is a section of Main Street between 7th Street and Heber Avenue that does not have any on-street parking. The road is narrower through this segment than it is along the rest of the road, however it would be possible to provide 6-7 spaces of on-street parking along one side of the road.

The street is about 32 feet wide in this location plus gutters. This means that a parked vehicle would take up no more than seven feet of this width leaving at least 25 feet for traveling vehicles. The new parking could be on either side of the street, depending on which the city prefers. Each side has one driveway to be worked around, although parking on the east side would more easily line up with existing parking north of this location. The base cost would be fairly low for this option with the simple items being the repainting of the curb and the changing of signs. The majority of the cost would be in the installation of a “Pay and Display” meter to service this area. Obviously, the cost for these spaces would be significantly reduced if the city were to make these free spaces.



Parking Space Gain: 6-7

Cost (w/ Meter): \$9,500

Cost (w/o Meter): \$500

Lower Park Avenue

On the east side of Park Avenue just north of 7th Street there is a section of the road where on-street parking is prohibited. It may be possible to install 4-5 spaces in this area. There is already on-street parking north of this location so it would simply be a matter of extending the parking zone past the existing to the south closer to the intersection. It is important to keep a clear zone near the intersection since buses regularly make the right turn from Heber Avenue to Park Avenue and need some extra space to safely complete their maneuver.



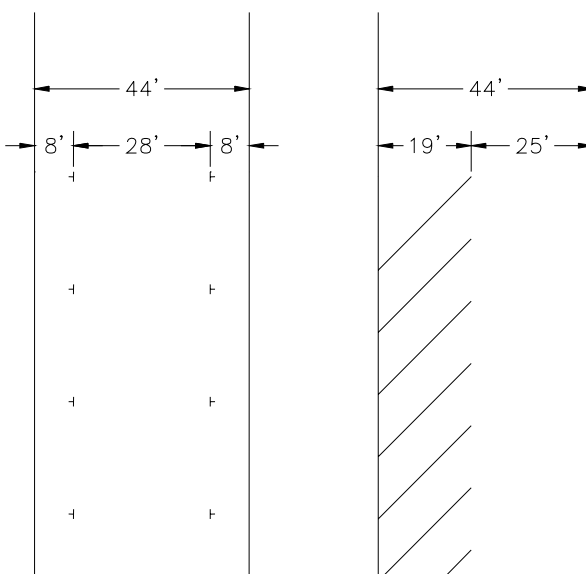
Since on-street parking on Park Avenue in this area is free for two hours, it makes sense that any additional spaces also be free. This makes this a very low cost option since there is no need to install a “Pay and Display” meter. The only costs would be for the repainting of the curb and installation of some signs.

Parking Space Gain: 4-5

Cost: \$400

Main Street Angle Parking

There has been a great deal of discussion regarding the conversion of the parallel parking spaces on Main Street to angle parking spaces. The reasoning is that since angles parking spaces take up less length than parallel spaces more of them can fit into the same space. While this is true, the problem on Main Street has always been the width of the road. As shown in the figure to the right, Main Street is generally 40 feet wide plus 4 feet for the gutter pans. Parallel parking typically takes up about 8 feet on either side of the road leaving 28 feet for travel lanes. When angle parking is added to one side of the road it requires about 19 feet, which leaves about 25 feet for travel lanes, reducing their width by a total of 3 feet. Typical travel lanes are 12 feet wide, which means that 24 feet are required as a minimum to accommodate traffic.



The difficulty arises when trying to accommodate freight delivery on Main Street. Currently it is common practice for delivery vehicles to double park on Main Street while making deliveries. The current configuration provides a little extra room that allows traveling vehicles to move around the parked vehicle without encroaching too much into oncoming traffic. With the reduced travel lane widths of angle parking there would be less room to make this maneuver, which increases the encroachment and the corresponding safety hazard.

The primary reason why angle parking has never been implemented on Main Street is because it actually results in a net loss of parking spaces. Currently there are 182 spaces on Main Street, 81 on the west side and 101 on the east side. If angle parking were to be installed, it would be possible to get between 126 to 140 spaces on the street. This results in an actual loss of at least 42 spaces.

The only way by which there is an increase in spaces is if Main Street is converted to a one-way street with parallel parking on one side and angle parking on the other. However, businesses are generally reluctant to accept one-way streets since the sentiment is that it reduces visibility and increases frustration. A one-way street would also exacerbate the safety concerns with freight vehicles blocking the road, since there would not be an oncoming lane to utilize for passing.

OFF-STREET ENHANCEMENTS

There are a few possible enhancements to off-street parking that are available, although not many, since similar recommendations from previous studies have already been implemented. It is important to remember that property easement costs are not included in cost estimates for new parking and may have a significant impact in project costs. Individual enhancements are described below.

Upper Main Street Lot

On the south end of Main Street there is a vacant lot that is fairly level on the Main Street side. It may be possible to allow perpendicular parking in this location. The area would probably accommodate 10 parking spaces.

There would be some costs associated with developing these spaces. The curb, gutter, and sidewalk in this location would need to be reconstructed to allow vehicle access along the length of the site. The site itself would also need to be graded so that it is level enough for vehicle parking. It would also need to be either paved or covered with road base to provide a decent parking surface. The cost estimate assumes that the lot is paved. The unknown cost is the obtaining of an easement to use the property from the current property owner. It is also likely that a “Pay and Display” meter would be necessary in this location. There is an existing meter across the street, but it may not be feasible to require people to cross the street twice to pay for their parking. Obviously, the cost for these spaces would be significantly reduced if the city were to make these free spaces.



Parking Space Gain: 10

Cost (w/ Meter): \$18,800

Cost (w/o Meter): \$9,800

Upper Swede Alley Lot

There is a narrow vacant lot between Main Street and Swede Alley that is accessible from Swede Alley. The possibility exists to grade this lot and allow parking. However, this lot presents some challenges. Because it is so narrow the spaces would probably need to be for angle parking. This means that vehicles would need to back out all of the way out of the lot and onto Swede Alley, which is a safety concern. The lot could probably accommodate 7 vehicles, however there is currently room for 3 vehicles to park across the entrance to the lot, which results in a net addition of 4 spaces.



There would be some costs associated with developing these spaces. There is a need for a minimal amount of grading to ensure that the site is level enough for parking. It would also need

to be either paved or covered with road base to provide a decent parking surface. The cost estimate assumes that the lot is paved. It may also be advisable to build some stairs next to Main Street to allow people to immediately access Main Street without having to go out to Swede Alley. The unknown cost is the obtaining of an easement to use the property from the current property owner. It may be necessary to provide a “Pay and Display” meter in this location. There are existing meters up on Main Street that may be utilized or if the Upper Swede Alley on-street spaces that were mentioned in the previous section were installed there may be a meter associated with them that could also service this lot. Obviously, the cost for these spaces would be significantly reduced if the city were to make these free spaces.

Parking Space Gain: 4

Cost (w/ Meter): \$18,800

Cost (w/o Meter): \$9,800

Narrower Parking Stall Widths

Parking stalls in the city are typically 9 feet wide. In certain locations it is possible to reduce the width of the stalls to 8½ feet, which can result in additional spaces. The limiting factor to its applicability is that it is necessary that there be 17 spaces in a row that can all be modified to pick up an 18th space. This condition only exists in two locations within the city. The first is along Swede Alley and in the Swede Alley lots. It is possible to gain 4 additional spaces in this area. The second is in the Sandridge Lots. It is also possible to gain 4 spaces here as well. Only the 17 current spaces in each location need be changed, while all other spaces can remain at 9 feet. One of the drawbacks to these spaces is that it is more difficult to park the larger SUV vehicles in the smaller spaces, which may result in more accidents or “door dings.” While these narrower spaces could be signed for smaller vehicles, it probably wouldn’t make much difference in what type of vehicle parked there.

Another option may be taking these locations and just adding one more space to the entire length of the row. By adjusting all of the spaces, the average space width can be increased. For example, if there are currently 27 spaces in a row at an average width of 9 feet, they can all be narrowed to allow 28 spaces at an average width of 8 feet 8 inches. This provides a slightly wider space than just adjusting the minimum 17 spaces.

The cost for this option would be quite low. It is simply a matter of removing or painting over the existing striping and then restriping at the new width.

Parking Space Gain: 8

Cost: \$3,800

Town Lift Garage Sharing

The Town Lift parking garage has about 164 total spaces. Of these spaces, 23 are in a gated area reserved for residents, 27 are reserved for customers of Town Lift businesses, and 114 are available to the public. Based on Wilbur Smith Associates field observations, the Town Lift garage seems to be under utilized. Granted, WSA observations took place in the early fall and the garage may be more fully utilized during the peak season. If it is determined that the garage

is routinely under utilized, Park City may wish to make an arrangement with the garage owners to operate the spaces. This would be similar to the arrangement in the Gateway Center, where about half of the parking spaces are operated by the city. If the city were to manage these spaces they may be able to more effectively market them by including them on city parking maps and on the city web site.



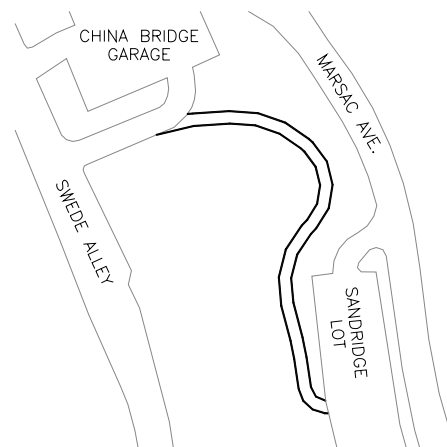
The costs associated with the management of these spaces would primarily consist of purchasing additional “Pay and Display” meters for the garage, which would probably require 3 or 4 meters or \$27,000 to 36,000. Unknown costs would be those necessary to work out an arrangement with the garage owners.

ACCESS ENHANCEMENTS

The Sandridge Lots on upper Marsac Avenue are under utilized. This is primarily because of their distance from Main Street and their relative inaccessibility from Swede Alley. This section looks at improving both vehicular and pedestrian access to these lots.

Vehicular Access

It is very difficult to gain vehicular access to the Sandridge Lots from Swede Alley. There is approximately 40 feet of elevation difference between the lower Sandridge Lot and upper Swede Alley. It is possible to design a narrow one-way road that would provide direct access from Swede Alley to the lower Sandridge Lot as shown in the figure to the right. This road is about 380 feet long, which means that the average grade on the road would be about 10.5%, which is quite steep, particularly considering the winter conditions when the road would be most heavily utilized. The road would require extensive retaining walls and guardrails for safety. The road would also displace the existing walkway through the area, which could either be replaced or the road could also function as the walkway, which would obviously present a challenge when ascending vehicles cross descending pedestrians. The roadway could also be made wide enough to accommodate pedestrians. This would increase the construction cost of the road since larger retaining walls would be required. It would also be possible to build a shorter walkway using more stairs and fewer ramps.



It is difficult to estimate the costs for such a roadway without accurate survey information. A rough guess would be about \$300,000, which is more than the Sandridge Lots themselves cost to

build. Presumably, this money could be better spent on additional parking and enhancing pedestrian access. Additional information on vehicular access to the Sandridge Lots can be found in Chapter 3 – Parking Garage Concepts.

Pedestrian Access

There is currently a pedestrian path from each of the Sandridge Lots to Swede Alley. While these paths are adequate, it is possible to improve each to make them more attractive to users. A big issue for these paths is improving the lighting along the path. Additional lighting increases the safety and attractiveness



of the pathway. There is some lighting along both paths, but it is generally widely spaced and mounted quite high in the air. Some of the lights on the path from the upper lot are actually above the trees, as shown in the photo to the right, which means that little light actually gets down to the path. It may be desirable to provide new lighting. This lighting could have a closer spacing between lights with shorter pole lengths, which would keep the light below the trees. These new lights could be in the same historic style as those currently in use in the Sandridge Lots, as shown in the photo to the left.



Another way to improve the character of the pedestrian paths may be to add some street furniture to the route. This is a bit of a challenge given the slopes along the paths, but it is possible. Adding a bench or two could be of value to those who lack the stamina for the climb up to the lots, while creating a comfortable atmosphere for all users. In addition to benches it may be possible to incorporate some public art into these “rest areas.”

The path to the lower lot is difficult to walk due to the spacing of the steps. Some of the steps are spaced in such a way that it is difficult to traverse them using a natural gait. One must take smaller or larger steps, which is awkward and uncomfortable. These same steps are made from wood boxes filled in with road base. Over time some of this road base has washed away creating lips on each step. These lips present a safety hazard as they may cause tripping. They also add to the difficulty in traversing the pathway. It would be desirable to replace these steps with concrete ones and to construct them in such a way that they are much more comfortable to use.



The path to the upper lot has the challenge of going through dense trees and bushes. This foliage encroaches on the path creating a tunnel-like feel, which is not a real safe feeling. It is important to keep trees and bushes out of the path and to ensure that there is adequate visibility both to and



from the path. For example, there is currently a large tree growing right across the path that causes users to have to duck to get past it, as shown in the photo to the left. Presumably, this tree is very important to somebody, but it creates a hazard is difficult to pass, and should be removed. The pathway should probably be trimmed so that it is possible to see both the sky and the street from the path. This, in conjunction with improved lighting should create a better feeling of safety and comfort for the users.

Chapter 3

PARKING GARAGE CONCEPTS

In the Historic Park City Transportation and Parking Plan performed by Wilbur Smith Associates in 1995-1996, a potential parking garage site was identified just north of the existing China Bridge Garage on Swede Alley. The rationale was that a new structure that joined with the existing structure would be able to provide the internal circulation that the current garage lacks. This study examines in more detail the different types and sizes of potential parking structures and ramping systems.

Three parking structure concepts were developed as three separate phases that could each build on the prior phase. This system allows for the construction of smaller pieces spreading the total cost out over time. Each alternative is discussed in more detail in the subsequent sections followed by information regarding architectural concepts and cost estimates.

SCHEME A

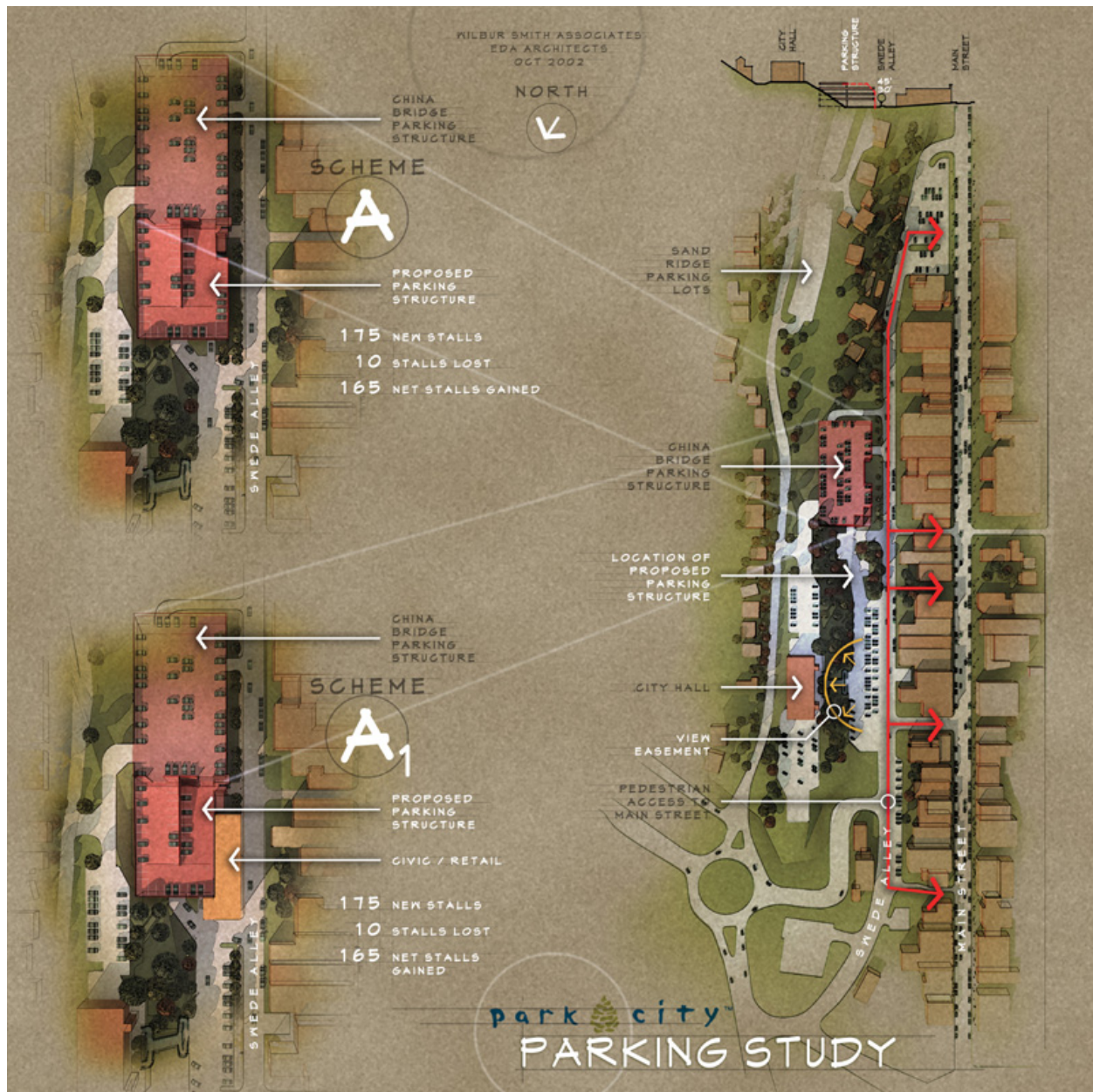
Scheme A represents the minimum structure that can be built on the proposed site. This alternative provides the necessary ramping for circulation within the combined structure. The proposed structure would be a rectangular helix with sloping floors that would rise one-half story on each side requiring $3\frac{1}{2}$ complete revolutions to reach the top. The garage would be entered from the north side into the back half of the garage. The sloping floor would travel upwards at a 5% slope to meet the first floor of the existing garage. A vehicle would then make a 180° right turn to enter the sloping floor on the front half of the garage. This floor would then rise another half story at a 5% slope before another 180° would be necessary. The garage would continue in this pattern, servicing each floor, until reaching the fourth level of the existing garage. Each floor would have perpendicular parking on both sides of the travel aisle. This concept creates three levels in the front half of the garage and four levels in the back half.

A benefit to constructing a ramping system is that it allows vehicles to enter the garage from Swede Alley and exit onto Marsac Avenue. This means that if a vehicle enters the garage only to find that it is full, they can be directed to the nearby Sandridge Lots by exiting onto Marsac Avenue. This makes it easy for the Sandridge Lots to serve as an overflow for the parking garage, thereby increasing the utilization of those lots.

The advantage to this scheme is that it provides internal circulation to the China Bridge Garage, thereby making it more efficient, while providing new parking spaces at the same time. This scheme results in a net addition of approximately 165 spaces. The figure on the following page illustrates the Scheme A and A₁ concepts.

Scheme A₁

This alternative is a variation on Scheme A with the difference being the addition of approximately 10,000 square feet of space on two stories to be used for retail or civic uses. This



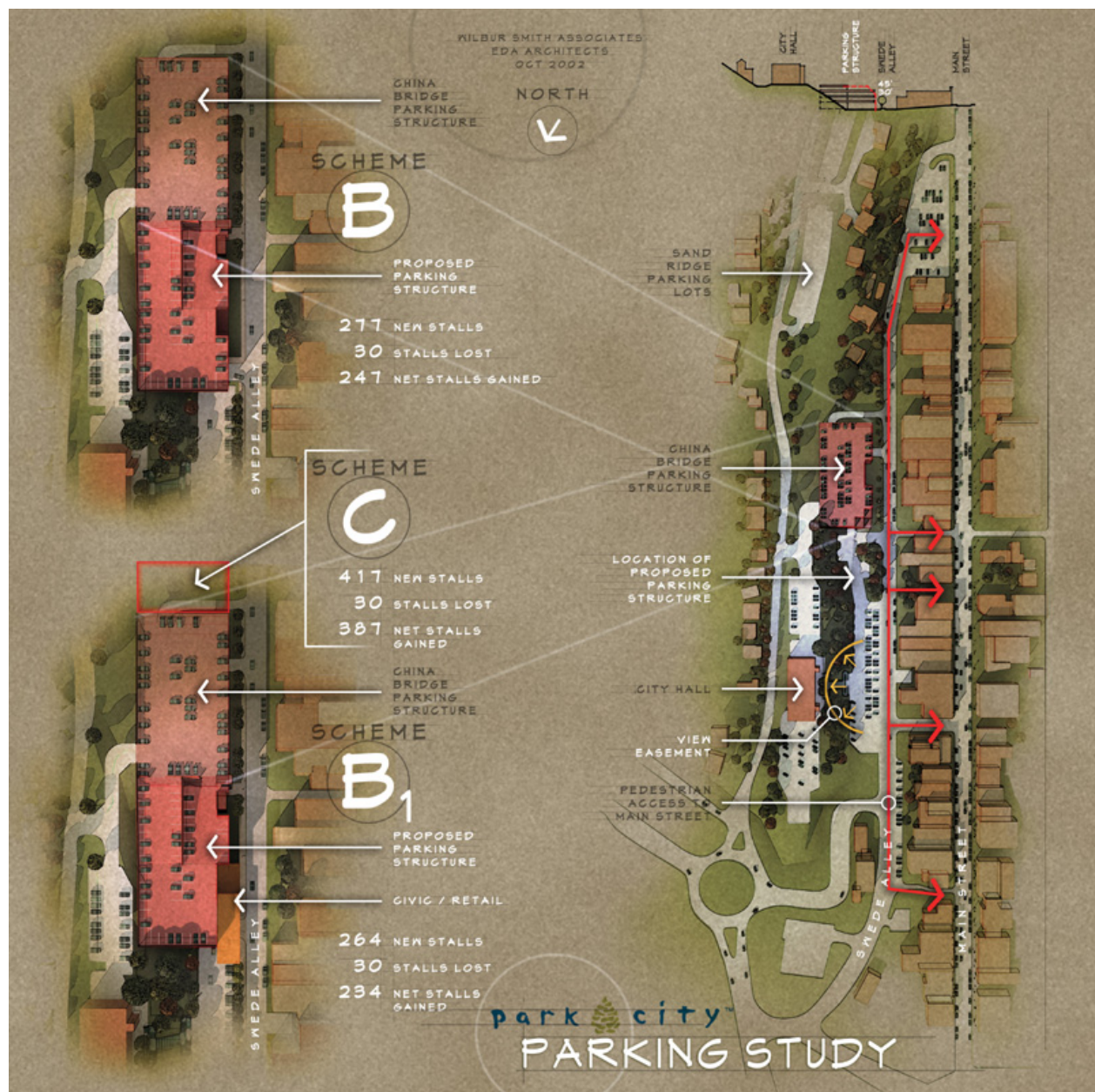
space would be located in the front of the garage and wrap around the corner to the north side. The first row of parking on two levels would be lost. The space would also extend further out towards the street, breaking up the front of the garage.

This retail/civic space serves two purposes. First, it can help break up the building architecturally and serves to conceal some of the large mass that is a parking garage. Second, the space can serve as a source of additional revenue for the construction and operation of the parking garage. The fire department is in need of additional office space, a need that could be filled through this structure. They also have impact fees that they have collected that could be used to pay for their portion of the structure. Retail space would collect rent that could be used to pay off bonds or to finance ongoing maintenance. Either option or a combination of the two would be of benefit to the city.

This scheme would result in a reduction of new parking spaces compared to Scheme A with the new total net addition being about 152 spaces.

SCHEME B

Scheme B is an addition to Scheme A. It proposes to add on to the new ramping system developed in Scheme A with four flat parking levels extending out to the north. The elevation of these new floors would all be half a story lower than the corresponding floor in the existing China Bridge Garage. Theoretically, this new garage could extend to the north for hundreds of feet, but that is inadvisable due to the impact on the view of City Hall on Marsac Avenue. For



this reason, the proposed structure would end approximately 50 feet from the south end of City Hall. This would preserve the view of this historic building.

This scheme simply adds more parking to that in Scheme A and may be done in junction with Scheme A or at a later date. This scheme results in a net addition of approximately 247 spaces including those developed in Scheme A. The net parking addition due to Scheme B alone is approximately 82 spaces. The figure on the previous page illustrates the Scheme B, B₁, and C concepts.

Scheme B₁

This alternative is identical to Scheme A₁ in that approximately 10,000 square feet of retail/civic spaces would be added to the structure to break up the box of the garage, to hide the mass of the garage, and to provide revenue for the construction and maintenance of the garage. This scheme could be done with Scheme A₁ if Scheme A₁ was done first and Scheme B₁ was to follow several years later. This would result in a total of approximately 15,000 square feet of retail/civic space and would require the demolition of some of the retail/civic space in A₁ during construction.

This scheme would result in a reduction of new parking spaces compared to Scheme B with the new total net addition being about 234 spaces. The net parking addition due to Scheme B₁ alone is approximately 69 spaces.

SCHEME C

This scheme was developed to provide the total number of parking spaces that were estimated to be required as described in Chapter 1. This scheme calls for the addition of a structure on the south side of the China Bridge. This structure would have four flat levels that would match those on the existing garage. This scheme would need to be built after or in conjunction with Scheme A, but could be done before Scheme B. This scheme would result in a net new addition of approximately 387 spaces including those from Schemes A and B. The net parking addition due to Scheme C alone is approximately 140 spaces.

ARCHITECTURAL CONCEPTS

The proposed location of the parking additions to the China Bridge structure will be subject to the design guidelines that are included in the HCB district. The parking schemes described above can and should follow those guidelines.

The guidelines identify a building “envelope” that limits building heights along Swede Alley. The guidelines also deal with building massing, materials and architectural character. The inclusion of retail/civic type space as identified in the options discussed earlier creates a better opportunity to architecturally respond to the otherwise cumbersome massing often associated with parking structures. That is not to say that the parking schemes with no retail frontage could not comply with HCB district design guidelines, it’s just that they will have to be approached skillfully and thoughtfully. The parking structure with the adjoined retail arguably establishes a more pedestrian friendly “streetwall” and contributes more to the overall experience of Main Street and it’s surrounds. Additionally, thought should be given to a modest architectural façade

upgrade to China Bridge. If any of the parking structure options are initiated it would be relatively simple to “borrow” some of the new design elements and incorporate them into China Bridge.

For the residents that live on the east side of Marsac Avenue, on the hill, the view looking down onto the top floor of any parking structure is somewhat problematic. Consideration could be given to creating some paving and or paving patterns on the parking surface of the top parking level. Landscaping, including small trees could also be integrated into a “plaza” like parking surface on the top floor of China Bridge and to any additions to it as well.

ESTIMATED COSTS

The construction of any of the parking garage concepts is an expensive undertaking. Each requires the excavation of a significant quantity of soil, which will be contaminated and need to be treated. The table below shows the estimated construction cost for each of the parking garage schemes. It is important to note that each of the prices is stand alone and not cumulative.

<i>Estimated Construction Costs</i>		
	Base	Retail/Civic
Scheme A	\$2,705,556	\$3,071,228
Scheme B	\$1,432,715	\$1,798,387
Scheme C	\$978,879	

CONCLUSION

There is a parking shortage of an estimated 324 to 412 spaces within the Old Town Park City area. This shortage occurs during the evening hours from December to March. The potential enhancements to the existing parking supply are not enough to meet this need. If it is determined that the need should be met, an additional parking structure will be required. The Scheme A or A₁ scenario provides a great deal of benefit.

Before making a large financial commitment, it would be wise to make absolutely certain that the garage is needed. There are two things that can be done in an effort to ensure that this is really the case. First, conduct a small utilization study of the private spaces. This study has assumed that the utilization of private spaces mirrors that of the public spaces, but that may not be entirely true. It is a fairly simple exercise to monitor the occupancy of these facilities during a couple of evenings in the peak winter season. If these spaces are not fully utilized, there may be things that can be done to improve that. Second, conduct a statistically valid parking survey of both residents and guests to find out what the actual latent demand may be and to gauge the impact of paid parking. This will allow the city to find out how many people are being kept away by lack of parking or paid parking. These two surveys will allow the city to quantify the actual need for a parking structure.

Appendix 3 – Consolidated Project Listing

Council Agenda Item Report

Meeting Date: March 17, 2022

Submitted by: Michelle Kellogg

Submitting Department: Recreation

Item Type: Staff Report

Agenda Section: CONSENT AGENDA

Subject:

Request to Authorize the City Manager to Enter into a Professional Services Agreement with VCBO in an Amount Not to Exceed \$66,000 for PC MARC Conceptual Design and Cost Estimate and for Master Planning of the Park City Sports Complex

Suggested Action:

Attachments:

[Master Plan Staff Report](#)

[Exhibit A: VCBO Proposal](#)

[Exhibit B: VCBO Fee Proposal](#)



City Council Staff Report

Subject: PC MARC & Park City Sports Complex
Author: Ken Fisher, Recreation Director
Department: Recreation Department
Date: March 17, 2022
Type of Item: Administrative – Contract Approval

Recommendation

Authorize the City Manager to enter into a Design Professional Services agreement with VCBO, for design services for PC MARC and PC Sports Complex Master Plan, not to exceed **\$66,000** in a form approved by the City Attorney.

Analysis

- On November 18, 2021, the Recreation team presented to City Council on current court usage for tennis and pickleball at the PC MARC along with a discussion on potential future pickleball facilities.
 - [Staff Report](#)
 - [Minutes](#)
- On January 27, 2022, recreation staff presented to City Council on issuing a Request for Proposal (RFP) for the potential design and expansion of the PC MARC and developing a master plan for the Park City Sports Complex (PCSC).
 - [Staff Report](#)
 - [Minutes](#)
- The proposed scope also included an evaluation of the existing outdoor aquatics facilities and exploration of a structure other than a bubble for three outdoor tennis courts.
- The [RFP](#) was issued on February 2, 2022, and submittals due February 22, 2022. Staff advertised the project in the Park Record on February 5th and 9th, in the Salt Lake Tribune on February 6th and 9th, the Deseret News on February 4th and 11th, the Utah Legal Notices website, and the City's website.
- The selection was based on the following criteria:
 - Evidence of team's ability to perform the required services;
 - Qualifications/expertise of the key personnel on the team;
 - Past performance and record of successful completion of similar work;
 - Evidence of availability of staffing to begin immediately upon award of Contract; and

- Proposed Fee Schedule.
- One proposal was received- VCBO Architecture.
- A selection committee consisted of Ken Fisher, PCMC; Matt Twombly, PCMC; Kraig Moyes, Recreation Advisory Board; Meg Steele, Recreation Advisory Board and Elaine Murray, Park City Pickleball Club. The selection committee reviewed VCBO's proposal and was unanimously supportive of VCBO.
- VCBO has a long history of working on public recreation facilities in the Intermountain West. VCBO previously designed the existing leisure pool in 2003, completed a Feasibility Study for the Park City Racquet Club in 2008, and was the architect for the PC MARC renovation completed in 2011.

Funding Source

There is sufficient funding in CIP cp03664 Master Plan for Recreation Amenities to cover \$66,000.

Attachments

Exhibit A: VCBO Proposal

Exhibit B: VCBO Fee Proposal



PC MARC EXPANSION & PARK CITY SPORTS COMPLEX MASTER PLAN

Architectural Services Proposal
for Park City Municipal Corporation
February 21, 2022



February 21, 2022

Ken Fisher
Recreation Director
Park City Municipal Corporation
ken@parkcity.org

PRINCIPALS

Niels E. Valentiner, AIA
Brent R. Tippetts, AIA
Jeanne Jackson, FAIA
Derek T. Payne, AIA
Vern Latham, AIA
Jeffery L. Pinegar, AIA
David S. Cox, AIA
Celestia R. Carson, AIA
Alex Booth, AIA
Nathan H. Leavitt, AIA
Whitney M. Ward, AIA
Philip M. Haderlie, AIA
Pablo Gotay, AIA

ASSOCIATE PRINCIPALS

Julia Oderda, AIA
Marilee Vincencio, NCIDQ
Breanna Bonsavage, AIA
Dan Hagerman, AIA, CSI
Coreen Crouch, NCIDQ
Michael Rail, AIA
Carlos Liñan, LEED AP

ASSOCIATES

Karen M. Ferguson
Todd Braun
Brian Peterson
Joseph Voitehovich
Michael Ririe
Levi Lloyd, AIA
Lissa Ericson, NCIDQ
Nancy McKendrick, NCIDQ
Lorianne Bisping, AIA
Casey Sinner, AIA
Kai Ton
Mallory Platt, AIA
Hokulani Ching, AIA

CHIEF OPERATING OFFICER

Melissa Wood

CONTROLLER

Elizabeth Stincelli, DM

PRINCIPAL EMERITUS

Steve Crane, FAIA
Peter R. Brunjes, AIA
Sean Onyon, AIA
Boyd McAllister, AIA

RE: PC MARC Expansion & Park City Sports Complex Master Plan

Dear Mr. Fisher:

On behalf of VCBO Architecture, it is my privilege to present our proposal for your review. I am confident that you will find in the following pages evidence that our familiarity with the Park City MARC and our value to the Park City Community are unprecedented.

As you are aware, we designed the MARC as well as the outdoor recreation pool. I was personally the lead on these projects and I am proud of the design and how it fits within the unique Park City architectural genre. We are also quite familiar with Quinn's Junction Sports Complex and would welcome the chance to explore future opportunities that would carry the complex well into the future. VCBO Architecture is a leader in the planning and design of both sports and recreation and have master planned countless similar facilities.

Our proposed team has dedicated our architectural careers to community and civic projects, and we bring an unparalleled understanding of the needs associated with recreation and sports facilities.

One of the key offerings that our team brings to the Park City project is our approach and expertise in community engagement. Whitney Ward is our specialist in public engagement and is uniquely qualified to lead this effort. **Whitney provides a passionate, involved and fun approach to engaging the public in the planning process.** She has facilitated dozens of community surveys and led a multitude of public outreach campaigns associated with planning and development. I am

confident that you will find her a valuable asset in the planning efforts for the Park City MARC and Sports Complex Master Plan.

After you have reviewed the attached information, I am confident that you will recognize that we have assembled the most comprehensive planning team. We think that it is important that there be a solid understanding of both the local and national recreation market. With VCBO's national, Utah and Summit County specific experience you can be confident that we will be able to provide the most comprehensive understanding of what improvements/changes would best benefit Park City and surrounding Communities.

One final point I will share ... **for our team this is not just another project, we are passionate about sports and recreation facilities, that is what we do and this is who we are!**

I invite you to review our qualifications, contact our past clients, and rest assured that you would be well served by selecting VCBO.

Respectfully,

Brent Tippetts, AIA
Principal | VCBO Architecture
btippetts@vcbo.com | 801 575 8800

Table of Contents

About VCBO	1
Experience & Capability	2
Key Team Members	6
Relevant Project Experience	9
References	10
Familiarity with PC MARC	16
Familiarity with PCMC	16



About VCBO

For nearly 50 years, VCBO Architecture has delivered impeccable design, innovation, and dedication to our clients. As a top five Intermountain Region architecture firm, we actively contribute to the built environment through meaningful projects. Our focus on people extends from the heart of our offices to the spaces we create—where people gather to live, learn, work, and play.

Our mission is to “create environments that enhance life.” We have a dedicated team of recreation facility planners, architects, designers, and interior designers who work together seamlessly to continuously improve our designs, processes, and client services. We also leverage knowledgeable consultants with specialized national experience to both enhance our team and support each project’s unique requirements.

Our staff of 95+ professionals is committed to excellence and prepared to go above and beyond to meet and exceed Park City Municipal Corporation’s expectations.

VCBO Architecture

524 South 600 East
Salt Lake City, UT 84102
www.vcbo.com

Brent Tippetts, AIA

Principal in Charge
801 575 8800
btippetts@vcbo.com

Notice: this certificate must be posted in a conspicuous place

SALT LAKE CITY CORPORATION

CITY I.D. Number LIC1979-01338 (54131)

This is to certify that the herein name, having complied with the ordinance in force, related to licenses, is hereby licensed to transact the business of:

ARCHITECTURAL SERVICES

COMMERCIAL LICENSE	1
EMPLOYEES - FULL TIME	89
MISC SERVICES	1
FREIGHT PARKING PERMIT	1

Commencing Feb 01, 2022
and Ending Jan 31, 2023

Within Salt Lake City, Utah at the address indicated below:
VALENTINER CRANE BRUNJES ONYON
524 S 600 E
Salt Lake, UT 84102-2710

In Testimony Whereof, I have hereunto set my hand:

Attest: *Erin M. Mansell*

Brent Tippetts



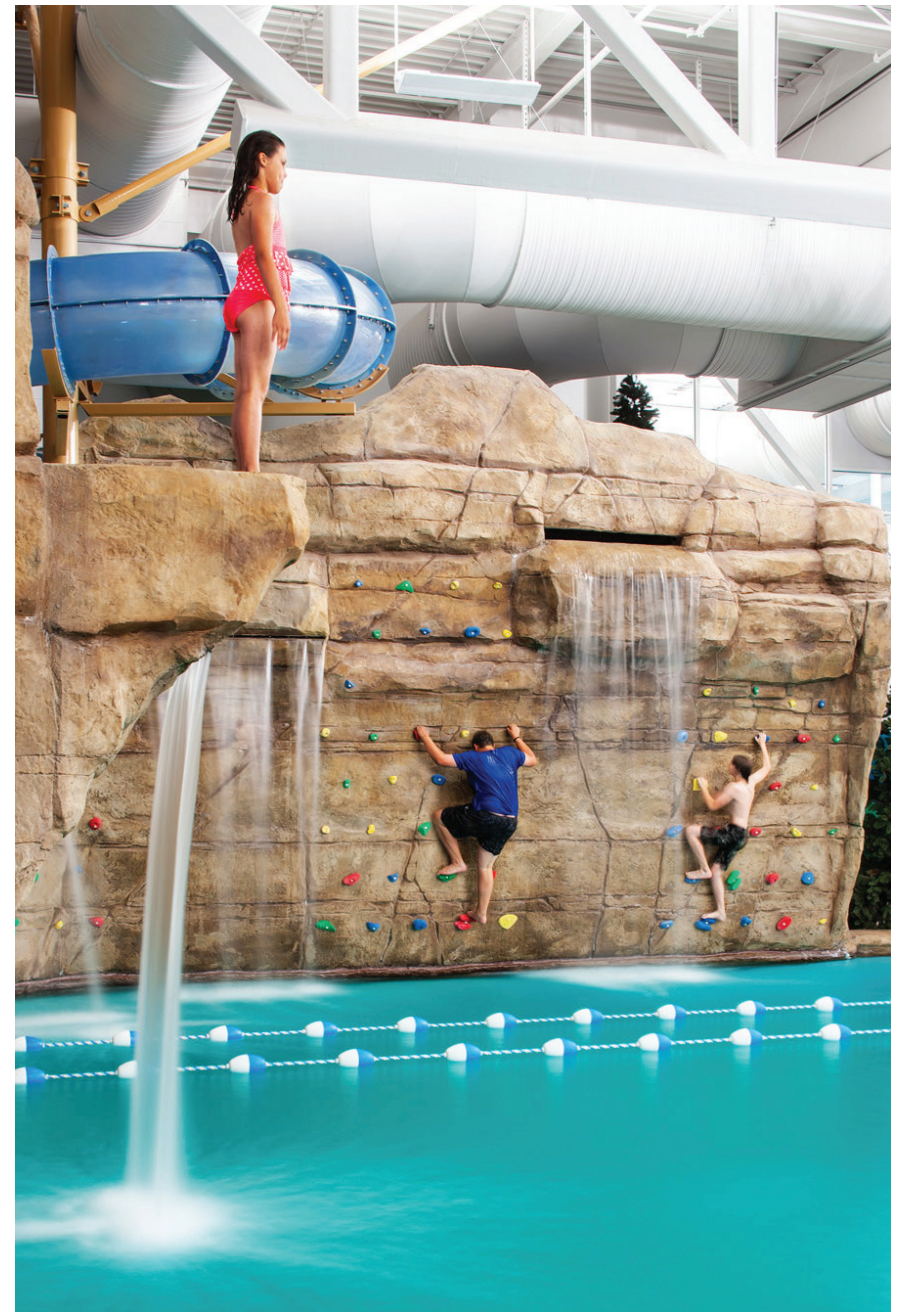
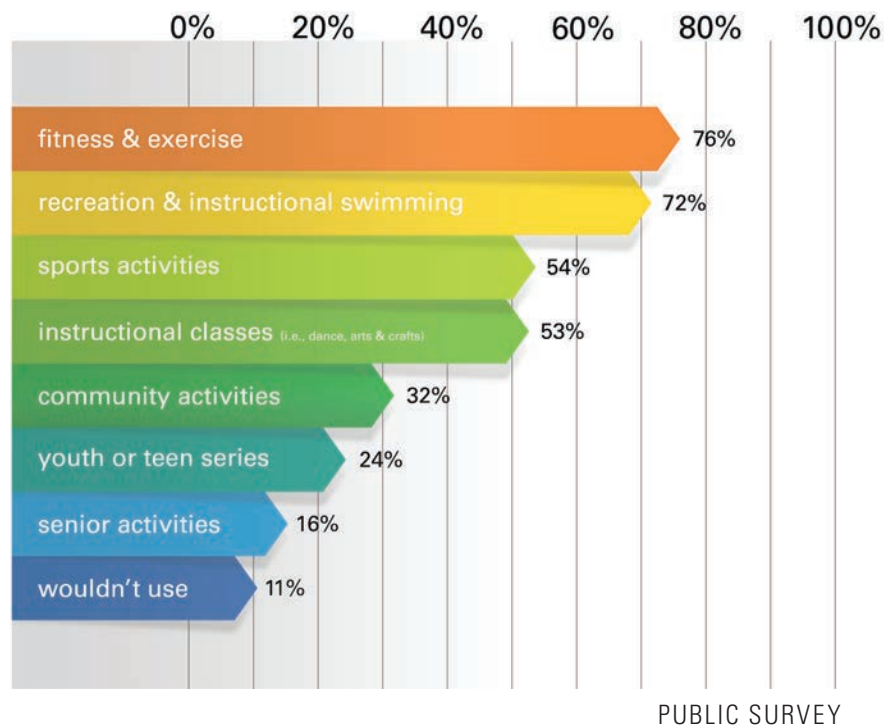
This License is Not Transferable

Experience & Capability

Demonstrated Experience & Understanding of Recreational Trends

Having planned over 70 recreational facilities, VCBO Architecture not only has a solid understanding of the recreation market and profession, we have become a knowledge resource to recreational professionals throughout Utah and the Western United States. Our database and benchmarking library of recreation facilities allows us to share what are the popular and best practice amenities in the industry along with what produces the best cost recovery for the project.

Types of activities that respondent households would participate in with access to an Indoor Community Recreation Center



Provo Community Recreation Center | Provo, UT



Provo Community Recreation Center | Provo, UT

**VCBO ARCHITECTURE HAS
EXTENSIVE EXPERIENCE IN
COMMUNITY CENTER ANALYSIS
& PUBLIC OUTREACH.**

**WE ARE FULLY CAPABLE OF &
DEDICATED TO PROVIDING OUR
EXPERTISE FOR PARK CITY.**

Experience

VCBO has extensive expertise completing community center feasibility studies. As a result, our team understands the multiple functions the building must house, as well as the vitality and energy that must be designed into the facility. We are intimately familiar with the intricacies of community spaces, aquatics, recreation, operation and design. Further, our current experience with flexible spaces ensures our ability to optimally organize the social geometry within your facility at a level that is second to none. By working to recognize the most critical issues to resolve from the project's onset, we will take active measures to keep the Park City MARC & Sports Complex on track moving forward.

Capability

With shared resources comprising 95+ qualified individuals, the VCBO team has the muscle to meet an aggressive schedule. Our staff consists of recreation specialists, architects, interior designers, graphic designers, urban planners, specification writers and an unrivaled support staff. Combined with a reliable cost estimator, we are confident we can deliver a quality assessment and report.

Knowledge

VCBO will leverage past performance to provide Park City with the in-depth knowledge we have obtained in recent work guiding the state's most current / relevant projects.

Through successful completion of more than 70 community and recreation facility planning / designs—including Provo Community Recreation Center, Springville Recreation Center, Park City MARC and Clearfield Aquatic Center—VCBO's professional team is dedicated to this important discipline, offering the thoughtful and knowledgeable approach this highly specialized field requires.

Commitment

For VCBO, recreation and wellness do not amount to just another project type, this is our specialty. Specifically, Brent Tippetts has spent the last 25 years exclusively planning and designing sports / recreation centers throughout the intermountain region. With that said, we commit our best team (and effort) to the Park City MARC & Sports Complex Master Plan, and are dedicated to ensuring VCBO meets all of your needs and expectations for years to come.

Project Approach

Our project approach is simple: listen to our clients, communicate well, work together as a team and provide superior experience and expertise. VCBO understands the necessity for the conceptual building design to represent the project in a positive community light. We have assembled the right team to effectively develop a package that does just that.

Facility Analysis

Facility analysis entails an in-depth study of the existing community center, including its circulation, utilization, mechanical / electrical systems and current code investigations. Multiple site visits with our consulting engineers are required, during which we anticipate meeting with staff for additional insight. We will also request access to the previous master plan, record drawings and other pertinent history or records; this will enable observations of the existing conditions to be paired with projections regarding future needs. To conclude the facility analysis, we will provide information regarding the feasibility of a subsequent remodel and / or any proposed additions to the building.

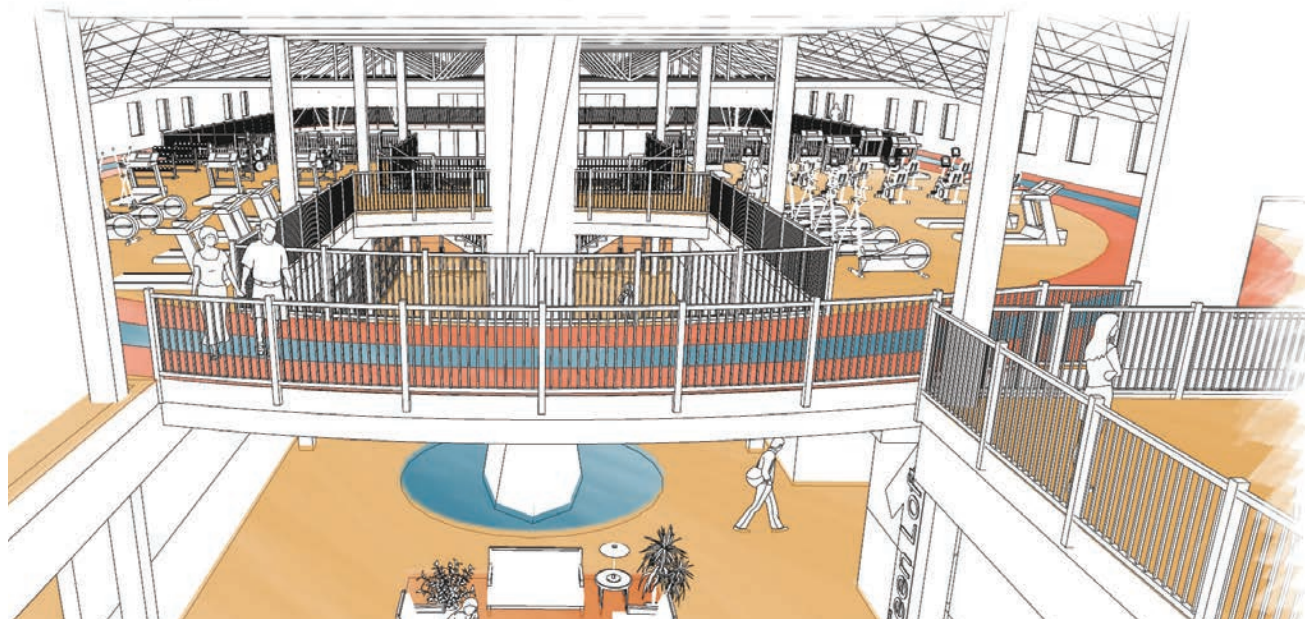
Cost Estimating

This activity is critical for ensuring the design is in stride with projected budgets. Budgeting and cost estimates are dynamic components of the recreational facility paradigm—constantly changing with construction markets, emerging innovations and regional market conditions. To monitor and validate costs continuously, VCBO is prepared to work closely with our cost estimator, Construction Control Corporation.

3-Dimensional Visioning Tools

Facility analysis does not merely occur 2-dimensionally. Rather, our dynamic processes bring spaces to life through the application of technology juxtaposed with proven interview and communication strategies; this allows the programming team to pinpoint key objectives both quickly and with greater accuracy.

Further, interaction between contiguous spaces in a building enhance overall functionality. To foster this interaction, the spaces must be perceived in terms of 3-dimensional proximity, as well as continuity to one another. For this reason, it is imperative the City partners with a team, such as VCBO, capable of employing these tools to facilitate valuable 3-dimensional studies.



**NORTH SUMMIT
COMMUNITY CENTER
COALVILLE, UT**

Correspondence

Keeping the project's stakeholders informed and up-to-date is an important management task. Therefore, VCBO maintains a project website, allowing stakeholders to conveniently review the latest correspondence, meeting minutes or drawings at any given time. Real-time updates are necessary for ensuring the process remains efficient, accurate and informative.

Energy Conscious Planning

Capital costs are significant, however, operating costs over the economic life of the community center far outweigh the initial costs. Any decisions made during the master planning phase influence the environmental response the building creates, in conjunction with the amount it will cost to maintain its systems.

For example, access to day-lighting (and its passive solar heating / cooling effects) directly impacts the facilities' spaces. Through experience, we have found that natural light, paired with a sense of connection to the outdoors, enhances user comfort. Further, diffuse day-lighting in the summer—as well as allowing warmth from the sun in winter months—will ensure the space is inviting year-round.

PROVO COMMUNITY RECREATION CENTER PROVO, UT



Key Team Members



Brent Tippetts, AIA
Project Lead



Nathan Leavitt, AIA
Project Architect



Whitney Ward, AIA
Public Outreach/Engagement



Kris Larson
Cost Estimator
CCC

Experience of Key Team Members

Brent, Nathan & Whitney have a combined knowledge of planning public recreation facilities of 75 years. Through their tenure in the profession they have planned 5 million square feet of public facilities throughout the Country. Additionally, they are regular participants in URPA, NRPA, Athletic Business and other associations that keep them fresh in the most current recreational trends throughout the Country.

Sustainability Leadership

Knowing that Park City Municipal Corp. is aggressive in achieving healthy climate goals, reinforces the value of a Park City/VCBO partnership. VCBO has also made a healthy climate a significant part of our underlying statement. Our designs are committed to net-zero carbon and renewable energy. We have designed 14 net zero /net zero ready projects. Because of our depth of experience in designing sustainable projects, we were asked to facilitate the development of the State of Utah "High Performance Building Standards."



Clyde Recreation Center | Springville, UT



Brent Tippets, AIA

PROJECT LEAD

Brent is a principal and seasoned architect whose designs have shaped the Intermountain West since 1984. He is a recognized thought leader in civic and judicial facility design with specific expertise in courthouse, sport and recreation design and planning. Notable projects include the State of Utah Fourth District Courthouse, the Provo Community Recreation Center and the Ken Garff Performance Zone at Rice Eccles Stadium. Brent's dynamic personality and thoughtful design approach enable him to guide complex projects to elegant solutions. Through his portfolio of work, you can see the strong mark he has left on the architectural landscape throughout the western United States.

Selected Experience

Park City Municipal Athletic & Recreation Center, Park City, UT
Park City Pool Remodel, Park City, UT
BYU Athletic Complex, Provo, UT
BYU Joint Use Facility, Provo, UT
BYU Miller Field Softball/Baseball Stadium, Provo, UT
BYU Parkway Center, Provo, UT
BYU Richards Building Competition Pools, Provo, UT
BYU Sports Facilities, Provo, UT
SUU Athletics Stadium, Cedar City, UT
Pinedale Aquatic Center, Pinedale, WY
U of U Eccles Football Center, SLC, UT
U of U Huntsman Center, SLC, UT
U of U Recreation, Athletics & Health Facilities Feasibility Study & Master Plan
USU Athletic Training Center, Logan, UT
Wasatch County School District Aquatic Center, Heber, UT
WSU East Stadium Upgrades, Ogden, UT
WSU Wildcat Center, Ogden, UT
Westminster College Payne Gymnasium Renovation, SLC, UT
American Fork Recreation Center, American Fork, UT
Apache Junction Multi-Generational / Recreation Center, Apache Junction, AZ
Austin Aquatic and Sports Complex, Austin, TX
Bullhead City Recreation & Aquatic Center Feasibility Study, Bullhead City, AZ

Carbon County Community Center Program & Feasibility Study, Price, UT
Carson City Recreation Center, Carson City, NV
Casper Aquatics and Recreation Center, Casper, WY
Clearfield Recreation Center, Clearfield, UT
Cody Recreation Center, Cody, WY
Cokeville Gymnasium, Cokeville, UT
Cottonwood Heights Recreation Center Remodel & Addition, Cottonwood Heights, UT
Dimple Dell Recreation Center, Sandy, UT
Eagle Mountain Recreation Center Feasibility Study & Master Plan, Eagle Mountain, UT
Farmington Gymnasium & Playfields, Farmington, UT
Foothills Recreation Center, Glendale, AZ
Freestone Recreation Center, Gilbert, AZ
Ganado Aquatic Center, Ganado, AZ
Hill Air Force Base Recreation Center, Ogden, UT
Holbrook Community Recreation Center Feasibility Study, Holbrook, AZ
Kaysville Recreation Center, Kaysville, UT
Lehi Outdoor Pool Feasibility Study, Lehi, UT
Leigh Pratt Aquatic Center, Tooele, UT
Lindon City Pool, Lindon, UT
Lindon Recreation Feasibility Study, Lindon, UT
Logan City MunicipiPool Feasibility Study, Logan, UT

Marshall N. White Community Center, Ogden, UT
Monticello Pool, Monticello, UT
Nephi Recreation Center Feasibility Study, Nephi, UT
Northwest Recreation Center Feasibility Study, Master Plan & Program, SLC, UT
Oquirrh Park Fitness Center Remodel & Addition, Kearns, UT
Orem City Public Pool Feasibility Study, Orem, UT
Paul Stock Aquatics and Recreation Center, Cody, WY
Payson City Pool, Payson, UT
Payson City Recreation Center Feasibility Study, Payson, UT
Price City Pool | Recreation Center Feasibility Study, Price, UT
Provo Community Recreation Center, Provo, UT
South Davis Recreation Center, Bountiful, UT
South Summit Aquatic & Fitness Center, Kamas, UT
South Summit School District Football Field & Track, Kamas, UT
South Weber Recreation Center, South Weber, UT
Springville Recreation Center, Springville, UT
Springville Recreation Center Feasibility Study, Springville, UT
Tumbleweed Recreation Center Program & Feasibility Study, Chandler, AZ
Uintah Recreation District Master Plan
Utah Winter Sports Park — Day Lodge, Ski Jump, Center
West Valley City Family Fitness & Recreation Center, West Valley City, UT



Nathan Leavitt, AIA

PROJECT ARCHITECT

Nathan, a principal at VCBO, has focused on designing facilities for sports and recreation, justice, law enforcement, and buildings for city government. The experience and attention to detail he delivers to the most complicated of projects has become highly sought after by VCBO's many repeat clients. As a leader at VCBO, he has championed technological innovations within the firm and prides himself with the quality of drawings and documentation produced by his teams. Nathan is passionate about great civic design and believes that it can greatly increase the health and happiness of our communities.

Selected Experience

Austin Aquatic and Sports Complex,
Austin, TX
Carson City Recreation Center,
Carson City, NV
Cline Family YMCA, Beckley, WV
County Ice Center, Murray, UT
Foothills Recreation and Aquatics Center,
Glendale, AZ
Ganado Aquatic Center, Ganado, AZ
Hogle Zoo Rocky Shores Water Park,
Salt Lake City, UT
Lindon City Pool, Lindon, UT
North Summit County Recreation District
Conceptual Design, Coalville, UT
Northwest Recreation Center Feasibility Study
& Master Plan, SLC, UT
Park City MARC, Park City, UT

Park City Racquet Club, Park City, UT
Payson City Pool, Payson, UT
Pinedale Aquatic Center, Pinedale, WY
Piñon Unified School District #4 Practice
Gymnasium, Piñon, AZ
Provo Recreation Center, Provo, UT
Provo Recreation Center Feasibility Study,
Provo, UT
BYU Richards Building Competition Pools,
Provo, UT
Seven Peaks Ice Arena, Provo, UT
South Davis Recreation Center, Bountiful, UT
Springville Recreation Center, Springville, UT
West Valley Family Fitness Center,
West Valley City, UT
WSU Wildcat Center, Ogden, UT



Whitney Ward, AIA, LEED^{AP} BD+C

PUBLIC OUTREACH & ENGAGEMENT SPECIALIST

Whitney is a Principal at VCBO Architecture and has extensive experience in programming, facility planning, and community master planning and is a community outreach advocate. Whitney embraces a holistic design approach that ensures that functionality, flexibility, and durability are at the forefront of the projects that she works on. Whitney is an advocate for sustainable design and provides expertise in the planning, design, and documentation process for sustainable buildings.

Selected Experience

Apache Junction Multigenerational Center,
Apache Junction, AZ
Bountiful City Hall Community Outreach,
Bountiful, UT
Clearfield Aquatic & Fitness Center Master
Plan & Community Outreach, Clearfield, UT
Master Plan and Design Guidelines for the
Town of Winter Park, Winter Park, CO
Provo City Center Community Outreach,
Provo, UT
Provo Recreation Center Community Outreach
Provo, UT
South Davis Recreation District Master Plan,
Bountiful, UT
Clyde Recreation Center, Springville, UT
Teton Valley Aquatic Center Facility Study,
Driggs, ID
U of U Eccles Football Center, SLC, UT
U of U Recreation, Athletics and College of
Health Strategic Facilities Study



Kris Larson

COST ESTIMATOR

Kris Larson has efficiently created accurate project estimates for projects located throughout the United States for up to \$68 million in construction costs. He accurately estimates projects at all stages of design, and will utilize the current costs for Cost Segregation studies used for component depreciation across all building systems, including mechanical and electrical.

WITH OVER 40 COMMUNITY FACILITIES AND MARKET ANALYSES UNDER OUR BELT, VCBO'S UNEQUIVOCAL EXPERIENCE WILL UNDOUBTEDLY BENEFIT THE PARK CITY COMMUNITY.

Relevant Project Experience

Recreation & Aquatics

- Apache Junction Multi-Generational / Recreation Center | AZ
- Austin Aquatics & Sports Academy | TX
- B.E.A.R. Center | UT
- Bear River High Natatorium Renovation | UT
- Box Elder High Natatorium Renovation | UT
- BYU Richards Building Competition Pools | UT
- BYU Student Athlete Center | UT
- Carson City Recreation Center | NV
- Casper Aquatics Center | WY
- Cline Family YMCA | WV
- **Clyde Recreation Center | UT**
- **Cottonwood Heights Recreation Center | UT**
- County Ice Center | UT
- Dimple Dell Recreation Center | UT
- Farmington Gymnasium & Playfields | UT
- Foothills Recreation Center | AZ
- Freestone Recreation Center, Gilbert | AZ
- Ganado Unified SD No. 20 Aquatic Center | AZ
- Glendale Recreation Center Expansion | UT
- Green Valley Sports Center | UT
- Hill AFB Hess Recreation Center | UT
- Kennebec Wellness Center | UT
- Leigh Pratt Aquatic | UT
- Lindon City Pool | UT
- Mesquite Recreation Center | NV
- Monticello Indoor Pool | UT
- **Orem Fitness Center Master Plan | UT**
- **Oquirrh Park Fitness Center | UT**
- **Park City Municipal Athletic & Recreation Center (MARC) | UT**
- Paul Stock Aquatics & Rec. Center | WY
- Payson City Pool | UT
- Pinedale Aquatic & Recreation Center | WY
- **Provo City Community Recreation Center | UT**
- **Richfield Recreation Feasibility Study | UT**
- Sorenson Unity Center | UT
- South Davis Recreation Center | UT
- **South Summit Aquatic & Fitness Center | UT**
- South Weber Recreation Center | UT
- Tumbleweed Recreation Center | AZ
- **Wasatch Aquatic Center | UT**
- WSU Wildcat Center | UT
- **WSU Swenson Pool | UT**
- West Jordan Recreation Center | UT
- Westminster College Eccles Health, Wellness, & Athletic Center | UT
- West Valley Acord Ice Center | UT
- West Valley Family Fitness & Recreation Center | UT

Market Studies & Site Assessments

- **Boulder City Recreation Center Feasibility Study | CO**
- **Bullhead City Recreation & Aquatic Center Feasibility Study | AZ**
- **Carbon County Recreation Center Program | UT**
- **Carson City Recreation Center Feasibility Study | NV**
- **Chubbuck Recreation Center Feasibility Study | ID**
- **Clyde Recreation Center Feasibility Study | UT**
- **Cottonwood Heights Rec. Center Master Plan | UT**
- Farmington Gymnasium & Playfields Master Plan | UT
- Foothills Recreation Center Feasibility Study | AZ
- Holbrook Community Recreation Center Feasibility Study | AZ
- Leigh Pratt Aquatic Center Master Plan | UT
- Lindon Aquatic & Recreation Center Program | UT
- Nephi Recreation Center Feasibility Study | UT
- **North Summit Recreation Center Master Plan | UT**
- **Northwest Recreation Center Master Plan | UT**
- **Orem City Fitness Center Master Plan | UT**
- Payson City Pool Feasibility Study | UT
- **Provo City Community Recreation Center Feasibility Study | UT**
- Tumbleweed Rec. Center Feasibility Study | AZ
- Uintah Recreation District Master Plan | UT
- UofU Recreation, Athletics & College of Health Facilities Study & Master Plan | UT
- **Wasatch Springs Plunge Feasibility Study | UT**

References



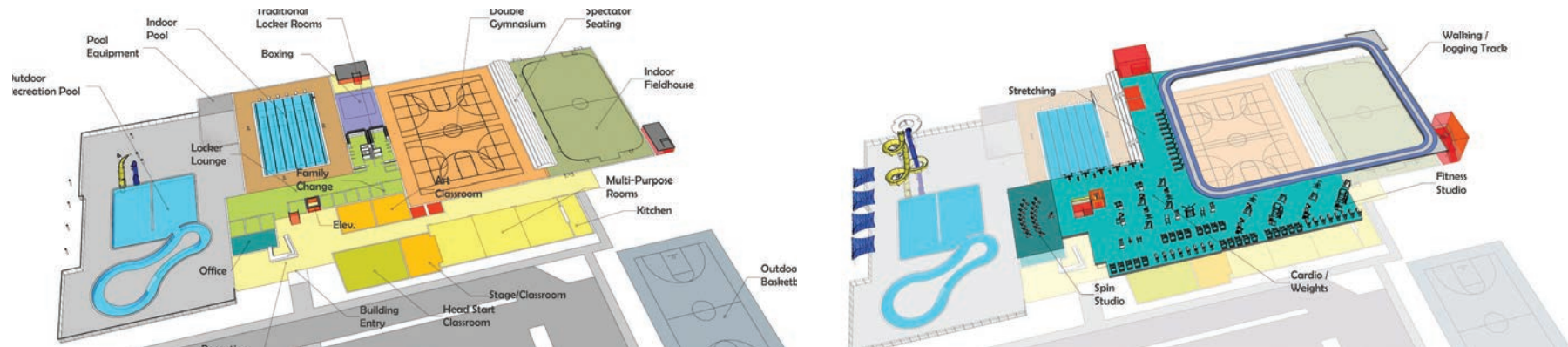
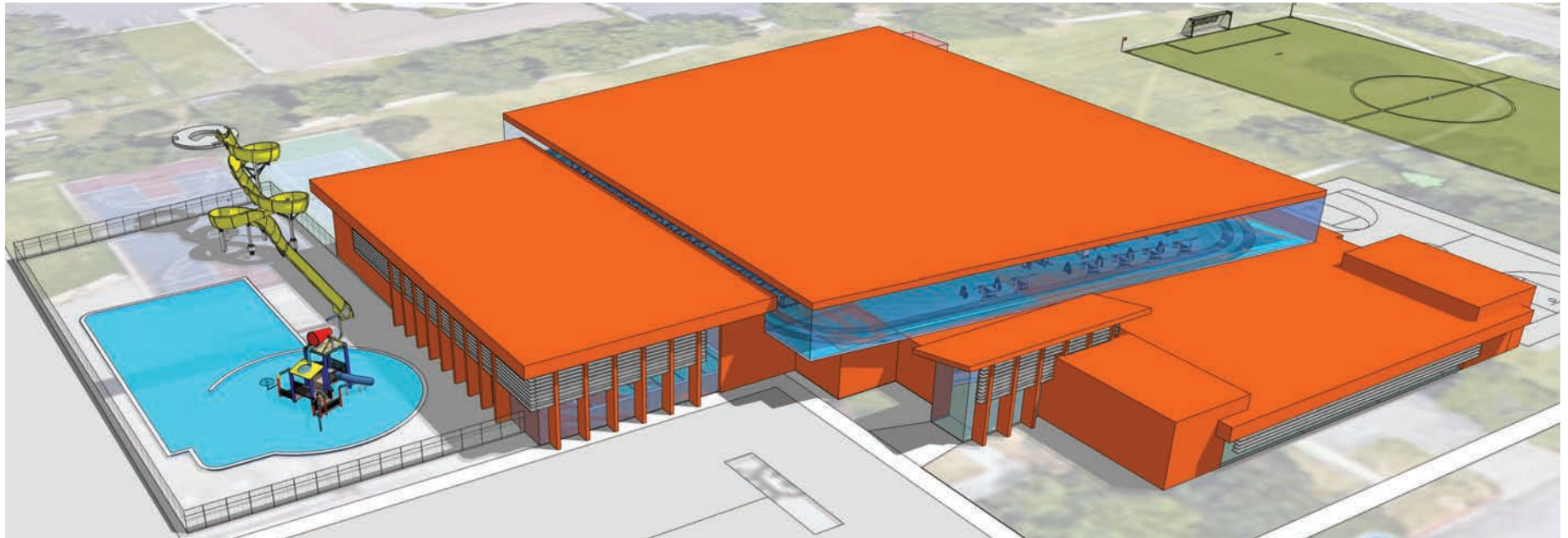
Provo Recreation Center Provo City

location Provo, UT | **size** 160,000 sf | **completion** 2013

As the flagship project to Provo City Parks & Recreation's revitalized recreation offerings, the Provo Community Recreation Center reaches outside the box of what a recreation facility can be. With 18 family change rooms, a deep water pool with cliff jumping, and rock climbing features, as well as a street scape skate park, this multi-generational facility has something for everyone. Intensive workshops with community and recreation department stakeholders resulted in some "far out" design. In addition to outdoor aquatics, the center offers patrons five different indoor bodies of water. The venue also features three gymnasiums, a MAC court, a senior/community center with craft and classrooms, a bouldering cave, racquetball courts, and a serpentine walking / jogging track. The center is flooded with natural light throughout to enhance the open feeling of the 160,000 square foot facility. Magnificent views of Mount Timpanogos are also a notable feature that provide an iconic experience for patrons of the facility.

reference

Scott Henderson
Parks & Recreation Director
shenderson@provo.utah.gov
801 852 6602



Marshall N. White Community Center Feasibility Study Ogden City

location Ogden, UT | size 60,000 sf | completion 2024

The Marshall N. White Community Center is an existing community and recreation center named after the first police officer of color in Utah who was killed in the line of duty. The facility bears a rich cultural history in Ogden and serves both humble and noble in this northern Utah community. The facility itself, built in the 1960's has surpassed it's usable life with structural deficiencies and a pool that has been closed because of substantial shell failure. The feasibility study focuses on not only the future program elements but also on the community and how this facility can maintain it's presence of bringing together the unique cultural and social diversity within the community.

reference
Edd Bridge
Recreation Director
eddbridge@ogdencity.com
801 629 8259



Clyde Recreation Center Springville City

location Springville, UT | **size** 65,870 sf | **completion** 2019

The Clyde Recreation Center stands head and shoulders above other recreation facilities in the region. As such, this state-of-the-art Center is equipped with full-service amenities for enticing individuals desirous of a satisfying recreation experience each time they set foot within its doors. Through devoting exhaustive hours to this project, the VCBO Architecture design team ensured the development of an exciting program capable of engaging recreation enthusiasts throughout the growing Springville community and beyond. Upon discovering an innovative outdoor pool, patrons will also enjoy four different bodies of water—everything from a thrilling slide, high and low dives, a children’s splash pool (with themed play features), a lazy river (with a bubble couch), a lap/competition pool and an aerobics pool.

In addition to the comprehensive aquatics suite, the Center also features multiple family change rooms (resulting from the community’s expressed desire for privacy), a full-sized gymnasium, a dance studio, a running track, multiple cardio areas and a dedicated space for childcare. These are all enhanced with natural daylighting as well as views of the breathtaking Wasatch Mountains and dramatic hillsides encompassing the remarkable Hobble Creek Canyon surroundings.

reference

John Penrod
City Attorney
jpenrod@springville.org
801 489 2730



South Davis Recreation Center South Davis Cities | Davis School District

location Bountiful, UT | **size** 180,000 sf | **completion** 2006

As a product of collaboration the South Davis Recreation Center was made possible through collective efforts of five separate cities and Davis County School District that formed the framework to finance, build and operate this state of the art recreation venue.

As the largest recreation facility in the state of Utah it hosts an Olympic size ice sheet with spectator seating for 600 onlookers, a competition gymnasium, Multi-purpose Activity Court (MAC), Exercise Studio, five (5) racquetball courts, two (2) party rooms, two (2) walking jogging tracks, a stretch 25 meter competition pool with movable bulkhead, Indoor and outdoor recreation pools and the first of its kind in Utah bouldering cave. The facility is now home to five High School swim teams and several hockey teams. It also hosts an indoor Futsal league.

reference

Tif Miller
Executive Director
tmiller@southdavisrecreation.com
801 298 6225



Wasatch County School District Pool Wasatch County School District

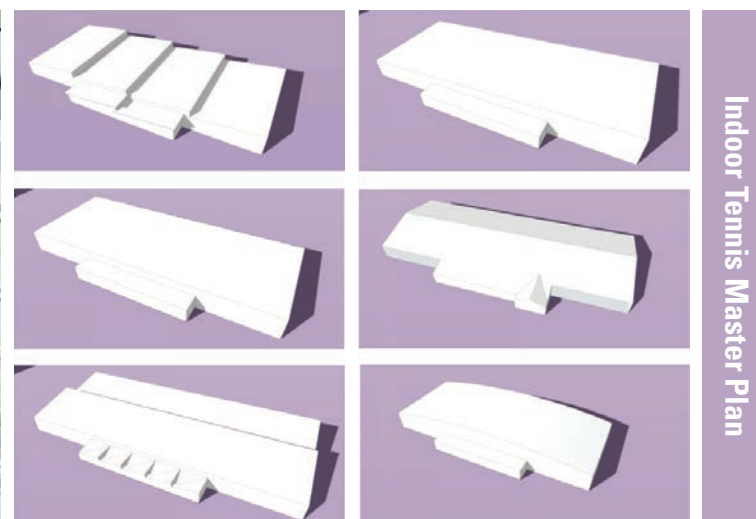
location Heber, UT | **size** 33,000 sf | **completion** 2017

Conceived to serve the functions of both the Wasatch County School District and the great Heber City community, this indoor aquatic facility is packed with multi-functional uses. A 25 yard by 25 meter competition/lap pool serves the needs of not only the Wasatch High School swim teams but also accommodates water polo activities and is designed for an inflatable play feature that allows the pool to be used for recreational use. Seating for up to 600 spectators is also provided. Additionally a multi-use recreation pool that includes an additional 3 lanes for lap swimming along with a zero entry area and toddler play feature is provided. To top of the features of this amazing facility a jet propulsion therapy pool is included to provide recovery therapy and special needs development.

reference
Francis Harrison
Facilities Manager
francis.harrison@wasatch.edu
435 654 0280



Wildcat Center



Indoor Tennis Master Plan



Swenson Pool

Wildcat Center | Indoor Tennis Master Plan | Swenson Pool Remodel Weber State University

location Ogden, UT | size varies | completion 2018-2021

Three separate projects, the Wildcat Center, Indoor Tennis Master Plan and Swenson Pool Remodel, were all executed by VCBO for Weber State University's student recreation and athletic programs. These projects demonstrate the breadth of expertise that VCBO offers to our recreation and athletic clients. From master planning to facility design to construction administration, VCBO has the ability to deliver quality projects for our clients.

reference

Mark Halverson
Director of Campus Planning & Construction
markhalverson@weber.edu
801 626 6562

Familiarity with PC MARC

As the original planners & designers for both the Park City MARC and the Outdoor Recreation Pool, we are well versed with the facility and staff along with the needs and opportunities for facility improvements. Our understanding of the building structure and systems will be invaluable in assuring that the final design meets the functional needs of the patrons but also provides operational efficiencies and reduced maintenance needs. It is also worth mention that we are familiar with the concerns of neighbors and we have good experience working with Park City Planning Department.

Familiarity with PCMC

We have planned and designed several projects within the Park City and we are familiar with the planning approval process. Some of the projects that we have worked on in the area are as follows:

Park City MARC

IHC Park City Medical Center

Park City High School

Kearns Blvd. Master Plan

PCSD New Elementary

Treasure Mountain Middle School

Concepts Warehouse

Redstone Village

Garden Park Hotel





February 28, 2022

Ken Fisher, CPRP
Recreation Director
Park City Recreation
ken@parkcity.org

PRINCIPALS

Niels E. Valentiner, AIA
Brent R. Tippetts, AIA
Jeanne Jackson, FAIA
Derek T. Payne, AIA
Vern Latham, AIA
Jeffery L. Pinegar, AIA
David S. Cox, AIA
Celestia R. Carson, AIA
Alex Booth, AIA
Nathan H. Leavitt, AIA
Whitney M. Ward, AIA
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Pablo Gotay, AIA

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Coreen Crouch, NCIDQ
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Nancy McKendrick, NCIDQ
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Casey Sinner, AIA
Kai Ton
Mallory Platt, AIA
Hokulani Ching, AIA

CHIEF OPERATING OFFICER

Melissa Wood

CONTROLLER

Elizabeth Stincelli, DM

PRINCIPAL EMERITUS

Steve Crane, FAIA
Peter R. Brunjes, AIA
Sean Onyon, AIA
Boyd McAllister, AIA

RE: PC MARC Expansion & Park City Sports Complex Master Plan

Dear Ken,

In accordance with your written request, please see our fee proposal below. Please feel free to reach out if you have any questions concerning the proposal.

Park City MARC Conceptual Design & Cost Estimate

- Attend up to 5 meetings with staff & committee. (36 hours)
- Conduct (2) public outreach workshops with the public. (24 hours)
- Develop recommendations and prioritizations of changes to activities and spaces. Recommendations to include national trends along with sizing and space allocations. (40 hours)
- Analyze existing pools, spa and tennis courts/bubble. (48 hours)
 1. Review & assess each existing pool and spa along with associated equipment.
 2. Perform an analysis of the existing pools' conditions. Comment on deficiencies relative to pool condition, current codes, technologies and standards.
 3. Provide written comments and/or findings regarding the existing conditions and code status of each pool system.
- Develop up to (3) concept plans for Indoor Pickleball courts and Fitness Space. (60 hours)
 1. Indoor Pickleball courts.
 2. Enclosing the outdoor tennis courts with other alternatives than an air supported bubble.
- Prepare a cost estimate for the concept plans. (20 hours)
- Present final findings to the Recreation Advisory Board and City Council. (16 hours)

FEE: \$36,600.00

Park City Sports Complex Master Plan

- Attend up to 5 meetings with staff & committee. (36 hours)
- Conduct (2) public outreach workshops with the public. (24 hours)
- Develop masterplan with concept plans and renderings for 12 outdoor pickleball courts and expansion and parking lot, parking lighting and recreational amenities. (60 hours)
- Develop cost estimate for master plan concepts. (20 hours)
- Present final findings to the Recreation Advisory Board and City Council. (16 hours)

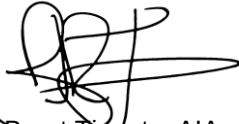
FEE: \$30,600.00

Hourly Billing Rates:

Principal Architect
Project Manager/Architect
Project Engineer
Project Coordinator
BIM Technician
Graphic Designer/Renderings
Project Assistant

Please feel free to contact me if you would like to discuss the particulars.

Sincerely,

A handwritten signature in black ink, appearing to read 'Brent Tippetts', with a stylized, sweeping horizontal stroke extending to the right.

Brent Tippetts, AIA
Principal | VCBO Architecture
btippetts@vcbo.com | 801.575.8800

Council Agenda Item Report

Meeting Date: March 17, 2022

Submitted by: Michelle Kellogg

Submitting Department: Transportation Planning

Item Type: Staff Report

Agenda Section: NEW BUSINESS

Subject:

Short Range Transit Plan Project Update

(A) Public Input

Suggested Action:

Attachments:

[Short Range Transit Plan Staff Report](#)

[Exhibit A: Average Daily Boardings](#)

[Exhibit B: Regional Travel Patterns](#)

[Exhibit C: Local Travel Patterns](#)

[Exhibit D: Transit Dependence Index](#)

Subject: Short Range Transit Plan Update
Author: Alex Roy, Senior Transportation Planner
Department: Transportation Planning
Date: March 17, 2022
Type of Item: New Business

Summary

In 2021, Park City Municipal Corporation (the City) started work on a new Short Range Transit Plan (S RTP). With High Valley Transit (HVT) assuming responsibility for regional transit routes, it was determined that it would be an opportune time to reevaluate transit service provided by Park City Transit. Utah Department of Transportation (UDOT) and the Federal Transit Administration (FTA) have provided funding support for this project. The new S RTP will function as a business plan for transit service for the next five years. Jason Miller, Project Manager/Fehr & Peers, and the Transit Leadership Team will provide an update on the new S RTP.

Background

The most recent S RTP was completed for the City and Summit County in 2016 ([available here](#)). Most of the projects and services outlined in the 2016 plan were implemented and keeping this plan current helps the City compete for federal and state grants which fund a portion of our transit equipment purchases and operations.

The takeover of responsibility for regional transit operations by HVT in 2021, necessitated that Park City Transit focus on providing the best service possible within Park City boundaries. In 2021, Staff developed a scope of work for the S RTP and, through the City's RFP process, requested and received proposals from four qualified national firms. Fehr & Peers was chosen as the lead consulting firm.

The City is especially interested in ensuring that the new S RTP works to advance an integrated multi-modal transportation system. The project includes an in-depth study of the City's existing transit routes and ridership and considers emerging transit innovations such as on-demand microtransit, smartphone apps, mobility services, aerial systems, coordination with private transportation companies, and integration with walking and biking.

Analysis

The primary purpose of the S RTP is to deliver a highly usable transit implementation and operations and costing plan. Analysis of the existing transit usage and potential transit demand is provided in the following attachments:

- Exhibit A: Average Daily Boardings
- Exhibit B: Regional Travel Patterns
- Exhibit C: Local Travel Patterns
- Exhibit D: Transit Dependence Index

Community Engagement

Extensive public outreach activities were conducted since project kick off, including:

- Stakeholder introductory interviews (June - July)
- Community Survey (October – November)
 - Over 500 total responses
 - English and Spanish versions
 - Common issues: Transit service is too infrequent/limited frequency, transit travel time is too long, bus stops are too far, limited service in their area
 - Potential improvements prioritization: Increasing bus frequency, direct routes, improve connectivity between neighborhoods, Old Town, and other major destinations, convenience
- Informational Pop-up/Focus Group discussions (January-February).
 - Parent/Teacher Organization (PTO) Meeting (McPollin Elementary)
 - Park Silly Market
 - The Montage
 - Park City Restaurant Association
 - Historic Park City Alliance (HPCA)
 - PC Library Leadership
 - Deer Valley
 - PC CAPS (students)
 - Stein Erickson Lodge
 - PC Chamber
 - Ski Utah
 - PC Lodging Association
 - Recycle Utah
- An in-person community open house is scheduled for March 16 from 4:00-7:00 PM at the Park City Library. This open house is supplemented by a virtual open house that can be accessed via [The Short-Range Transit Plan website](#).

Funding

In 2020, Park City received a federal grant through the Utah Department of Transportation (UDOT), the Federal Transit Administration (FTA) to update the SRTP and keep operations and transit service current and in line with industry standards. The amount allocated by the City budget is \$36,000 with UDOT/ (FTA) funding in the amount of \$144,000 for a total project budget of \$180,000.

Conclusion

This past year, the City started work on a new Short Range Transit Plan. The separation from High Valley Transit has allowed Park City Transit to focus on transit service within Park City boundaries. The new SRTP will function as a business plan for transit service for the next five years. Over the past few months, the SRTP project team has been working on data analysis and community outreach. Different scenarios are being utilized to understand different transit models and a virtual open house is ongoing. Jason Miller, Project Manager/Fehr & Peers, and the Transit Leadership Team will provide an update on the new SRTP.

Exhibit A: Average Daily Boardings

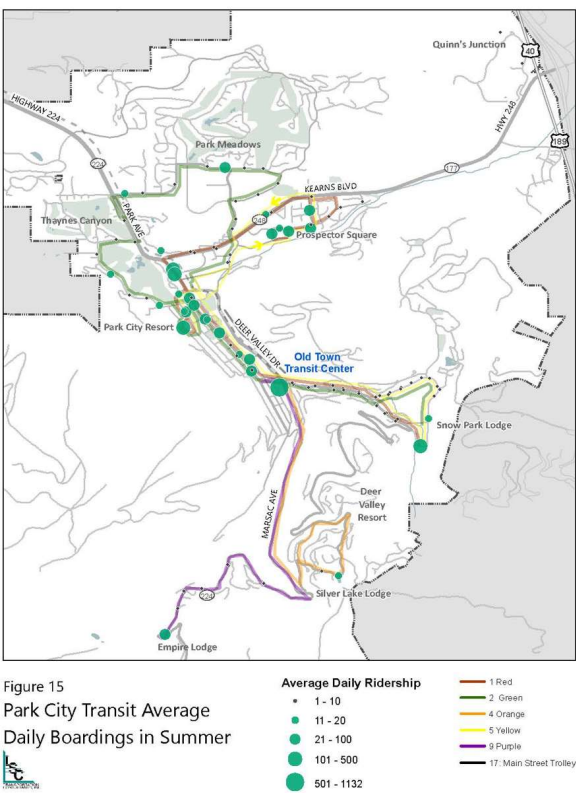
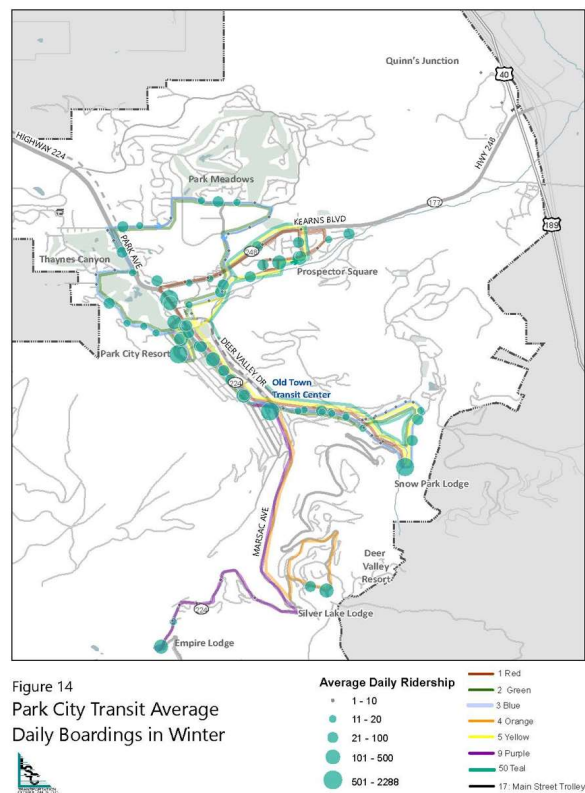


Exhibit B: Regional Travel Patterns

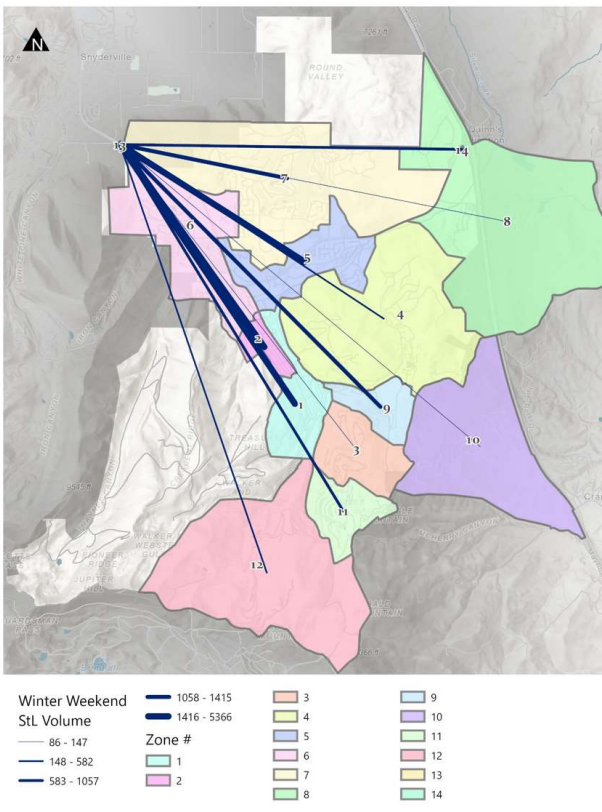
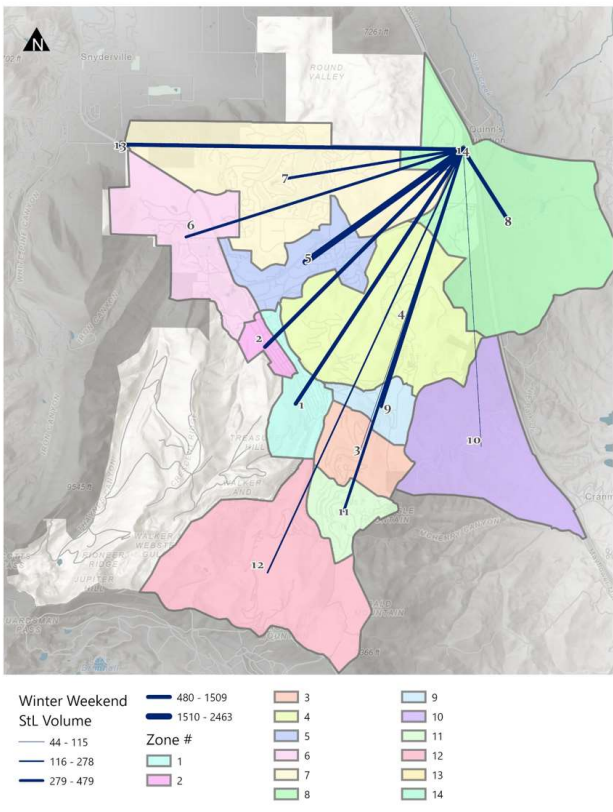


Exhibit C: Local Travel Patterns

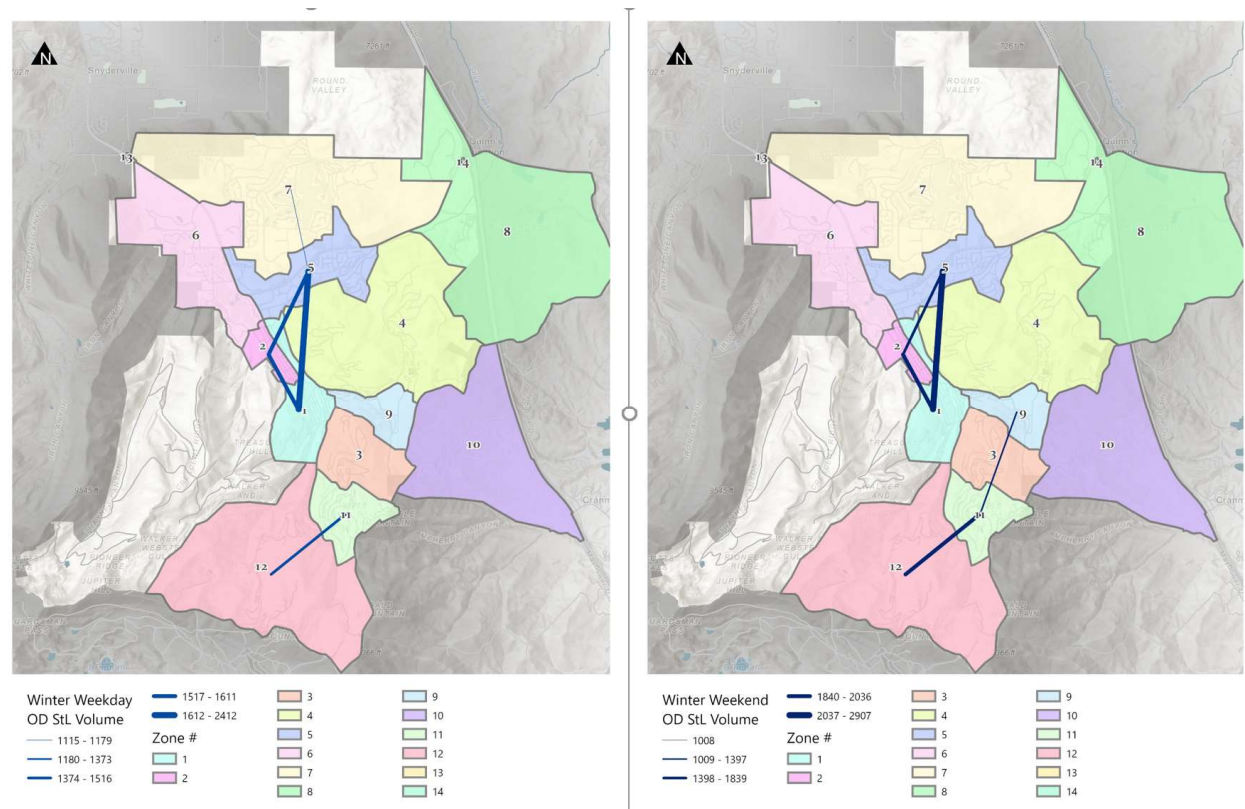
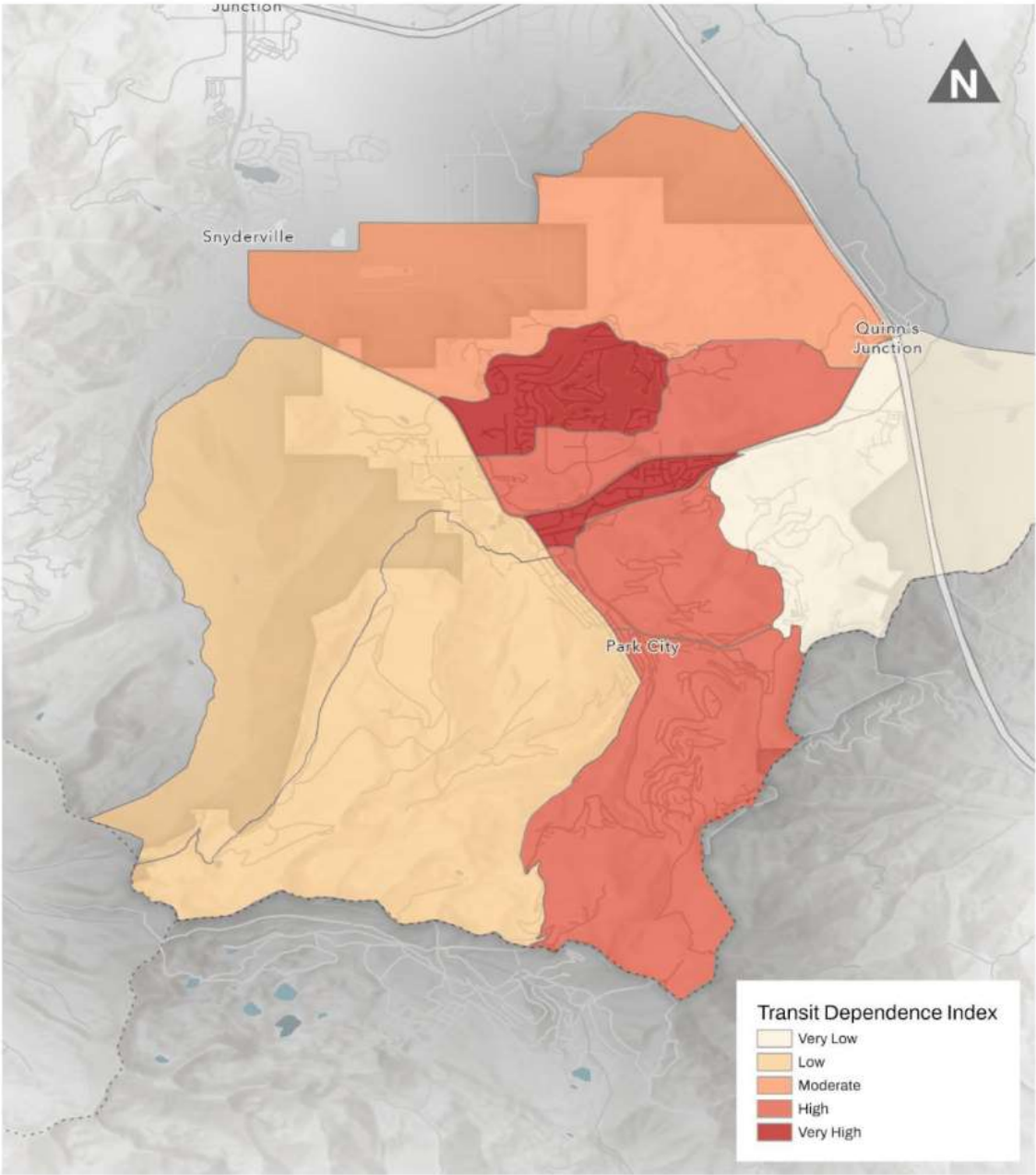


Exhibit D: Transit Dependence Index



Council Agenda Item Report

Meeting Date: March 17, 2022

Submitted by: Michelle Kellogg

Submitting Department: Community Development

Item Type: Staff Report

Agenda Section: NEW BUSINESS

Subject:

Consideration to Approve the Plan to Fulfill the Affordable Housing Obligation Generated by the Proposed Sommet Blanc Development Project

(A) Public Hearing (B) Action

Suggested Action:

Attachments:

[Sommet Blanc Housing Authority Staff Report](#)

[Exhibit A: Sommet Blanc Housing Mitigation Plan](#)

[Exhibit B: Sommet Blanc CUP](#)

[Exhibit C: Action Letter](#)

Housing Authority Staff Report

Subject: Sommet Blanc - Housing Mitigation Plan
Author: Elyse Kats, Housing Specialist
Department: Housing
Date: March 17, 2022
Type of Item: Administrative

Recommendation

Review, hold a public hearing and consider the request to approve the proposed Affordable Housing Mitigation Plan associated with the Sommet Blanc Master Planned Development Amendment Application.

Summary

In November 2020, the Applicant first applied for a Conditional Use Permit. This application has been modified several times due to Planning Commission feedback. The most recent application includes three condominium buildings with 49 residential units, a 3,600 square-foot public restaurant, four townhomes within two duplex buildings, and a ski locker building. The site is Lot 1 of the B2 East Subdivision (Parcel B2East), located at 9300 Marsac Avenue. The site is subject to the 2007 Empire Pass B-2 Master Planned Development requirements and the [2007 Amended Flagstaff Development Agreement](#).

The Planning Commission first reviewed the application in March of 2021. The project was diligently reviewed and discussed several times by the Planning Commission, as displayed below:

Meeting Date	Meeting Type	Links
March 24, 2021	Work Session	Staff Report ; Minutes , p.3
June 9, 2021	Work Session	Staff Report ; Minutes , p.3
September 8, 2021	Work Session	Staff Report ; Minutes , p.3
October 27, 2021	Regular Agenda	Staff Report ; Minutes , p.17
December 8, 2021	Regular Agenda	Staff Report ; Minutes , p.11
February 9, 2022	Regular Agenda	Staff Report ; Minutes , p.12
March 9, 2022	Regular Agenda	Staff Report ; Agenda

The Planning Commission gave final approval on March 9, 2022.

Background

There are five key documents that describe the background of affordable housing for the Sommet Blanc development. These can be found summarized in the table below:

Agreement	Findings	Approval Date	Link
Flagstaff Affordable Housing Plan	Established initial housing obligation for the Flagstaff development, which was 91 AUEs	December 2001	Link
Flagstaff Development Agreement	Updated the housing obligation for the Flagstaff development to 118.9 AUEs total. 25% of these AUEs would be built on-site throughout the development.	March 2007	Link
Empire Pass MPD	Establishes the remaining on-site AUE requirement for the B2- East Parcel of 4.2 AUEs.	March 2007	Link
PCMC Affordable Housing Agreement	Discusses how the off-site affordable housing obligations can be satisfied by the developer & reaffirms that the obligation for the entire development is 118.9 AUEs	October 2009	Link
B2 East Subdivision Plat	Reaffirms the on-site requirement to build 4.2 AUEs on the B2 East parcel	March 2017	Link

This timeline is described in a narrative with more depth below:

The first affordable housing-related document for the [Flagstaff area is the Flagstaff Mountain Resort Employee/ Affordable Housing Plan](#) (Exhibit 14), which was approved in December of 2001. The document was [amended in 2008](#) to address phasing concerns. The document states that future MPD/CUP applications would not require a modification of the Housing Plan. In 2001, the Housing Plan required 91 AUEs, with 23 (25%) being built on-site. This equates to the developer building 10% of their residential

unit equivalents (RUEs) and 20% of their commercial unit equivalents (UEs). 25% of AUEs were agreed to be built on-site for the entire large-scale MPD.

[The 2007 Flagstaff Development Agreement](#) changed this requirement to be 118.9 AUEs over the entire Development Agreement (DA). The agreement split the 118.9 AUE requirement between “off-mountain” and “on-mountain” housing. The DA reaffirmed that the developer would build 10% of the RUEs generated and 20% of commercial UEs generated by the development. 25% of AUEs were agreed to be built on-site for the entire large-scale MPD.

In March 2007, the [Pod B-2, Empire Pass Master Planned Development](#) was approved. Section J states that MPD applications shall include housing mitigation plans which address employee/affordable housing as required by the adopted housing resolution in effect at the time of application. The 2007 B-2 MPD states that the application complies with the 2007 Development Agreement and re-affirms the remaining housing obligation for the Flagstaff development. The MPD states that requirement for the B-2 East Parcel remains at 4.2 AUEs.

In 2009, the [Affordable Housing Agreement](#), between Park City Municipal Corporation, United Park City Mines Company, and the Developer, was passed, which further reaffirmed the 118.9 AUE total for the development. The 2009 Agreement also discussed the Quinn’s Land Transfer, Black Rock Condo development, and potential development options for 100 Marsac. These land transfers and development satisfied a majority of the off-site development required by the Development Agreement.

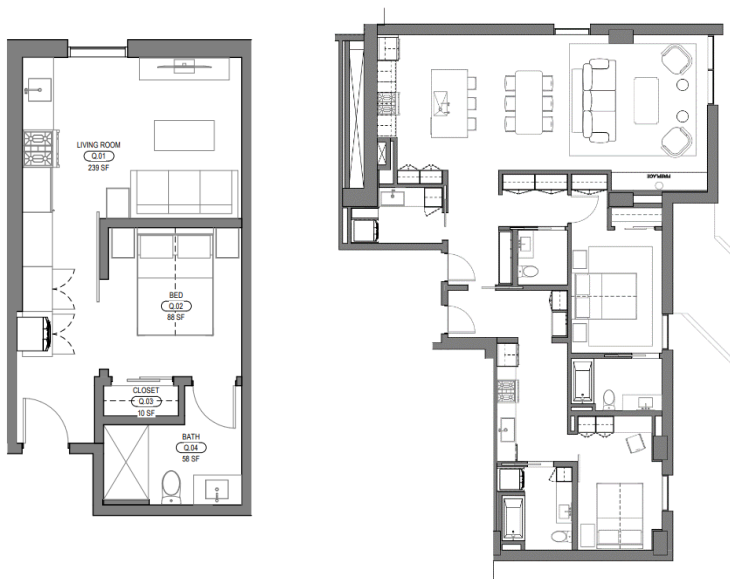
In 2017, [Ordinance 2017-07](#): An Ordinance Approving the B2 East Subdivision was approved by the Planning Commission and City Council. The Ordinance reaffirms that the B-2 East plat has a remaining on-site obligation of 4.2 AUEs. The Ordinance also states that requirements of the DA will be reviewed for compliance during the CUP permit application, including for affordable housing compliance and fulfillment. In the Conditions of Approval #16 for the subdivision plat, the development of Lot 1, in the B-2 East parcel, is required to have an on-site affordable housing obligation of 4.2 AUEs and be consistent with the Flagstaff Affordable Housing Mitigation Plan.

With regard to the off-mountain housing obligation, the developer satisfied this requirement in 2017 with the transfer of the 100 Marsac Ave parcel to Park City Municipal. The on-mountain requirements were met incrementally over time through each parcel’s development approval. For example, between the Argent, Empire Residences, Talisker Tower Residences, One Empire Pass, Silver Strike Lodge, Flagstaff Lodge, Arrow Leaf A, Grand Lodge, Ironwood, and the Montage, 20.695 AUEs were completed (or currently under construction). This leaves an outstanding on-mountain obligation of 4.2 AUEs remaining for the B2-East Parcel, which Sommet Blanc proposes for development. The Flagstaff development has a remaining off-site obligation of 5.175 AUEs.

Analysis

The Sommet Blanc proposal satisfies the remaining housing obligation for the B2-East Plat and the AUEs required for the Flagstaff DA, which will all be located on-site. The proposed Housing Mitigation Plan replaces the remaining 4.2 on-mountain requirements required within the 2007 Agreement with a plan that exceeds the total required unit equivalents. The proposed development includes six (6) Affordable Housing Units, or the equivalent of 5.12 AUEs.

The developer proposes four studio units and two 2-bedroom lock-out units. The studio units are 422-424 SF each. The smaller unit sizes allow for more individual units, providing housing for more seasonal employees. The two 2-bedroom lock-out units are 1,458 SF and offer unique flexibility to house a few individuals comfortably, either in the same unit with separate or shared living spaces, as shown in the floor plan diagram below.



Summary of Applicant's proposed Housing Obligation (Exhibit A):

- 5.12 AUEs equaling six units;
- 80% AMI target;
- Employees working within the Flagstaff Annexation Area prioritized; and
- two 2-bedroom lock-out units and four studio units proposed on-site.
 - Unit 1- Building A- Unit 22, 1,458 sqft, two 2-bedroom lock-off
 - Unit 2- Building B- Unit 22, 1,458 sqft, two 2-bedroom lock-off
 - Unit 3- Building C- Unit 22, 423 sqft, studio
 - Unit 4- Building C- Unit 23, 424 sqft, studio
 - Unit 5- Building C- Unit 24, 422 sqft, studio
 - Unit 6- Building C- Unit 25, 424 sqft, studio
 - Total units: 6, total square footage: 4,609 SF = 5.12 AUES.

UNIT SCHEDULE - AFFORDABLE				
Number	Name	Area	Type	Unit Type
A 22	BLDG A UNIT 22	1,458 SF	2BR - Affordable	K
B 22	BLDG B UNIT 22	1,458 SF	2BR - Affordable	K
C22	BLDG C UNIT 22	423 SF	1 Bed - Affordable	Q
C23	BLDG C UNIT 23	424 SF	1 Bed - Affordable	Q
C24	BLDG C UNIT 24	422 SF	1 Bed - Affordable	Q
C25	BLDG C UNIT 25	424 SF	1 Bed - Affordable	Q
GRAND TOTAL: 6		4,609 SF		

The Applicant proposes rental units instead of ownership. The 2021 rent limits proposed are:

Family Size	One Dorm	One SRO	One Studio	Two 1-BR	Three 2-BR	Four 3-BR	Five 4-BR	Six
AMI								
80%	\$685	\$1,268	\$1,691	\$1,933	\$2,174	\$2,416	\$2,609	\$2,803

The units will remain affordable under their Deed Restrictions, and the units will be subject to annual compliance to maintain affordability.

Per the 2007 Agreement, the Applicant's proposal for Residential Accessory space complies with the uses described in the [Land Management Code \(LMC\)](#) and does not require unit equivalents. The Residential Accessory space does not generate a housing obligation if it aligns with LMC definitions.

Overall, the Housing Team believes the Applicant's Housing Mitigation Plan is adequate, exceeds the unit obligation, and agrees with the rental approach and rates.

Attachments

- Exhibit A Sommet Blanc Housing Mitigation Plan Proposal
- Exhibit B Sommet Blanc CUP Application
- Exhibit C Sommet Blanc Affordable Housing Action Letter

Sommet Blanc

Housing Mitigation Plan

Governing Documents:

The 2018 B2 East Plat includes a requirement for 4.2 Affordable Unit Equivalents (AUEs). The 2007 Flagstaff Development Agreement requires 118.9 AUEs. All off-mountain housing (94.175 AUEs) was satisfied in 2018 with the transfer of the 100 Marsac parcel to Park City Municipal Corporation. At that time, of the 24.725 required on-mountain AUEs, 16.675 AUEs had been completed. The remaining 8.05 AUEs were assigned on the Village at Empire Pass North and B2 East Plats. With the completion of the Argent project, the total AUEs satisfied at Empire Pass will be:

On-Mountain Requirement	24.725 AUEs
Completed On-Mountain (2019)	16.675 AUEs
Empire Residences	1.1
Talisker Tower Residences	0.92
Argent	2.0
Flagstaff On-Mountain AUEs Provided	20.695

Total On-Mountain Remaining Requirement: 4.03 AUEs

Proposed AUEs:

In response to Planning Commission comments, the Applicant has revised and increased the on-site Affordable Housing program for the Project. The proposed development now includes six (6) Affordable Housing Units providing almost 50% more AUEs than the remaining requirement for Empire Pass:

UNIT SCHEDULE - AFFORDABLE				
Number	Name	Area	Type	Unit Type
A 22	BLDG A UNIT 22	1,458 SF	2BR - Affordable	K
B 22	BLDG B UNIT 22	1,458 SF	2BR - Affordable	K
C22	BLDG C UNIT 22	423 SF	1 Bed - Affordable	Q
C23	BLDG C UNIT 23	424 SF	1 Bed - Affordable	Q
C24	BLDG C UNIT 24	422 SF	1 Bed - Affordable	Q
C25	BLDG C UNIT 25	424 SF	1 Bed - Affordable	Q
GRAND TOTAL: 6		4,609 SF		

AUEs required: 4.03 AUEs

AUEs proposed: 5.76 AUEs (4,609 SF)

Target AMI, Rental Rate, and Prioritization:

Target AMI:

80% Area Median Income

Proposed Rental Rate:

The proposed annual rental rates will be consistent with the standards established by HUD as approved by the Park City Housing Authority on an annual basis. The following table identifies the rental rates for 2021 and this will be updated annually.

Prioritization:

Family Size ► AMI ▼	2021 Rent Limits							
	One Dorm	One SRO*	One Efficiency/Studio	Two 1-br	Three 2-br	Four 3-br	Five 4-br	Six
80%	\$ 685	\$ 1,268	\$ 1,691	\$ 1,933	\$ 2,174	\$ 2,416	\$ 2,609	\$ 2,803

1st tier: Empire Pass employees

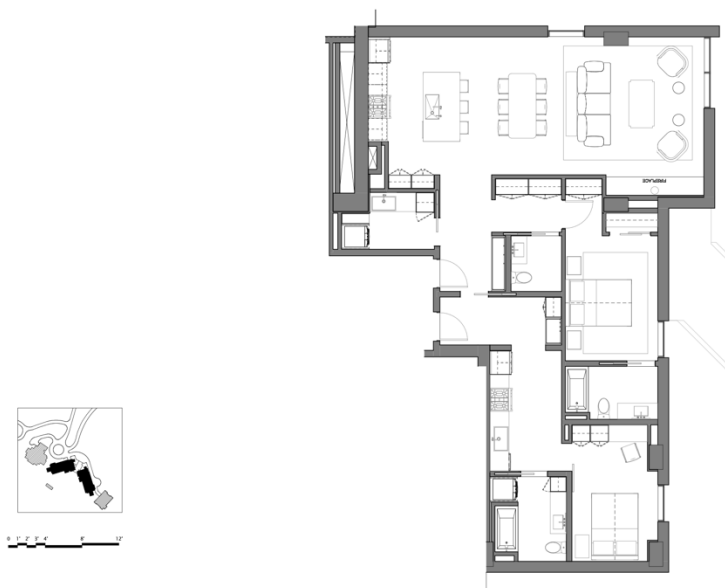
2nd tier: Deer Valley Resort employees

3rd tier: Employees within City limits

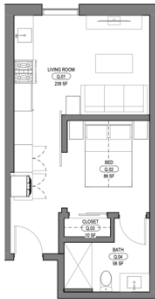
Layout and Development Context:

In addition to Affordable Housing units, “21” Units in Buildings A and B are ADA compliant. The following floor plans detail the Affordable Housing units located in Buildings A, B, and C.

BLDG A & B
AFFORDABLE 2 BED LOCK-OFF UNIT PLAN
TOTAL QUANTITY: 2



BLDG C
AFFORDABLE 1 BED UNIT PLAN
TOTAL QUANTITY: 4





SOMMET BLANC

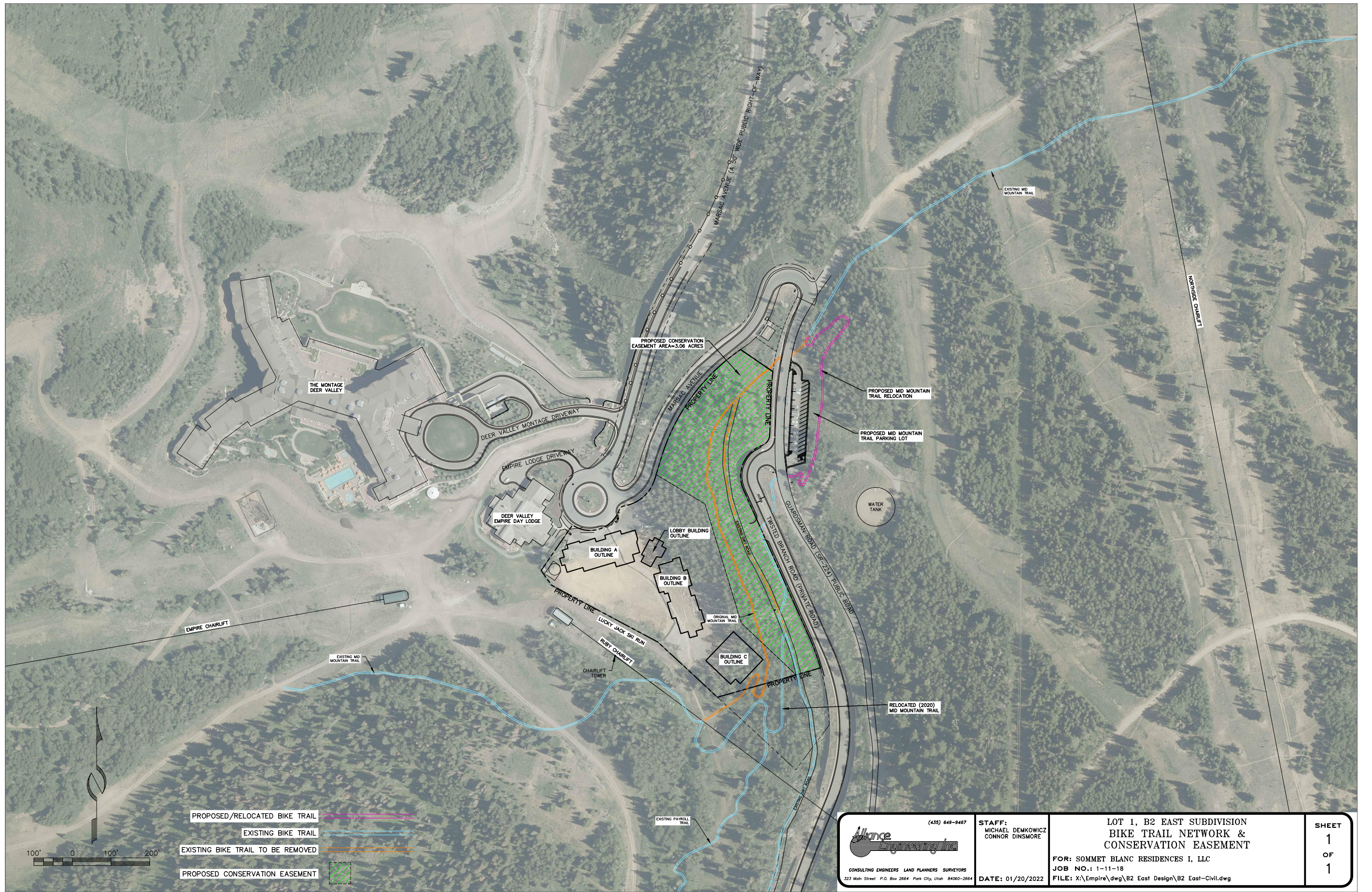
CONTENTS

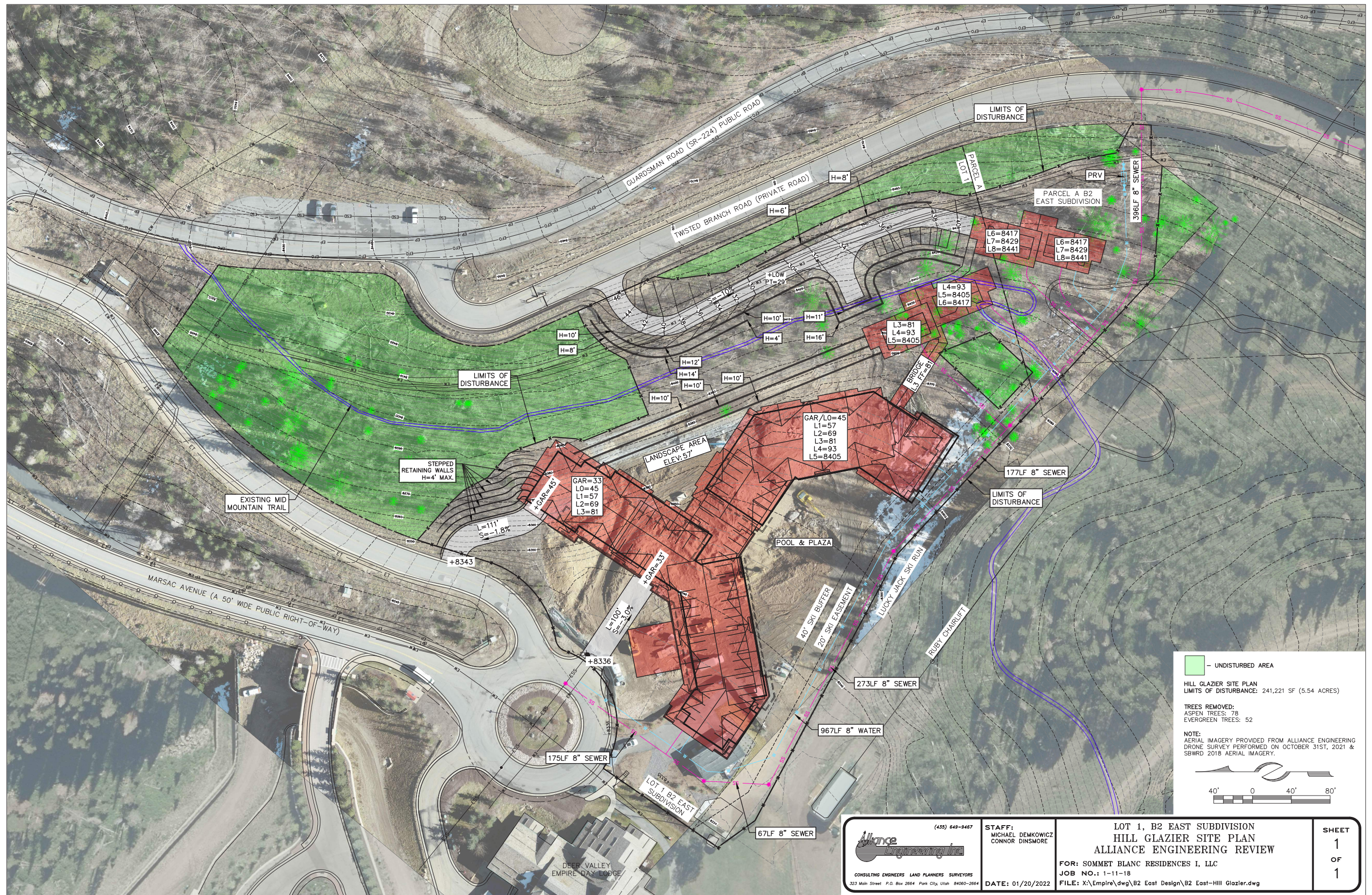
<i>Exhibit 1 - Civil & Landscape Design</i>	<i>1</i>
<i>Exhibit 2 - Condo Lodge Plans and Elevations</i>	<i>31</i>
<i>Exhibit 3 - Visual Impact</i>	<i>74</i>
<i>Exhibit 4 - Height Study and New Volumetrics</i>	<i>82</i>
<i>Exhibit 5 - Mid Mountain Trail</i>	<i>92</i>

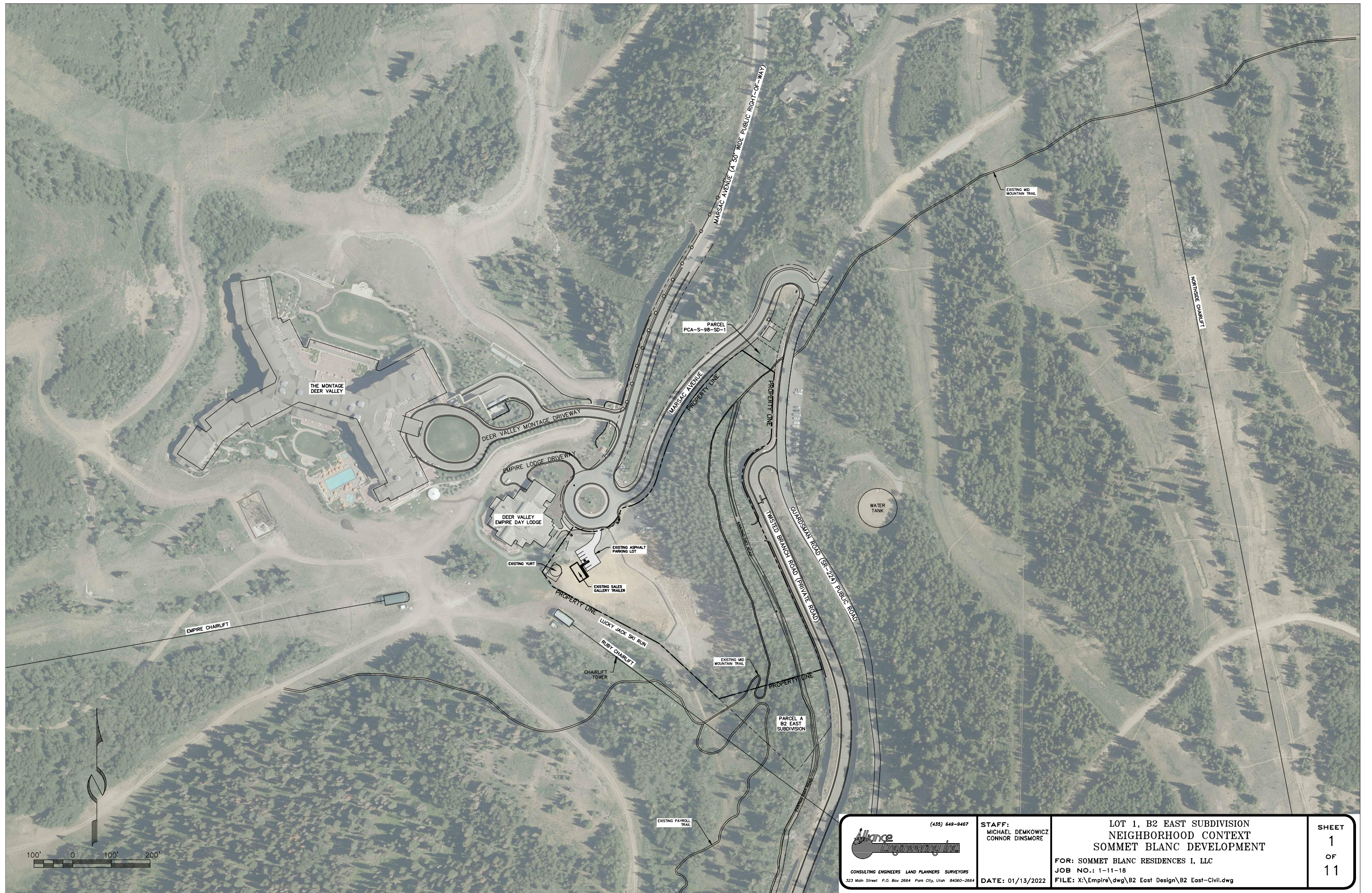
Sommet Blanc (B2 East) - CUP & MPD Amendment

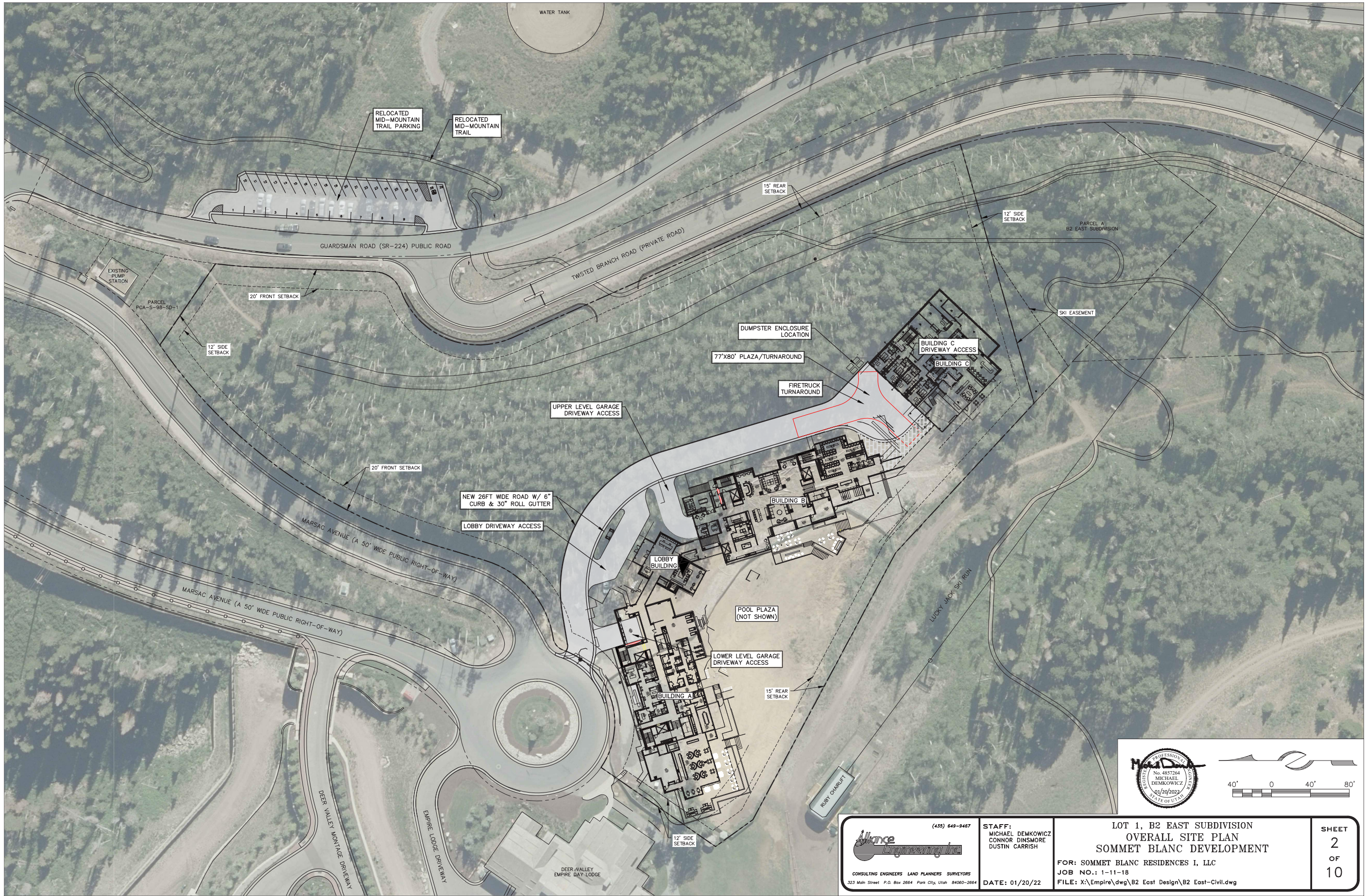
Exhibit 1 - Civil & Landscape Design

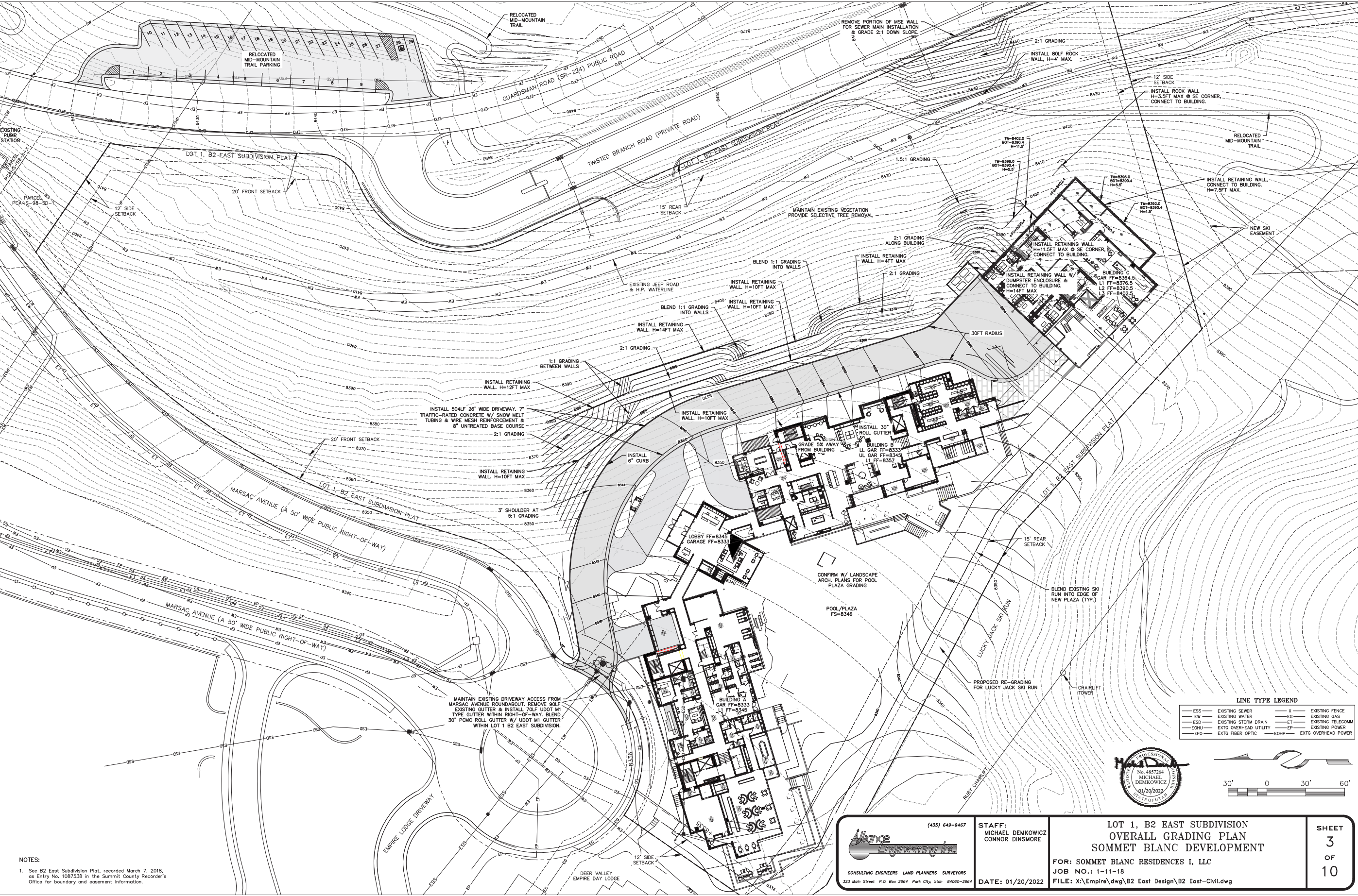
February 9, 2022

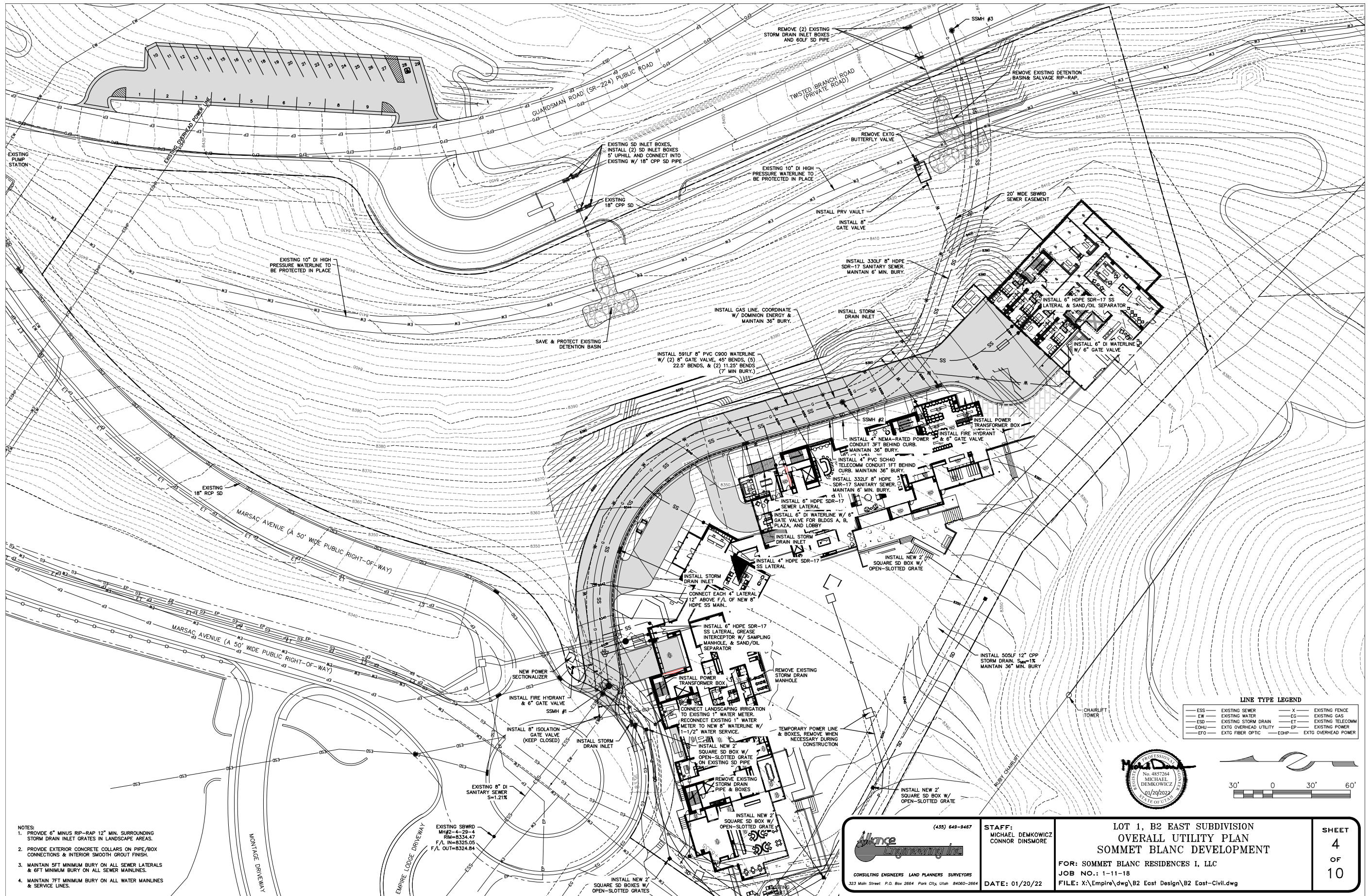


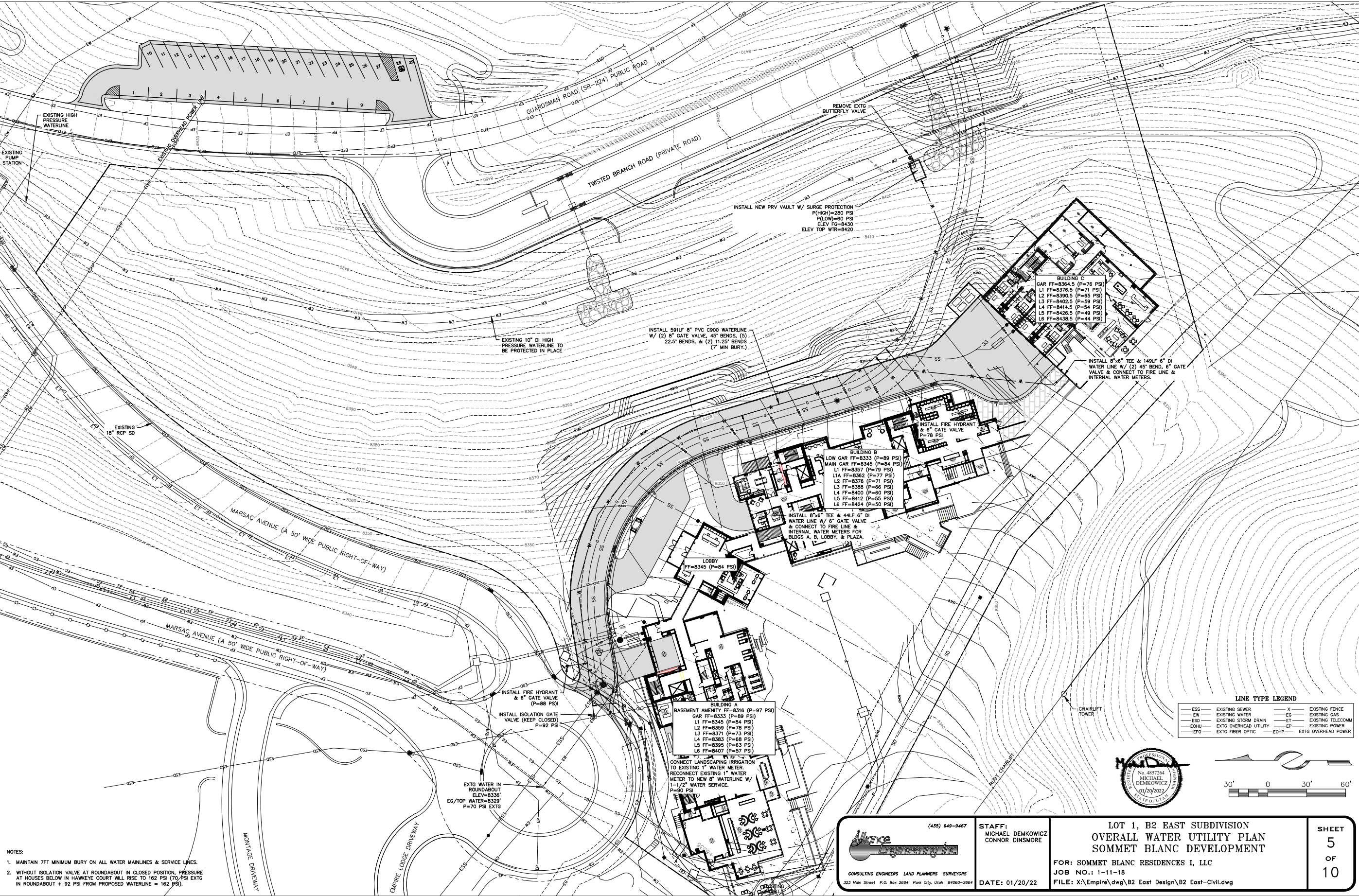


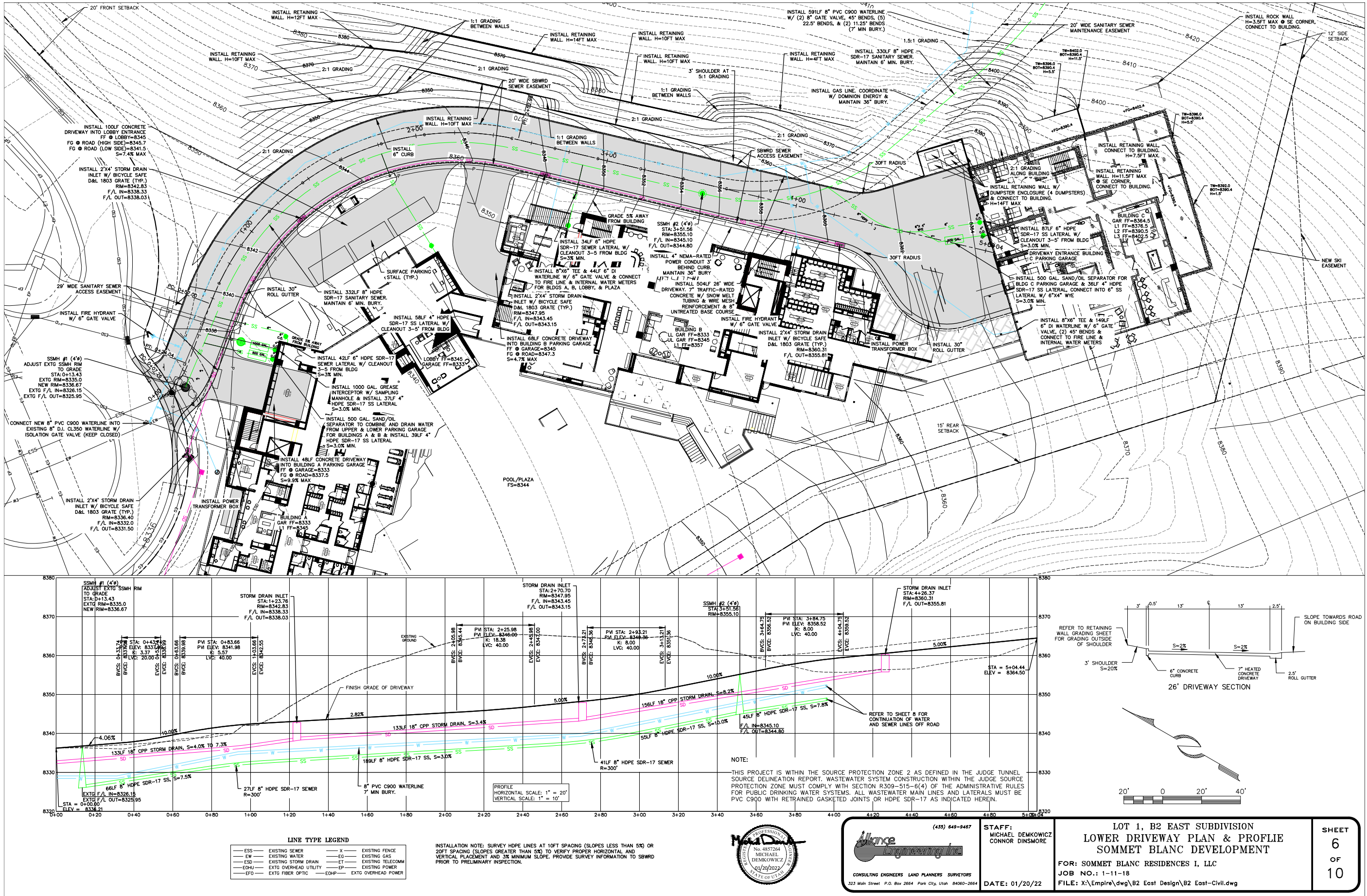


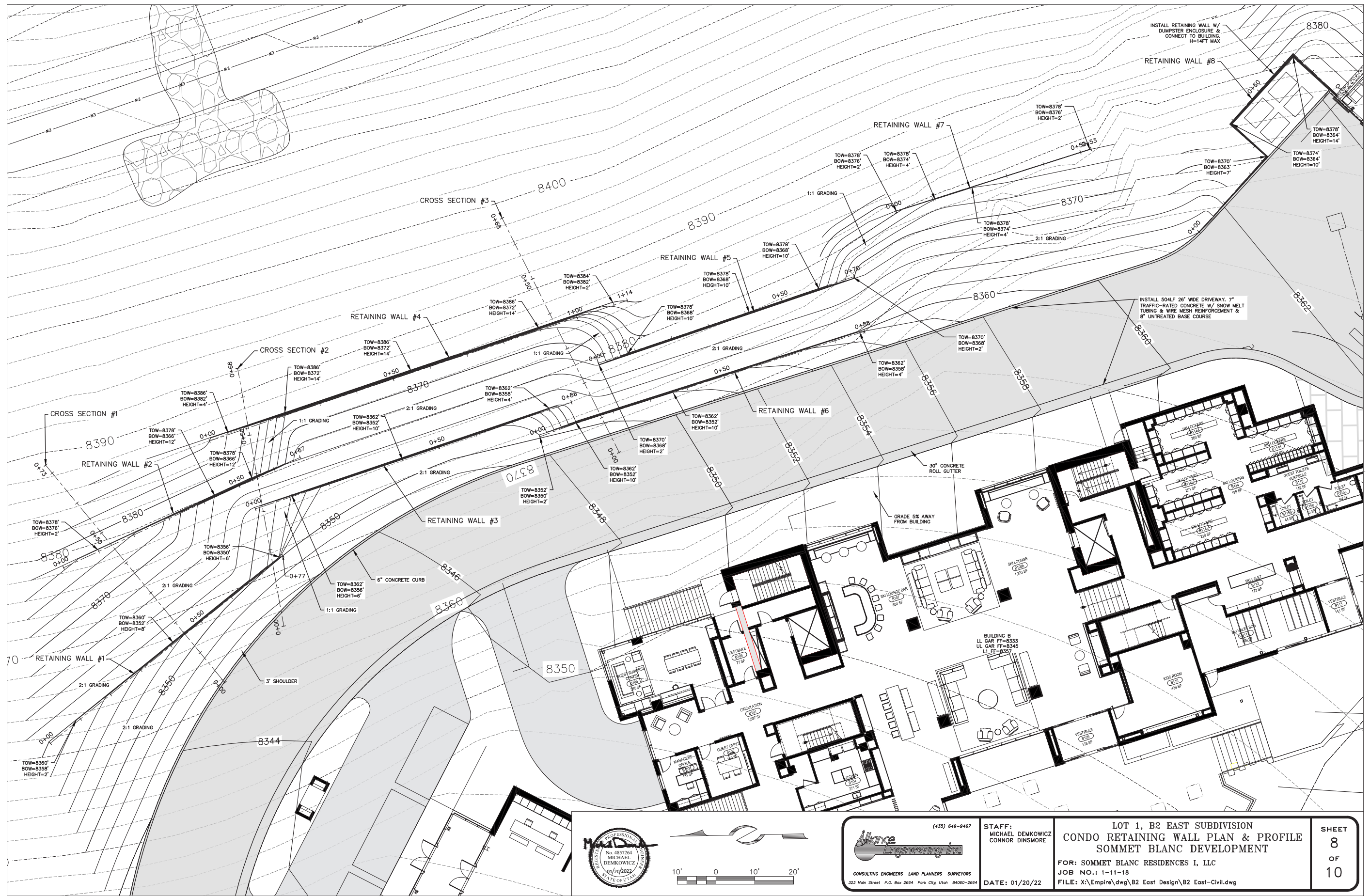


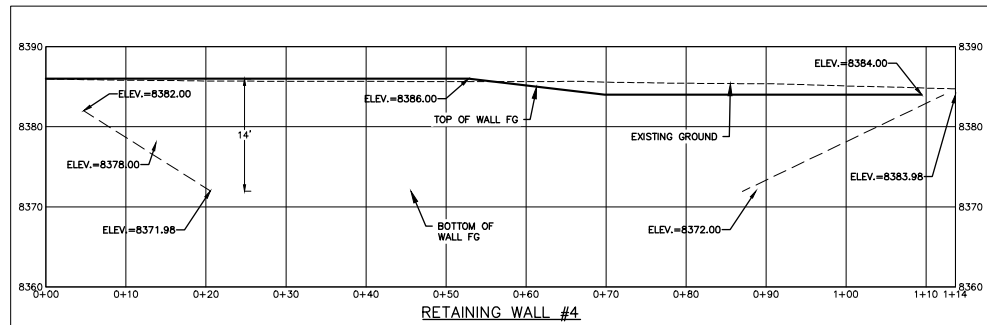
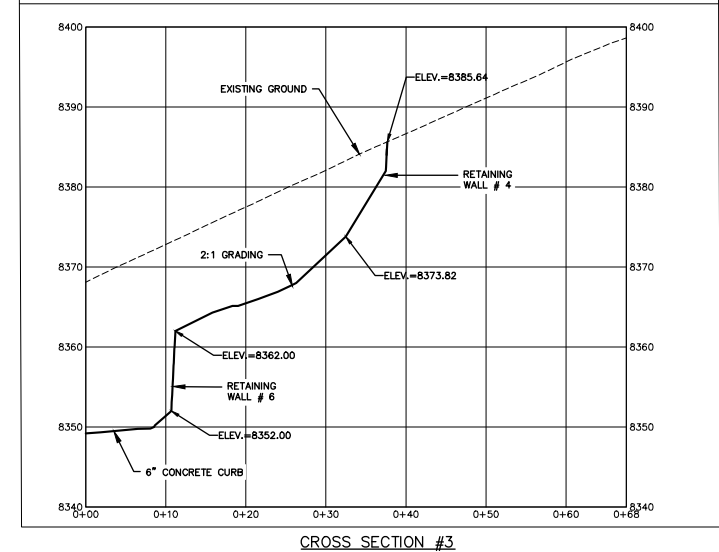
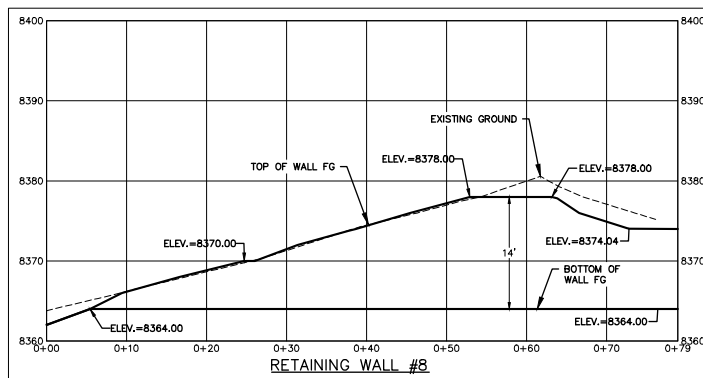
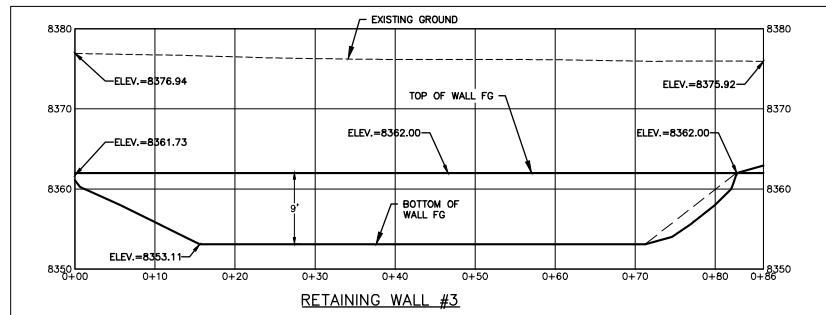
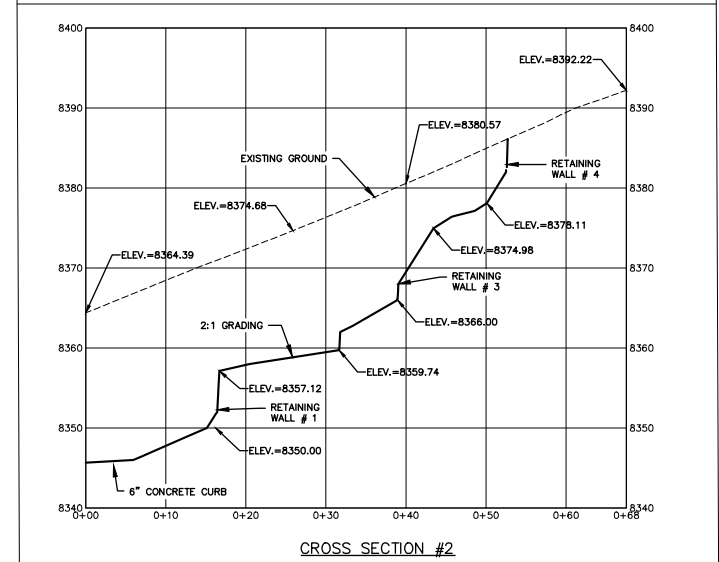
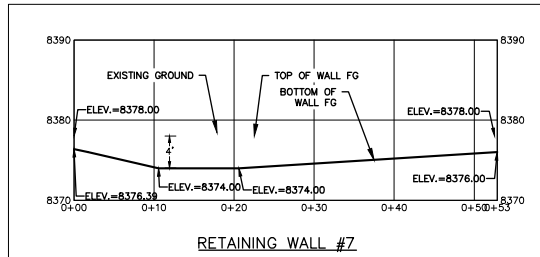
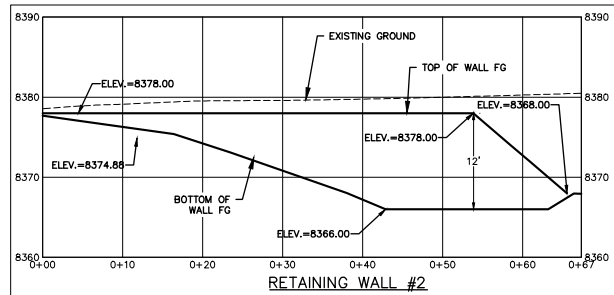
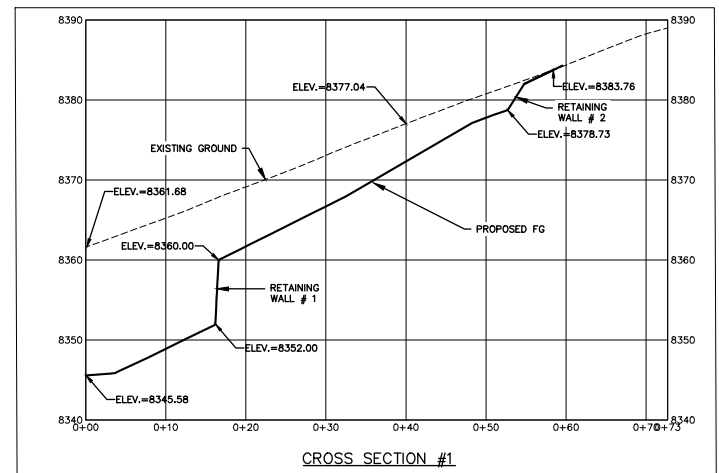
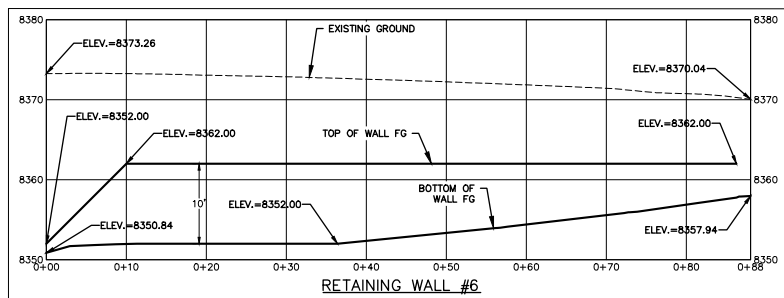
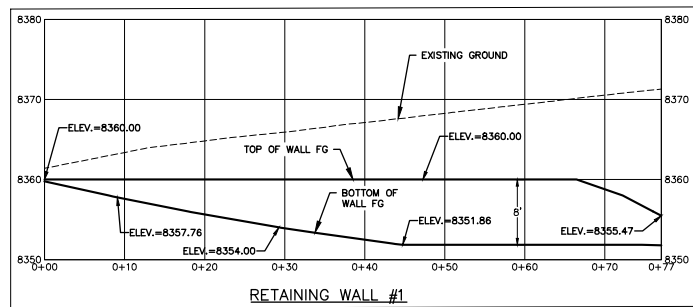




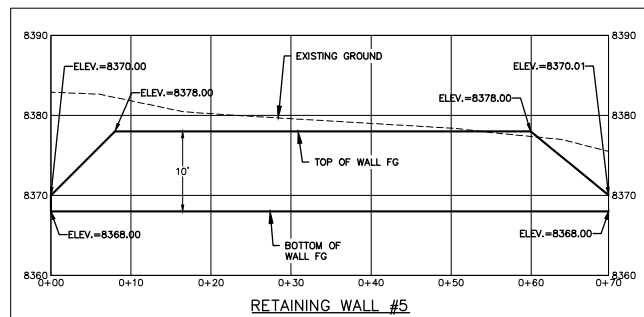




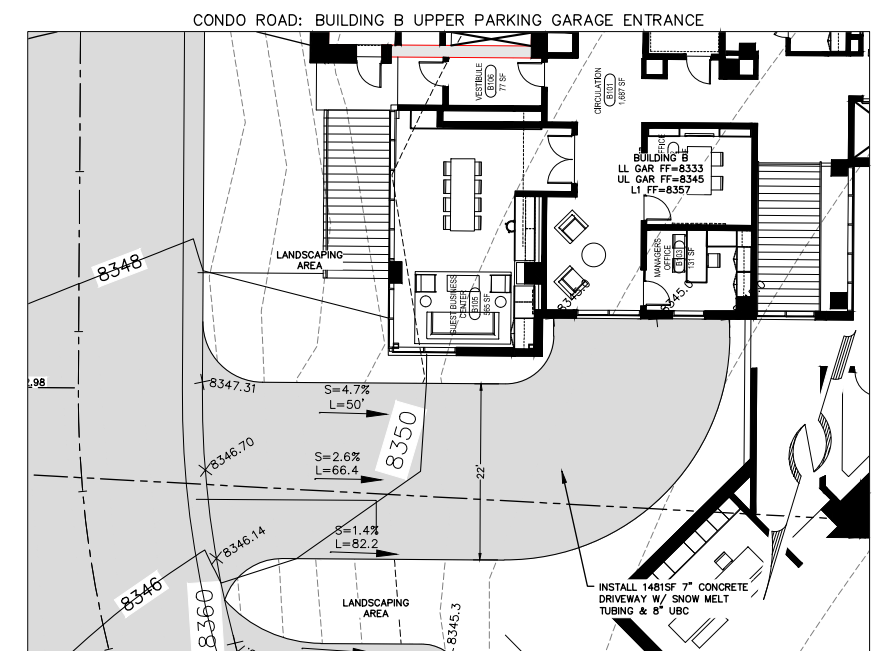
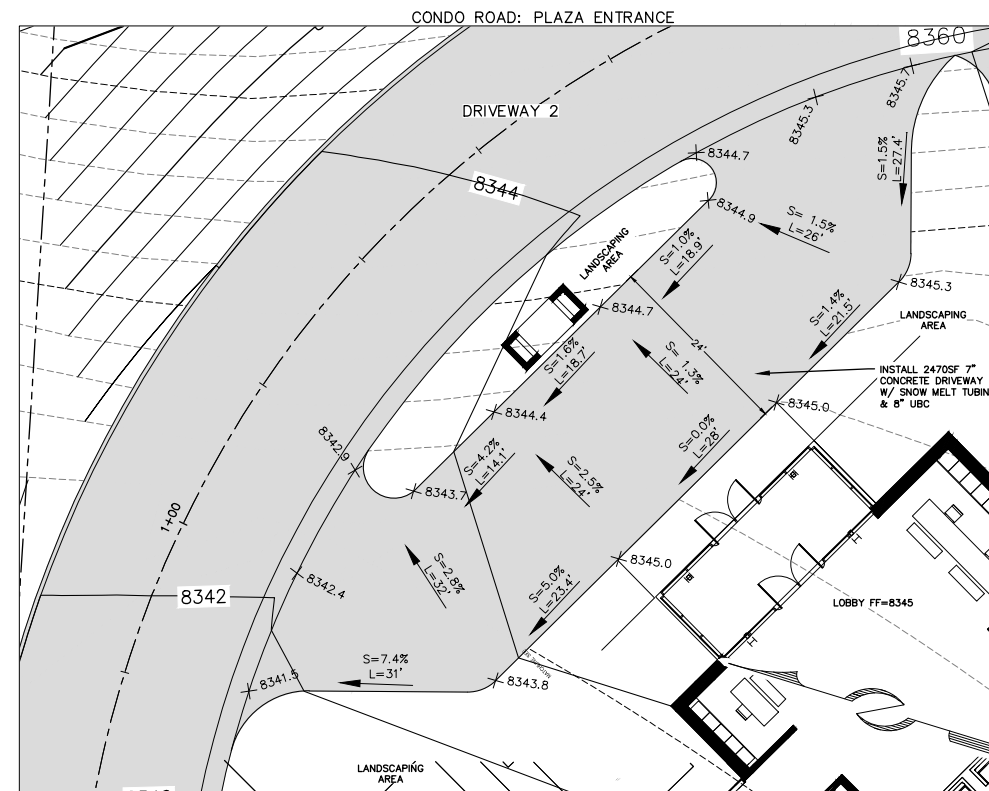
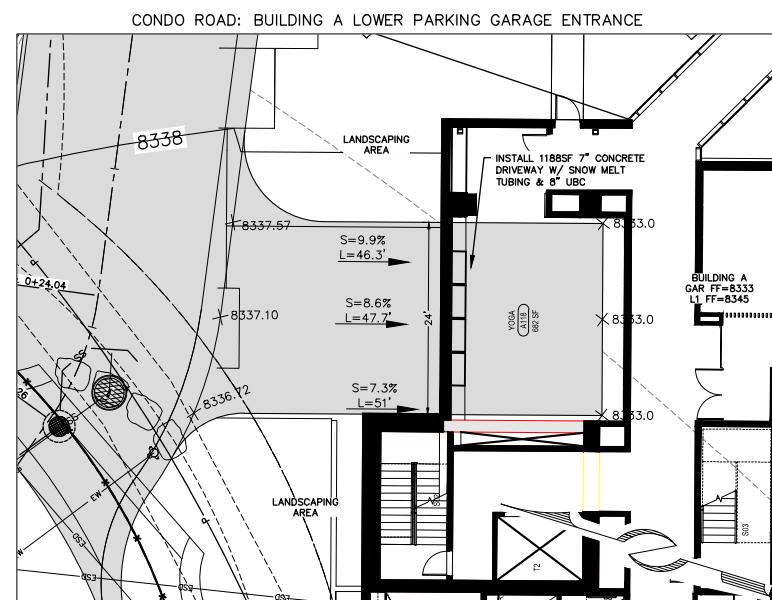




- NOTE:
1. BOTTOM OF WALL GRADING TO BE SMOOTH 2:1 OR 1:1 GRADING, REFER TO GRADING PLAN SHEET.
 2. DASHED LINE ON PROFILES TO REPRESENT SMOOTH BOTTOM OF WALL GRADING.



 (435) 649-9467 CONSULTING ENGINEERS LAND PLANNERS SURVEYORS 323 Main Street P.O. Box 2664 Park City, Utah 84060-2664	STAFF: MICHAEL DEMKOWICZ CONNOR DINSMORE	LOT 1, B2 EAST SUBDIVISION RETAINING WALL PLAN & PROFILE SOMMET BLANC DEVELOPMENT FOR: SOMMET BLANC RESIDENCES I, LLC JOB NO.: 1-11-18 FILE: X:\Empire\dwg\B2 East Design\B2 East-Civil.dwg	SHEET 9 OF 10
	DATE: 01/20/22		



(435) 649-9467

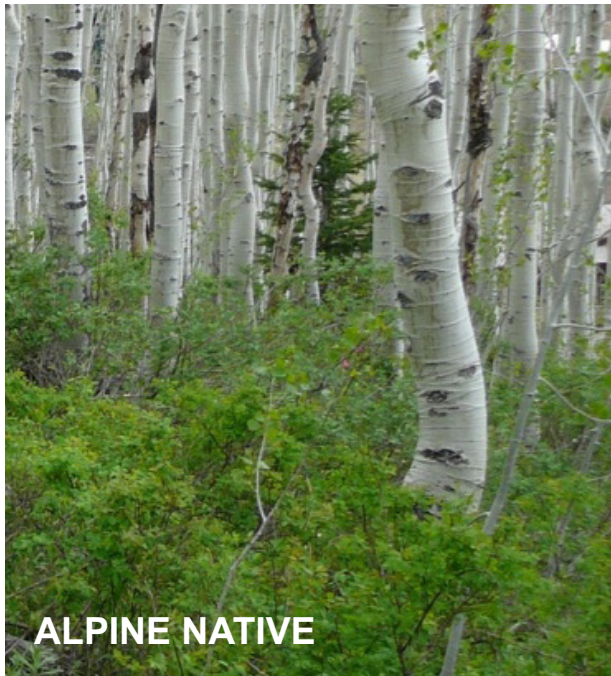
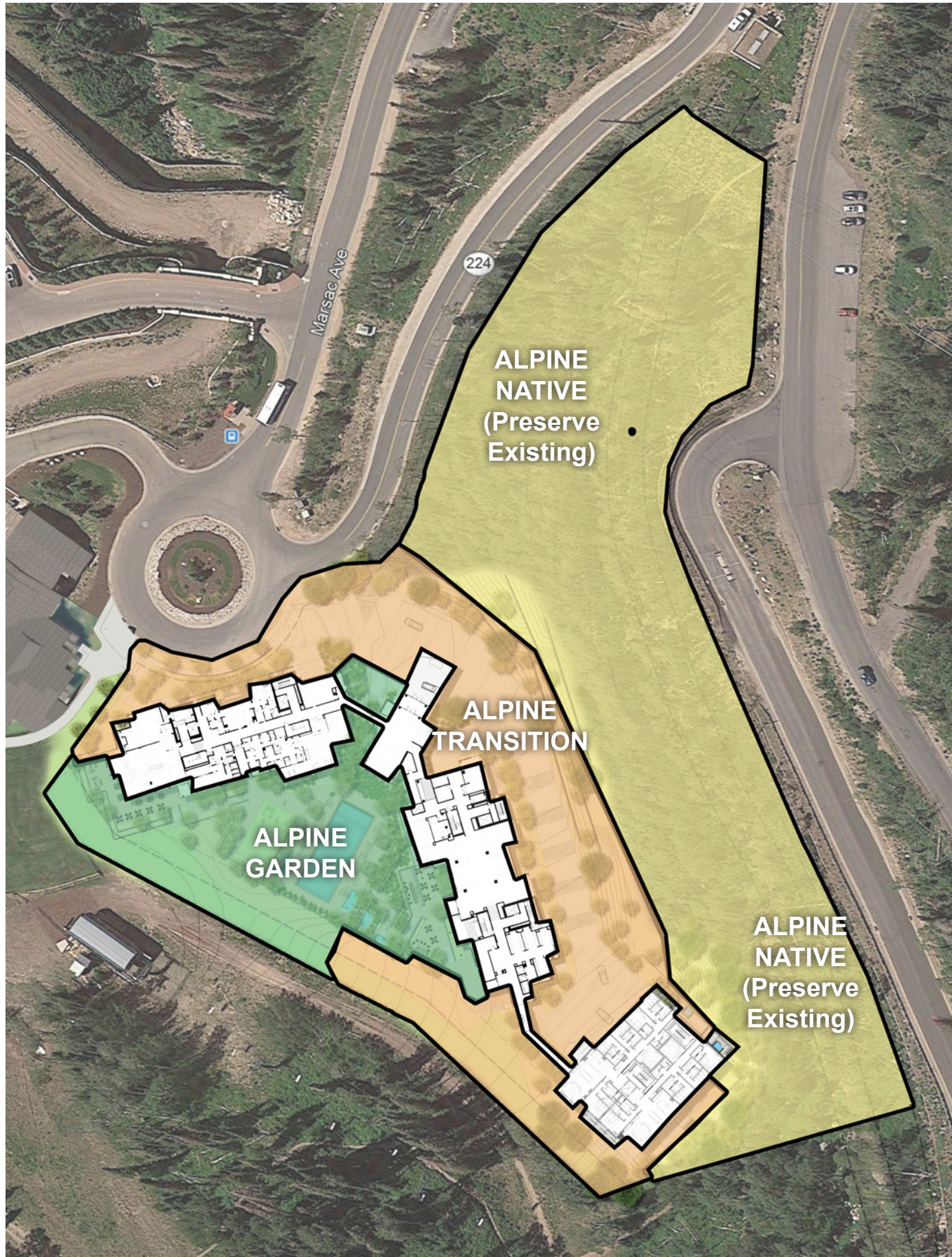
STAFF:
MICHAEL DEMKOWICZ
CONNOR DINSMORE

564 DATE: 01/20/2022

LOT 1, B2 EAST SUBDIVISION
ADDITIONAL DRIVEWAY GRADING
SOMMET BLANC DEVELOPMENT

FOR: SOMMET BLANC RESIDENCES I, LLC
JOB NO.: 1-11-18
FILE: X:\Empire\dwg\B2 East Design\B2 East-Civil.dwg

SHEET
10
OF
10



ALPINE NATIVE



ALPINE NATIVE



ALPINE TRANSITION



ALPINE GARDEN

PRELIMINARY SITE PLANTING LISTS

ALPINE NATIVE PLANT LIST

Largely undisturbed portions of the site. Leave existing vegetation. Maintain and clean up the large monoculture swaths of native vegetation only as needed. Fell dead timbers and cultivate nursing logs for next phases of the forest vegetation.

In areas where utilities and site walls require the removal of existing vegetation, it will be replaced with planting to match the existing context vegetation.

Plants will consist of the following:

TREES

- *Juniperus scopulorum* - Rocky Mountain Juniper
- *Picea pungens* - Colorado Green Spruce
- *Populus tremuloides* - Quaking Aspen

SHRUBS

- *Amelanchier alnifolia* - Saskatoon Serviceberry
- *Artemisia tridentata* - Big Sage
- *Chrysothamnus nauseosus* - Rubber Rabbitbrush
- *Symphoricarpos occidentalis* - Western Snowberry

GRASSES

- *Bromus marginatus* - Mountain Brome
- *Elymus lanceolatus spp.* - Streambank Wheatgrass
- *Pascopyrum smithii* - Western Wheatgrass

ALPINE TRANSITION PLANT LIST

Create a blending zone to transition from the native area to the more gardensque areas of the project. These include drive lane planting, the ski beach landing and more naturalized building base planting. Large swaths and monocutures will be used to match in with the existing context in a simple and elegant form. Some additional plants added to each category to tie in the the garden areas of the site. Plants will consist of the following:

TREES

- *Acer ginnala* - Amur Maple
- *Acer glabrum* - Rocky Mountain Maple
- *Juniperus scopulorum* - Rocky Mountain Juniper
- *Picea pungens* - Colorado Green Spruce
- *Picea omorika* - Siberian Spruce
- *Populus tremuloides* - Quaking Aspen
- *Rhus glabra* - Smooth Sumac

SHRUBS

- *Amelanchier alnifolia* - Saskatoon Serviceberry
- *Artemisia tridentata* - Big Sage
- *Chrysothamnus nauseosus* - Rubber Rabbitbrush
- *Cornus sericea* - Redtwig Dogwood
- *Mahonia repens* - Creeping Oregon Grape
- *Paxistima myrsinities* - Mountain Lover
- *Salix spp.* - Willow
- *Symphoricarpos occidentalis* - Western Snowberry

GRASSES

- *Bromus marginatus* - Mountain Brome
- *Elymus lanceolatus spp.* - Streambank Wheatgrass
- *Pascopyrum smithii* - Western Wheatgrass

ALPINE GARDEN PLANT LIST

Utilize many of the same plants found in the Native and Transition portions of the design, but create organization and form in the landscape that responds to the architectural site walls and features. Perennials added for seasonal color. Plants will consist of the following:

TREES

- *Acer ginnala* - Amur Maple
- *Acer glabrum* - Rocky Mountain Maple
- *Juniperus scopulorum* - Rocky Mountain Juniper
- *Populus tremuloides* - Quaking Aspen
- *Rhus glabra* - Smooth Sumac
- *Picea pungens* - Colorado Green Spruce
- *Picea omorika* - Siberian Spruce

SHRUBS

- *Amelanchier alnifolia* - Saskatoon Serviceberry
- *Arctostaphylos uva-ursi* - Kinnikinnick
- *Artemisia tridentata* - Big Sage
- *Chrysothamnus nauseosus* - Rubber Rabbitbrush
- *Cornus sericea* - Redtwig Dogwood
- *Mahonia repens* - Creeping Oregon Grape
- *Paxistima myrsinities* - Mountain Lover
- *Ribes alpinum* - Alpine Currant
- *Salix spp.* - Willow
- *Symphoricarpos occidentalis* - Western Snowberry

GRASSES

- *Bromus marginatus* - Mountain Brome
- *Elymus lanceolatus spp.* - Streambank Wheatgrass
- *Festuca ovina* - Sheep Fescue
- *Pascopyrum smithii* - Western Wheatgrass
- *Miscanthus spp.* - Maidengrass
- *Poa alpina* - Alpine Bluegrass
- *Poa pratensis spp.* - Kentucky Bluegrass

PERENNIALS

- *Agastache rupestris* - Hyssop
- *Alcea rosea* - Hollyhock
- *Aquilegia caerulea* - Columbine
- *Lavendula spp.* - Lavender
- *Rudbeckia spp.* - Black-eyed Susan



MID MOUNTAIN TRAIL PARKING

ALPINE NATIVE LANDSCAPE PROTECT IN PLACE AND RESTORE TO NATIVE

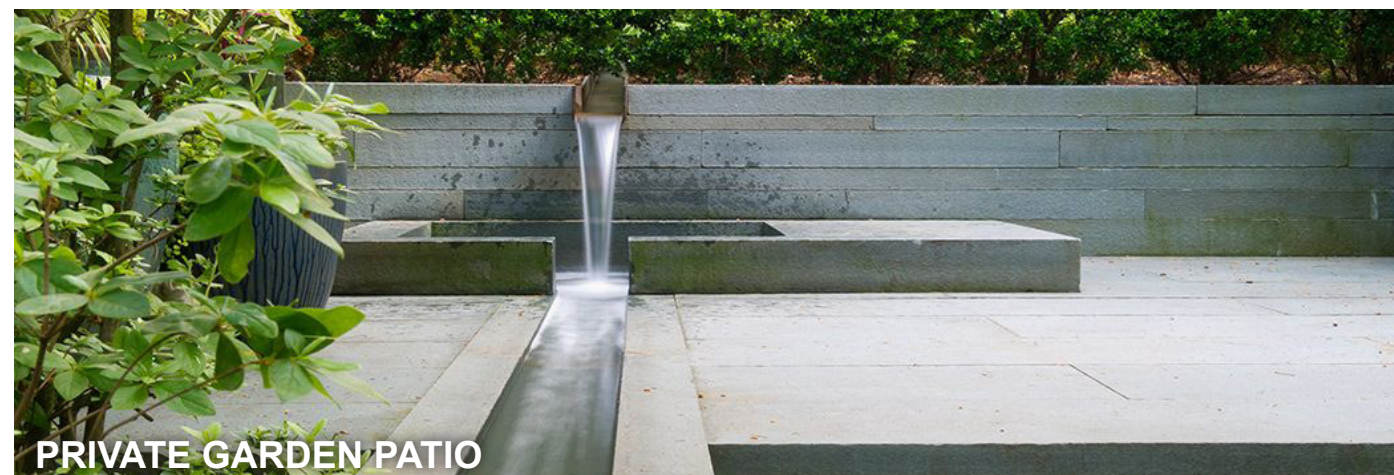
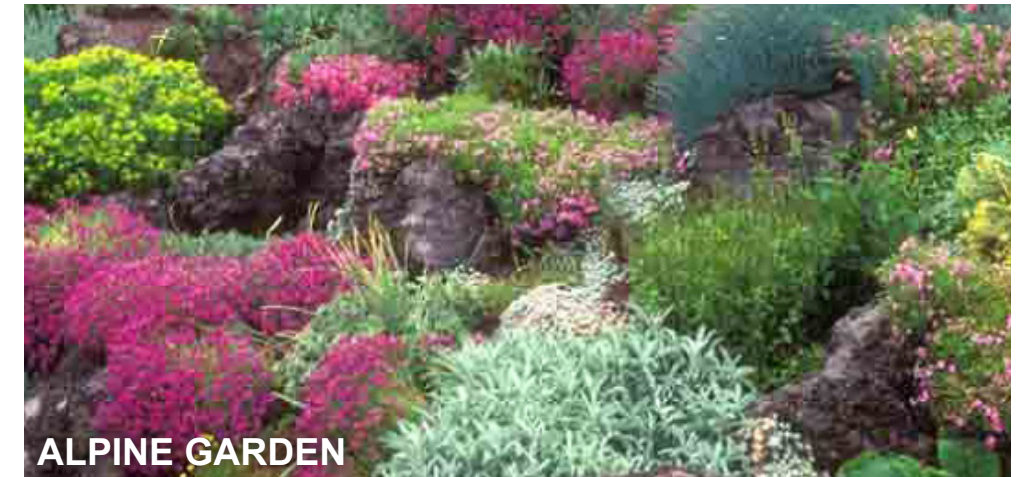
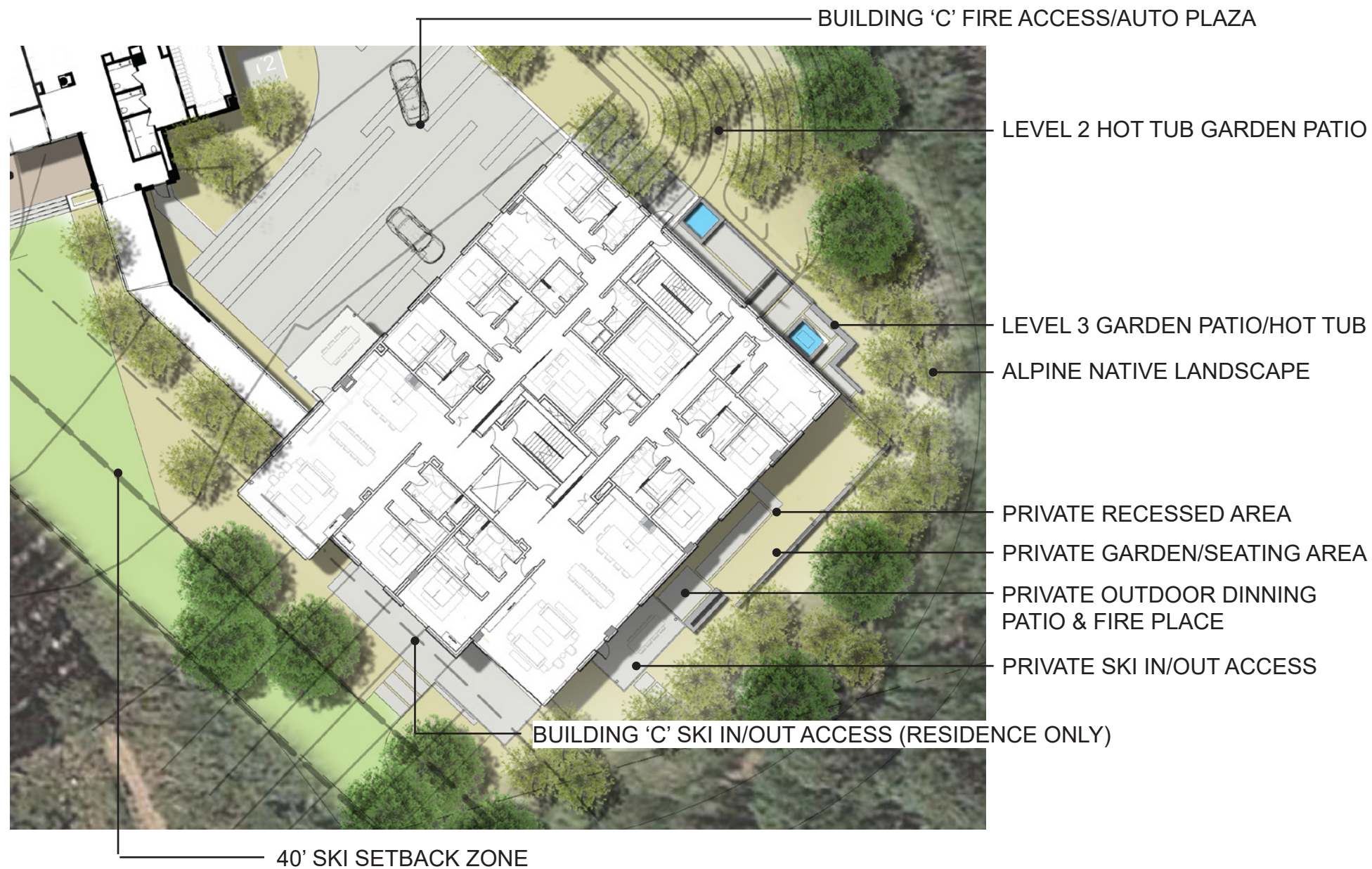
LOWER ROAD DECORATIVE PAVING AND STREETScape

EXISTING LANDSCAPE AND PATIO AT EMPIRE PASS

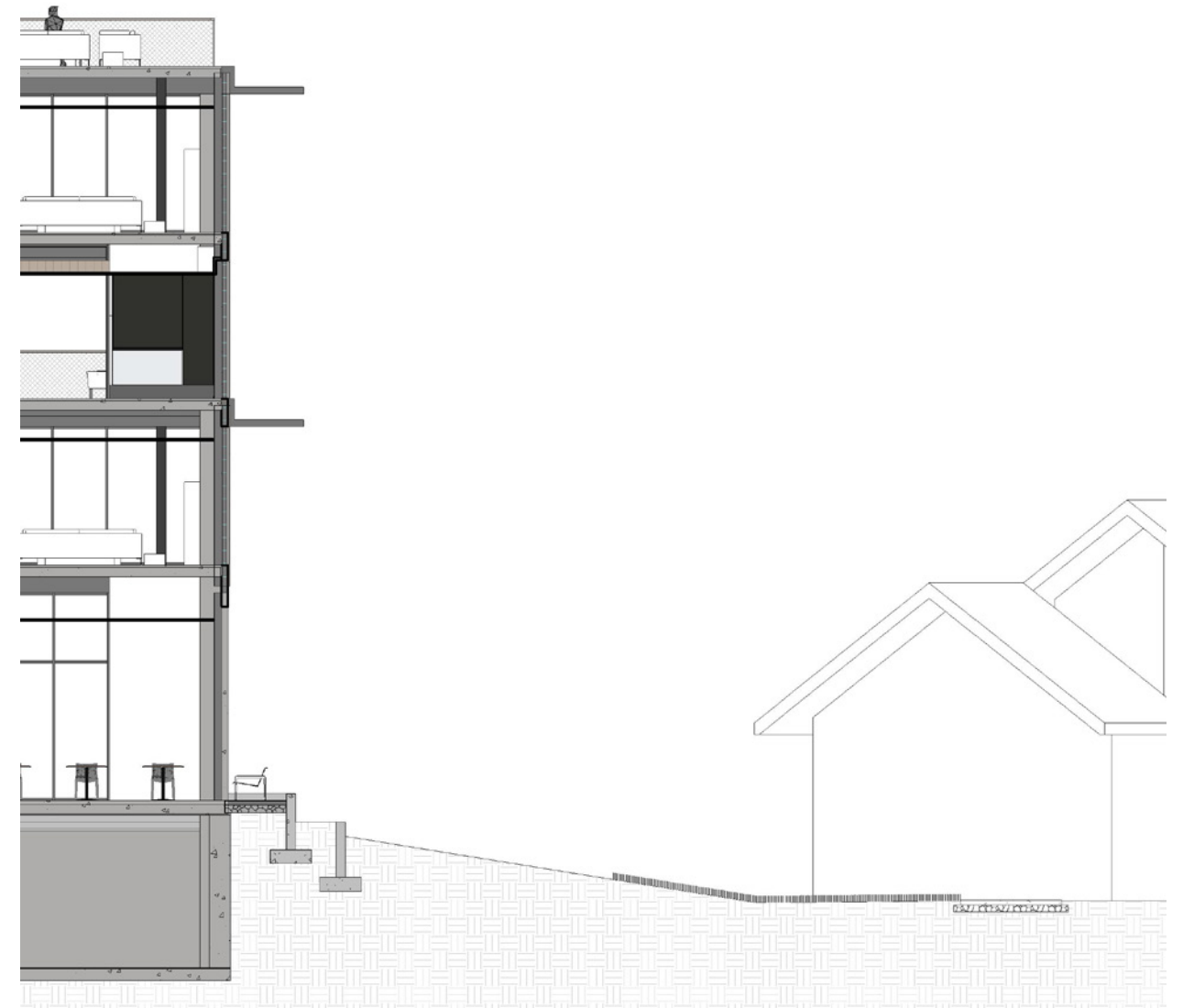
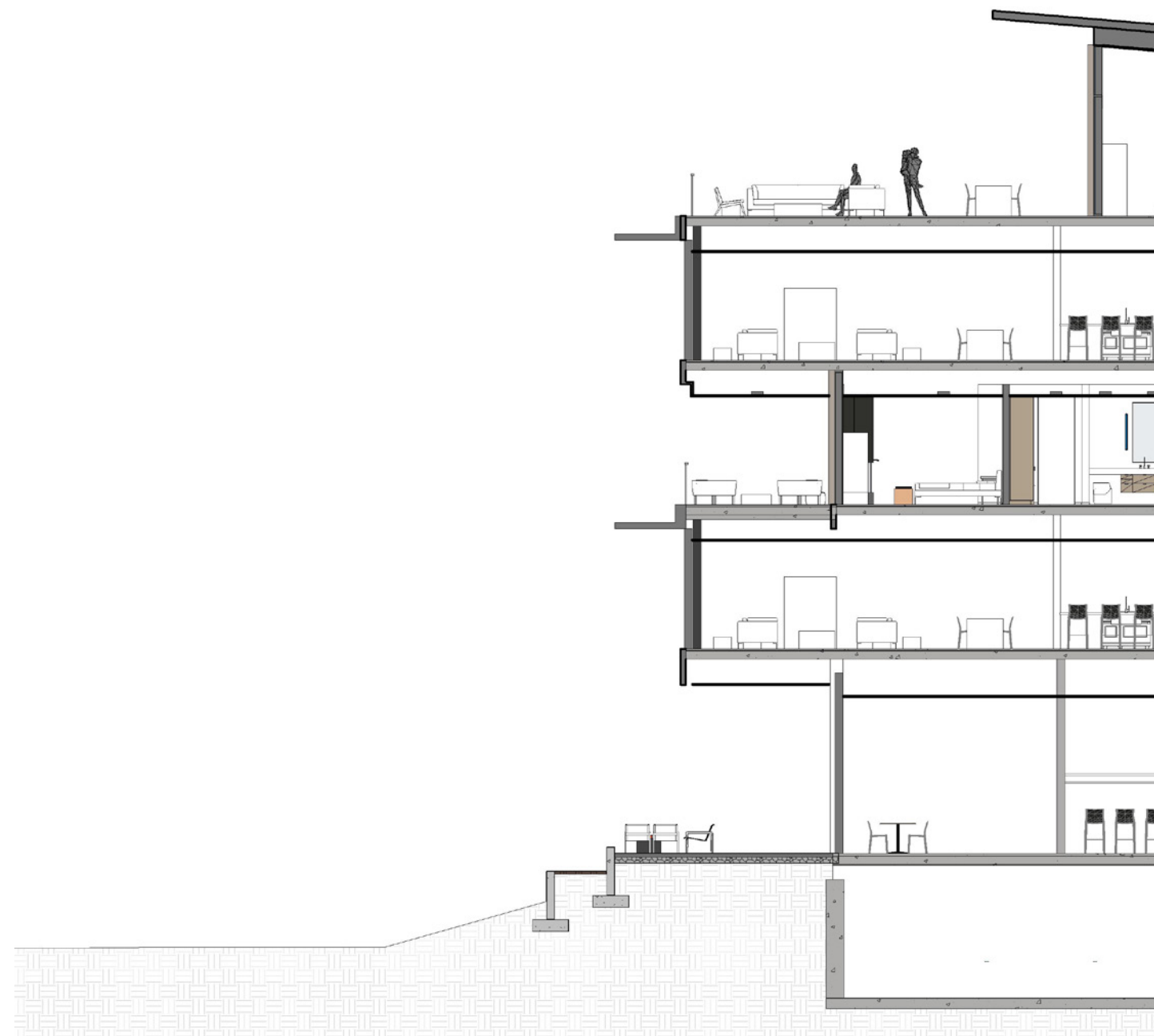
ALPINE TRANSITION LANDSCAPE DECORATIVE RETAINING WALLS AND SLOPE STABILIZATION STRATEGIES

ALPINE GARDEN AREA SEE AMENITY ENLARGEMENT PLAN

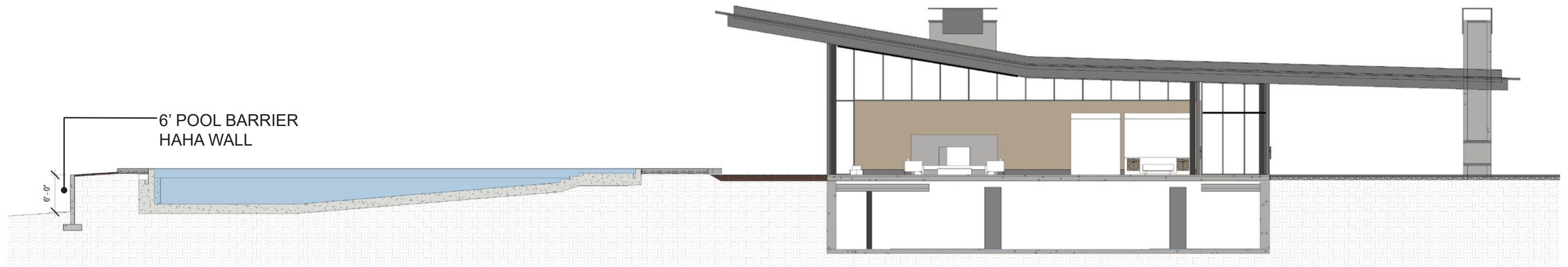
BUILDING C PLAZA AND TURN AROUND AREA







RESTAURANT SECTIONS



C

POOL BARRIER SECTION



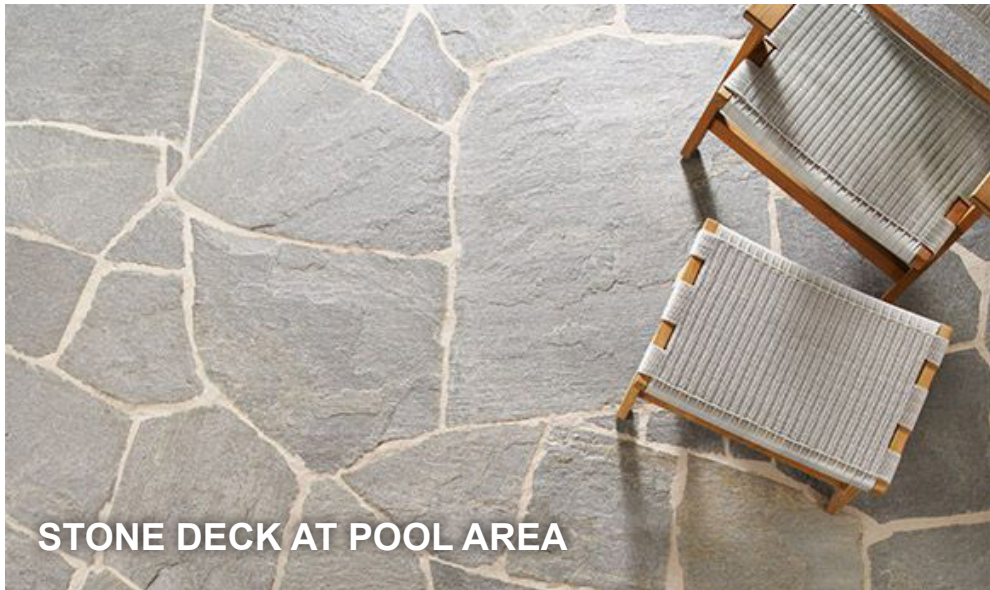
RESTAURANT



POOL



APRES-SKI



STONE DECK AT POOL AREA



LONG UNIT C.I.P. CONC DRIVEWAY



ALPINE NATIVE LANDSCAPE



ALPINE GARDEN LANDSCAPE



ASPEN TREES IN PAVING AREA'S



VIEW OF POOL FROM LOBBY



BRIM FULL POOL AND WHITE CONC



ALPINE NATIVE



ALPINE GARDEN

OVERVIEW

The lighting design strategy for this project is minimal and restrained. Ceilings are kept as clean as possible with flanged square recessed downlights placed strategically throughout the project in gypsum and wood ceilings supported by key decorative luminaires.

All permanently installed interior and exterior lighting shall be LED technology with a standard Correlated Color Temperature (CCT) of 2700 Kelvin and a Color Rendering Index (CRI) greater than 80. All front of house and saleable unit lighting shall be dimmable and be controlled to meet local energy code compliance and life and safety requirements.

Saleable Units: Recessed downlights provide ambient and focal point lighting. Decorative pendants are located over select kitchen islands and/or dining tables. Vanity sconces are located at each mirror. Undercabinet lighting is provided in all upper cabinets. Portable floor and table lamps add soft ambient illumination and flexibility for the owner. Exterior decks are sparsely lit with fully shielded sources to meet Dark Sky Compliance. All larger back of house areas including the garage are lit with wall or ceiling mounted linear led strips while smaller spaces are equipped with surface mounted flat panel downlights.

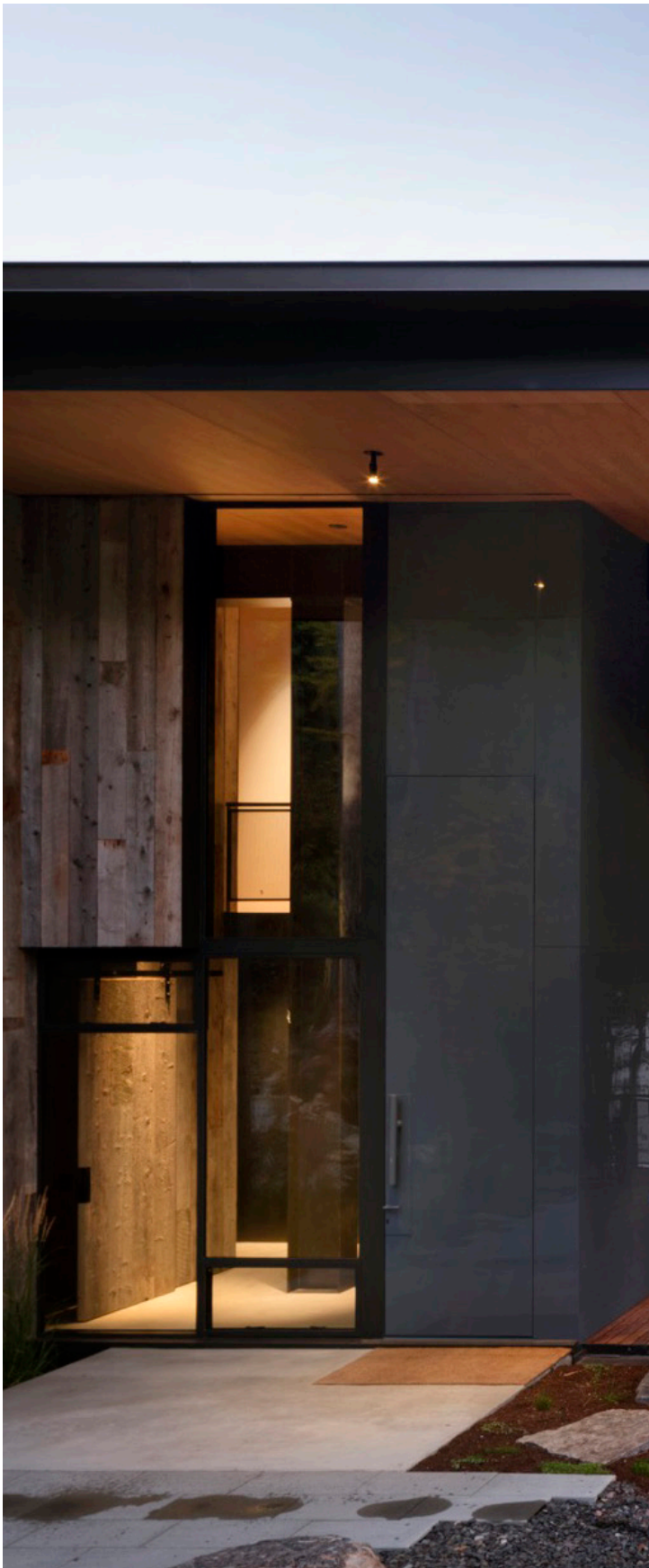
Lighting Controls: Provide pricing for conventional wall box lighting controls and alternative pricing for a lighting and shade control system as an upgrade package.

Public Spaces: Recessed downlights provide ambient and focal point lighting. Downlight locations are designed to deliver egress lighting and will be used as emergency lighting per generator [preferred] or inverter. In addition, each lobby has a custom decorative chandelier. Any mirrors in lockers and public bathrooms are equipped with flanking decorative sconces. Portable floor and table lamps are placed in all public and amenity seating areas.

Interior back of house staircases are lit with one wall sconce per landing. Lighting for all larger back of house areas is provided by wall or ceiling mounted linear LED strips. Smaller spaces are equipped with surface mounted flat panel downlights.

Parking levels are lit with wet location rated linear led strips.

Exterior Lighting: is designed to provide no more than egress illuminance where required by code and follows Dark Sky Compliance with fully shielded direct only luminaires. Stumbling hazards like stairs and edges will require step or pathlights to provide safe conduct. Paths are lit with hip high fully shielded bollards at every twelve feet and private roads and parking are lit with ten foot high poles every thirty feet. Lighting at pool deck and hot tubs is provided by bollards placed at the edge of the deck at no more than twelve feet mounting distance.





OVERVIEW

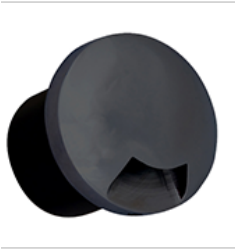
EXTERIOR LIGHTING IS DESIGNED TO PROVIDE NO MORE THAN EGRESS ILLUMINANCE WHERE REQUIRED BY CODE AND FOLLOWS DARK SKY COMPLIANCE WITH FULLY SHIELDED DIRECT ONLY LUMINAIRES. STUMBLING HAZARDS LIKE STAIRS AND EDGES WILL REQUIRE STEP OR PATHLIGHTS TO PROVIDE SAFE CONDUCT.

- EGRESS ILLUMINANCE NO LESS THAN 1 FC
- RECESSED DOWNLIGHTS
- WALL MOUNTED FULLY SHIELDED SCONCES
- FACADE MOUNTED ADJUSTABLE FULLY SHIELDED FLOOD LIGHTS
- FULLY SHIELDED BOLLARDS EVERY 12 FEET
- STEP LIGHTS

- PARKING & ROAD ILLUMINANCE 1 FC AVG, CONTRAST RATIO 4:1
- 10 FOOT POLE LIGHTS EVERY 30 FEET FOLLOWING HARDSCAPE DETAILS

- POOL AREA ILLUMINANCE NO LESS THAN 3 FC
- FULLY SHIELDED BOLLARDS EVERY 12 FEET
- STEP LIGHTS
- IN-POOL LIGHTING (PROVIDED BY OTHERS)



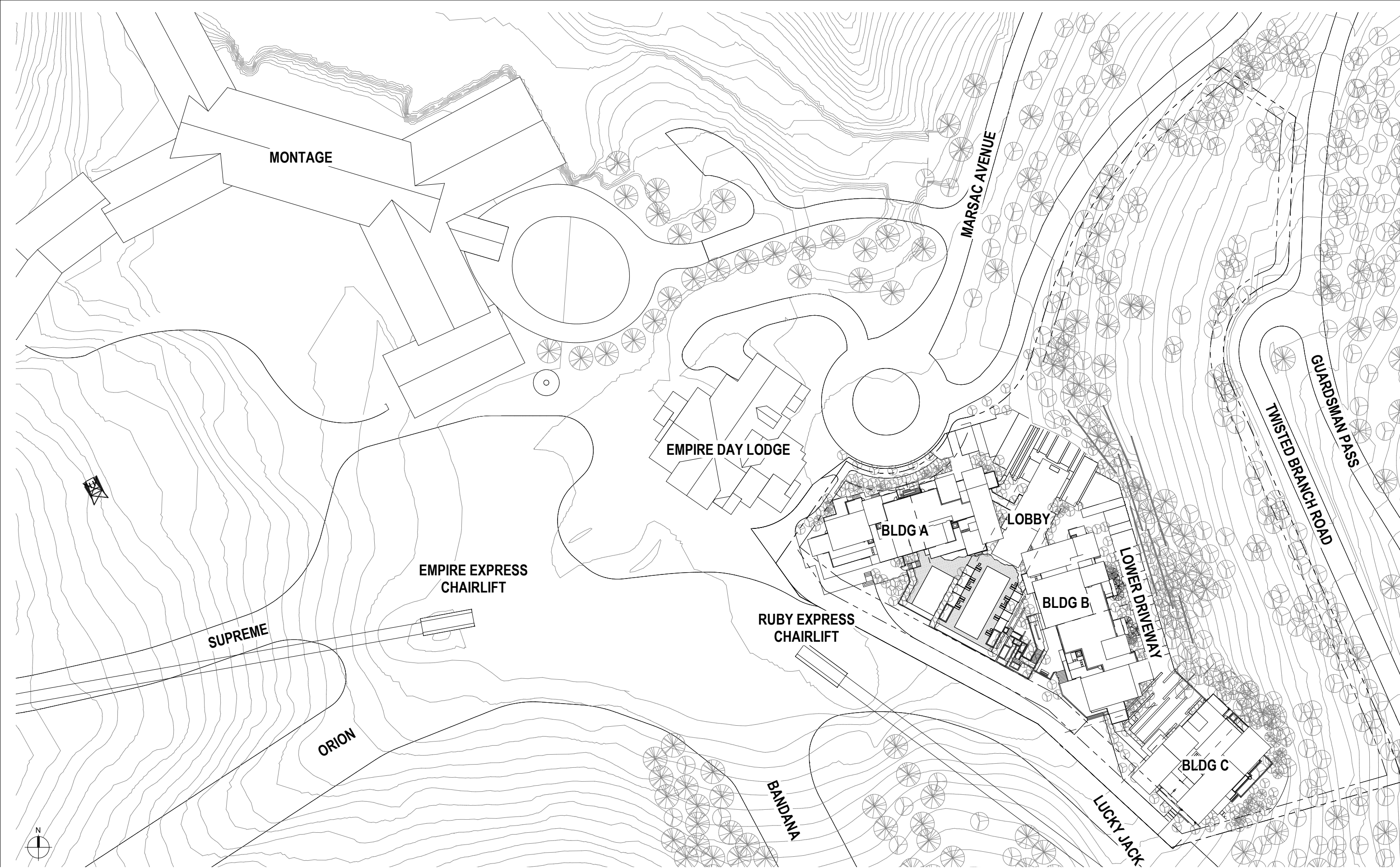
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	X01	WALL MOUNTED SCONCE WET FULLY SHIELDED	EXTERIOR GARAGE	HK LIGHTING	ZX20-WM	ONE PER EXTERIOR DOOR	https://www.hklightinggroup.com/spec/wm/28-HK%20Spec%20Sheets%20Concepts-ZX20-WM%2BZX20-WM-SOi.pdf
	X02	FACADE MOUNTED CYLINDER DOWNLIGHT FULLY SHIELDED	POOL AREA	HK LIGHTING	ZX30-WM-LOCK-WITH 45 DEGREE SNOOT	PER MARKUPS	https://www.hklightinggroup.com/spec/aa/39-HK%20Spec%20Sheets%20Concepts-ZX30%2BZX30-SOi.pdf
	X03	RECESSED WALL MOUNTED STEPLIGHT WET	LANDSCAPE STAIRS	BK LIGHTING	MINI MICRO	PER MARKUPS	https://bklighting.com/collaterals/specs/specs-731.pdf
	X04	BOLLARD	POOL AREA AND PATHLIGHTING	BEGA US	99058	EVERY TWELVE FEET ON PATHS AND AT EDGE OF POOL DECK	https://bega-static.s3.us-east-2.amazonaws.com/userfiles/files/99058_BEGA_Spec.pdf
	X05	POLE	ROADS AND EXTERIOR PARKING	BEGA US	88978	EVERY THIRTY FEET ALONG ROADS AND PARKING	https://bega-static.s3.us-east-2.amazonaws.com/userfiles/files/Download_Documents/88978/88978_BEGA_Spec.pdf







Sommet Blanc (B2 East) - CUP & MPD Amendment
Exhibit 2 - Condo Lodge Plans and Elevations
February 9, 2022



GROSS AREA SCHEDULE	
Area Type	Area
ACCESSIBLE & AFFORDABLE	6,228 SF
AMENITY	28,963 SF
BOH	3,474 SF
CIRCULATION	33,800 SF
MEP	8,941 SF
PARKING	53,354 SF
RESIDENTIAL SALEABLE	162,000 SF
RESTAURANT	3,559 SF
RESTROOMS	1,103 SF
STORAGE	12,025 SF
GRAND TOTAL	313,447 SF

PARKING SUMMARY - BUILDING A&B P2, BUILDING C P1					
	UNITS	STALLS/UNIT	REQ'D STALLS	25% REDUCTION	TYPE
Type A Units (ADA)	2	1	2	1.5	ADA
Affordable 2 Bed Housing Units	2	1.5	3	2.3	Standard
Affordable Studio Housing Units	4	1	4	3	Standard
Buildings AB Residential	36	2	72	54	Standard
Buildings C Residential	13	2	26	19.5	Standard
Restaurant (10 stalls/1,000sf)	3.56	10	35.6	26.7	Tandem
TOTAL			142.6	107.0	
PARKING SPOTS PROVIDED:				107	

DEER VALLEY PARKING - BUILDING B P1				
	REQUIRED	PROVIDED		TYPE
Empire Day Lodge Parking	0	56		Tandem

UNIT SCHEDULE - BLDG C				
Number	Name	Area	Type	Unit Type
C 201	BLDG C UNIT 201	4,211 SF	5BR	M
C 202	BLDG C UNIT 202	3,898 SF	4BR	O
C 301	BLDG C UNIT 301	4,176 SF	5BR	N
C 302	BLDG C UNIT 302	4,211 SF	5BR	M
C 401	BLDG C UNIT 401	4,211 SF	5BR	M
C 402	BLDG C UNIT 402	4,176 SF	5BR	N
C 501	BLDG C UNIT 501	4,176 SF	5BR	N
C 502	BLDG C UNIT 502	4,211 SF	5BR	M
C 601	BLDG C UNIT 601	4,211 SF	5BR	M
C 602	BLDG C UNIT 602	4,176 SF	5BR	N
C 701	BLDG C UNIT 701	4,176 SF	5BR	N
C 702	BLDG C UNIT 702	4,211 SF	5BR	M
C 801	BLDG C UNIT 801	5,003 SF	PH	P
GRAND TOTAL: 13		55,048 SF		

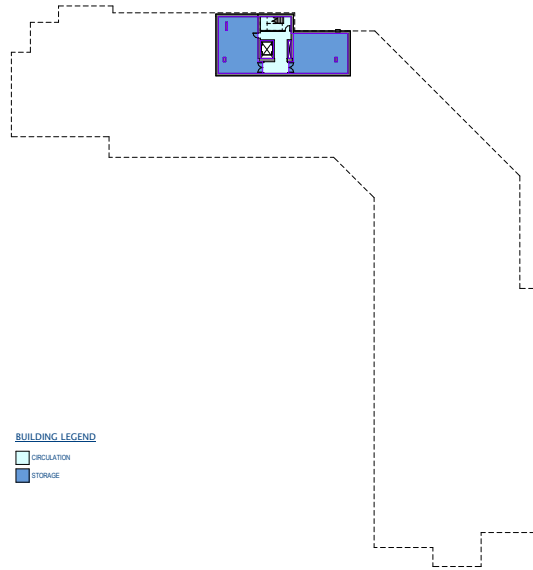
UNIT SCHEDULE - TYPE A (ADA)				
Number	Name	Area	Type	Unit Type
A 21	BLDG A UNIT 21	810 SF	1BR - Type A (ADA)	L
B 21	BLDG B UNIT 21	810 SF	1BR - Type A (ADA)	L
GRAND TOTAL: 2		1,620 SF		

UNIT SCHEDULE - AFFORDABLE				
Number	Name	Area	Type	Unit Type
A 22	BLDG A UNIT 22	1,458 SF	2BR - Affordable	K
B 22	BLDG B UNIT 22	1,458 SF	2BR - Affordable	K
C22	BLDG C UNIT 22	423 SF	1 Bed - Affordable	Q
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C24	BLDG C UNIT 24	422 SF	1 Bed - Affordable	Q
C25	BLDG C UNIT 25	424 SF	1 Bed - Affordable	Q
GRAND TOTAL: 6		4,609 SF		

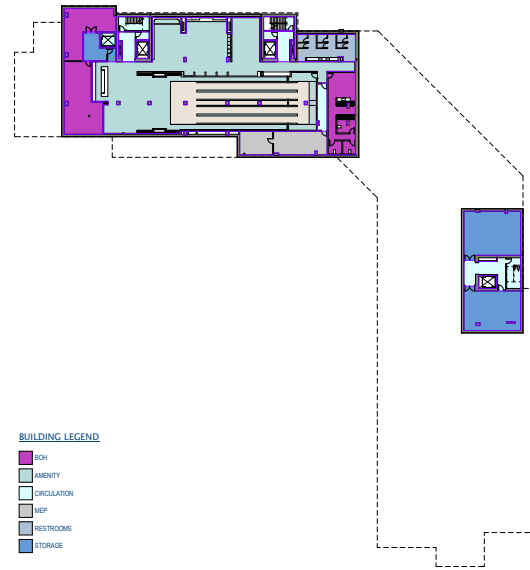
PROPERTY ENTITLEMENTS		
Residential Saleable Permitted	81 ERUS	162,000 SF
Residential Saleable Provided		162,000 SF
Affordable Housing Required		3,360 SF
Affordable Housing Provided		4,609 SF
Residential Units Permitted		81
Residential Units Provided		49
Resort Support Commercial Permitted		3,600 SF
Resort Support Commercial Provided		3,559 SF

UNIT SCHEDULE - BLDG A				
Number	Name	Area	Type	Unit Type
A 202	BLDG A UNIT 202	2,650 SF	3BR	C
A 203	BLDG A UNIT 203	2,555 SF	3BR	D
A 204	BLDG A UNIT 204	3,234 SF	4BR	H
A 301	BLDG A UNIT 301	2,732 SF	3BR	F
A 302	BLDG A UNIT 302	2,650 SF	3BR	C
A 303	BLDG A UNIT 303	2,555 SF	3BR	D
A 304	BLDG A UNIT 304	3,202 SF	4BR	G
A 401	BLDG A UNIT 401	2,546 SF	3BR	E
A 402	BLDG A UNIT 402	2,650 SF	3BR	C
A 403	BLDG A UNIT 403	2,555 SF	3BR	D
A 404	BLDG A UNIT 404	3,234 SF	4BR	H
A 501	BLDG A UNIT 501	2,732 SF	3BR	F
A 502	BLDG A UNIT 502	2,650 SF	3BR	C
A 503	BLDG A UNIT 503	3,942 SF	PH	R
A 602	BLDG A UNIT 602	5,326 SF	PH	S
GRAND TOTAL: 15		45,211 SF		

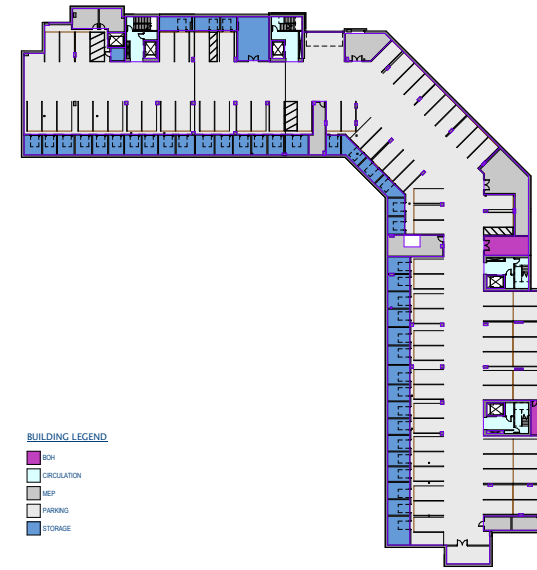
UNIT SCHEDULE - BLDG B				
Number	Name	Area	Type	Unit Type
B 202	BLDG B UNIT 202	2,650 SF	3BR	C
B 203	BLDG B UNIT 203	2,555 SF	3BR	D
B 204	BLDG B UNIT 204	2,986 SF	4BR	G
B 301	BLDG B UNIT 301	2,546 SF	3BR	E
B 302	BLDG B UNIT 302	2,650 SF	3BR	C
B 303	BLDG B UNIT 303	2,555 SF	3BR	D
B 304	BLDG B UNIT 304	3,202 SF	4BR	H
B 401	BLDG B UNIT 401	2,732 SF	3BR	F
B 402	BLDG B UNIT 402	2,650 SF	3BR	C
B 403	BLDG B UNIT 403	2,555 SF	3BR	D
B 404	BLDG B UNIT 404	3,223 SF	4BR	G
B 501	BLDG B UNIT 501	2,546 SF	3BR	E
B 502	BLDG B UNIT 502	2,650 SF	3BR	C
B 503	BLDG B UNIT 503	2,555 SF	3BR	D
B 504	BLDG B UNIT 504	3,199 SF	4BR	H
B 601	BLDG B UNIT 601	2,732 SF	3BR	F
B 602	BLDG B UNIT 602	2,650 SF	3BR	I
B 603	BLDG B UNIT 603	2,555 SF	3BR	D
B 604	BLDG B UNIT 604	3,223 SF	4BR	J
B 702	BLDG B UNIT 702	4,502 SF	PH	F
B 703	BLDG B UNIT 703	4,827 SF	PH	D
GRAND TOTAL: 21		61,741 SF		



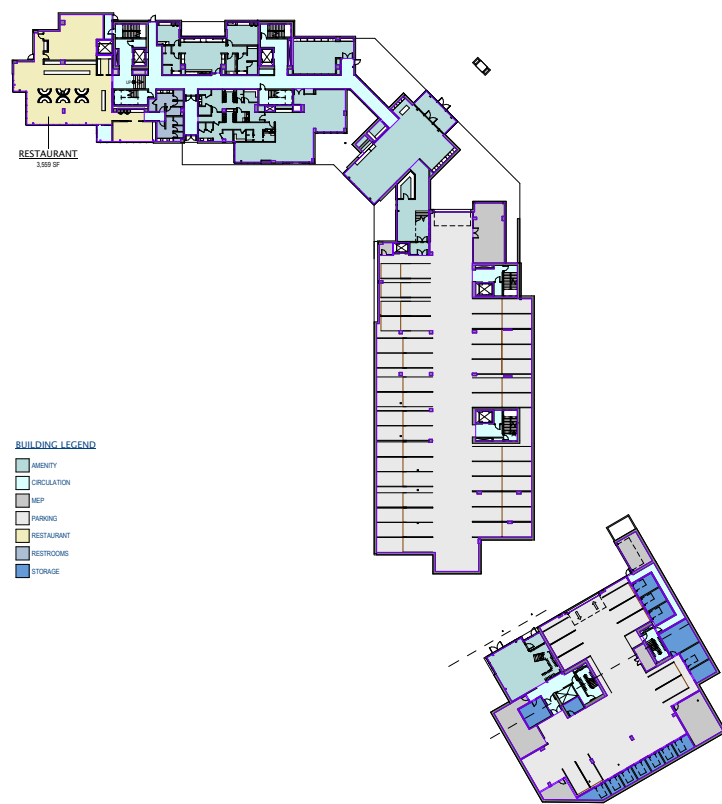
6 AREA PLAN - LEVEL B2
SCALE: 1/32" = 1'-0"



1 AREA PLAN - LEVEL B1
SCALE: 1/32" = 1'-0"



2 AREA PLAN - LEVEL P2
SCALE: 1/32" = 1'-0"



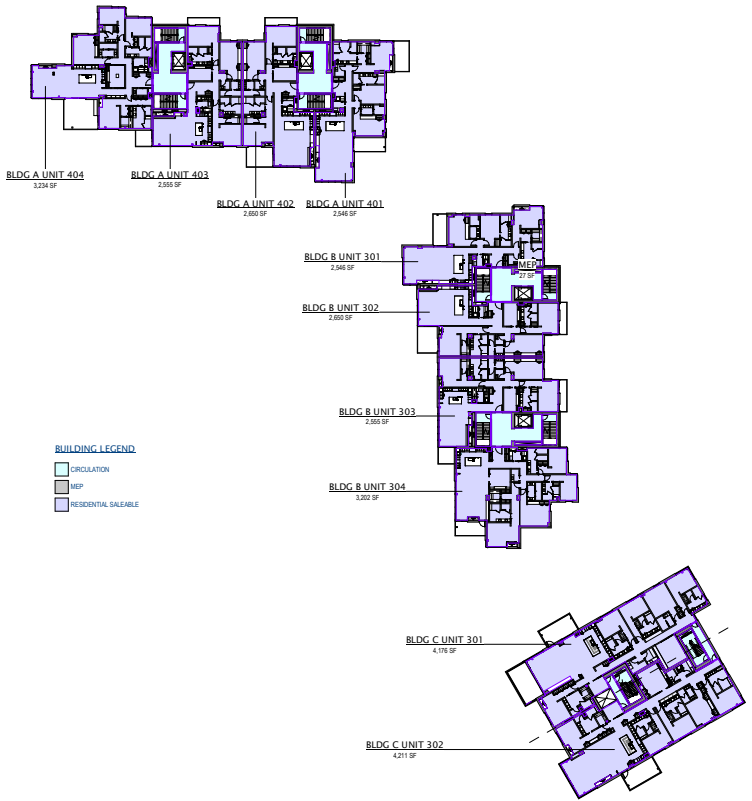
3 AREA PLAN - BLDG AB LEVEL 1, BLDG C P1
SCALE: 1/32" = 1'-0"



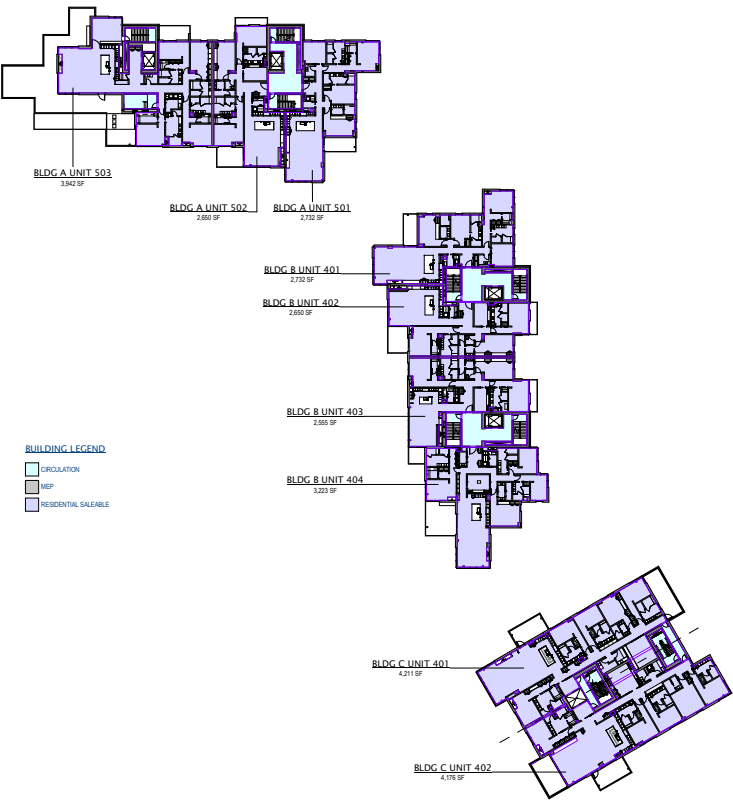
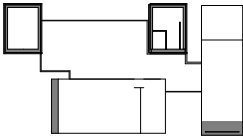
4 AREA PLAN - BLDG A L2, BLDG B L1, BLDG C L1
SCALE: 1/32" = 1'-0"



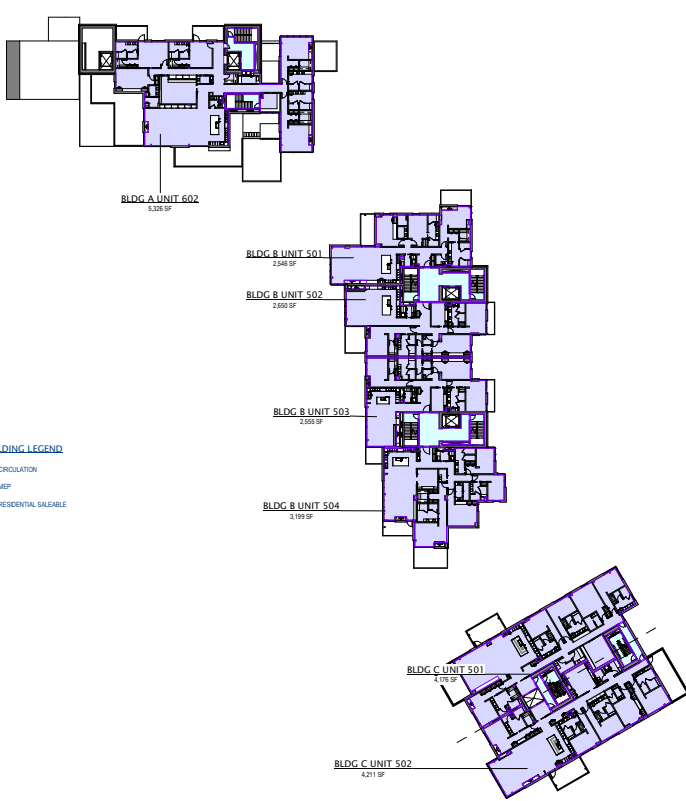
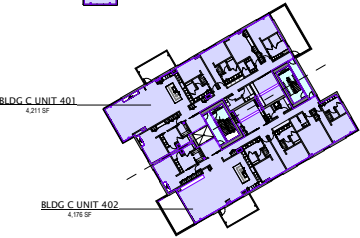
5 AREA PLAN - BLDG A L3, BLDG B L2, BLDG C L2
SCALE: 1/32" = 1'-0"



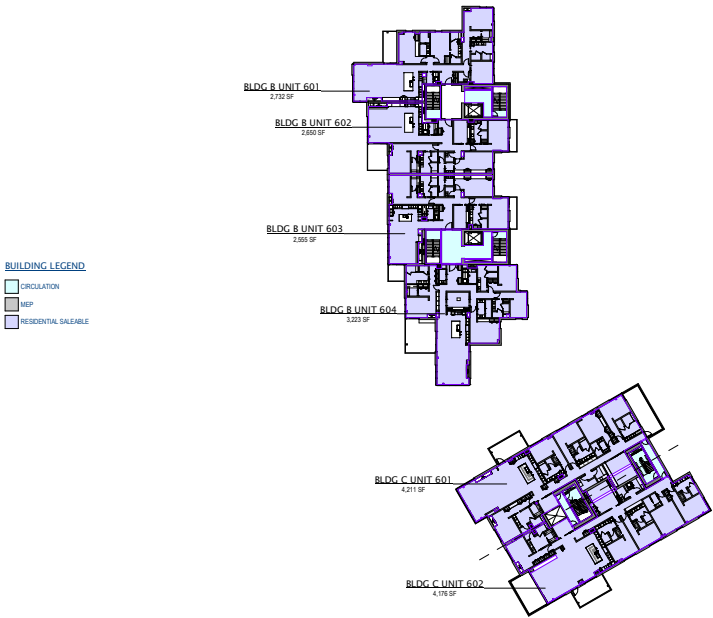
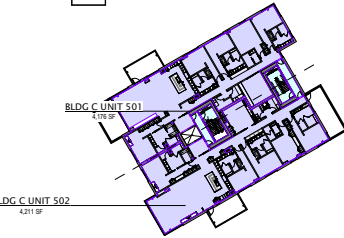
5 AREA PLAN - BLDG A L4, BLDG B L3, BLDG C L3
SCALE: 1/32" = 1'-0"



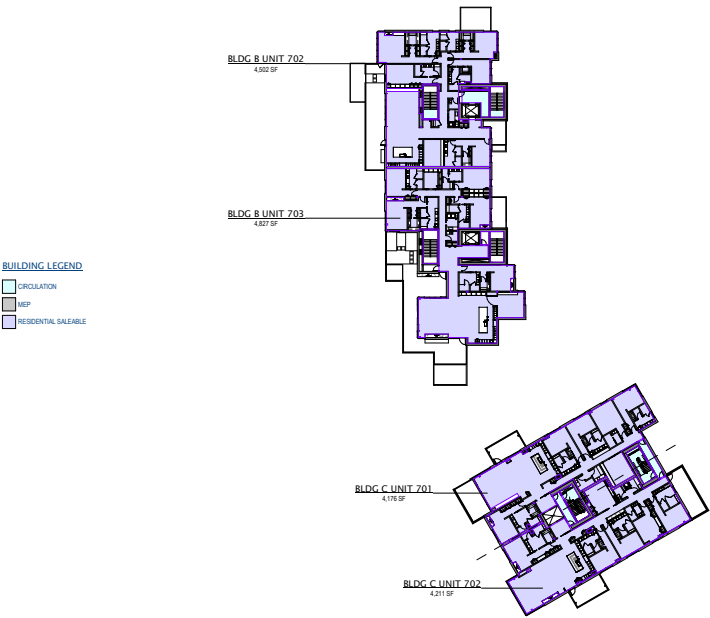
1 AREA PLAN - BLDG A L5, BLDG B L4, BLDG C L4
SCALE: 1/32" = 1'-0"



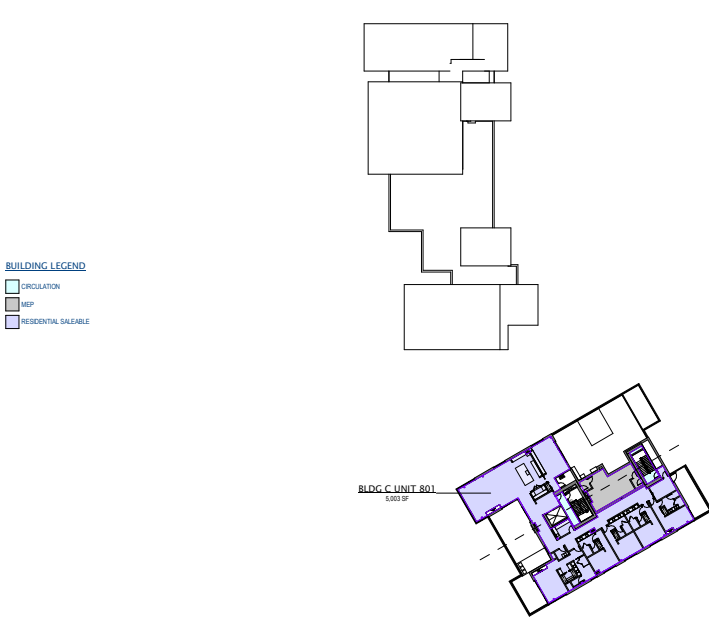
2 AREA PLAN - BLDG A L6, BLDG B L5, BLDG C L5
SCALE: 1/32" = 1'-0"



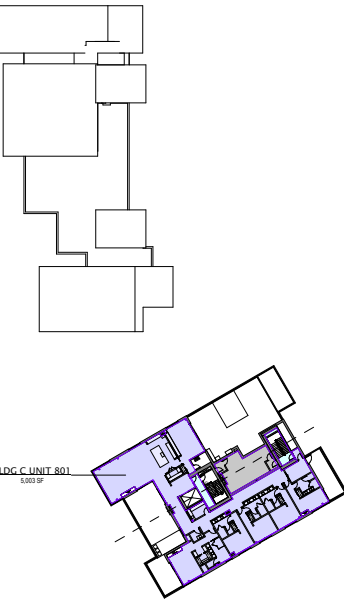
3 AREA PLAN - BLDG B L6, BLDG C L6
SCALE: 1/32" = 1'-0"



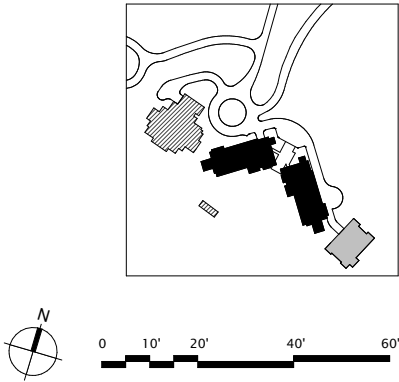
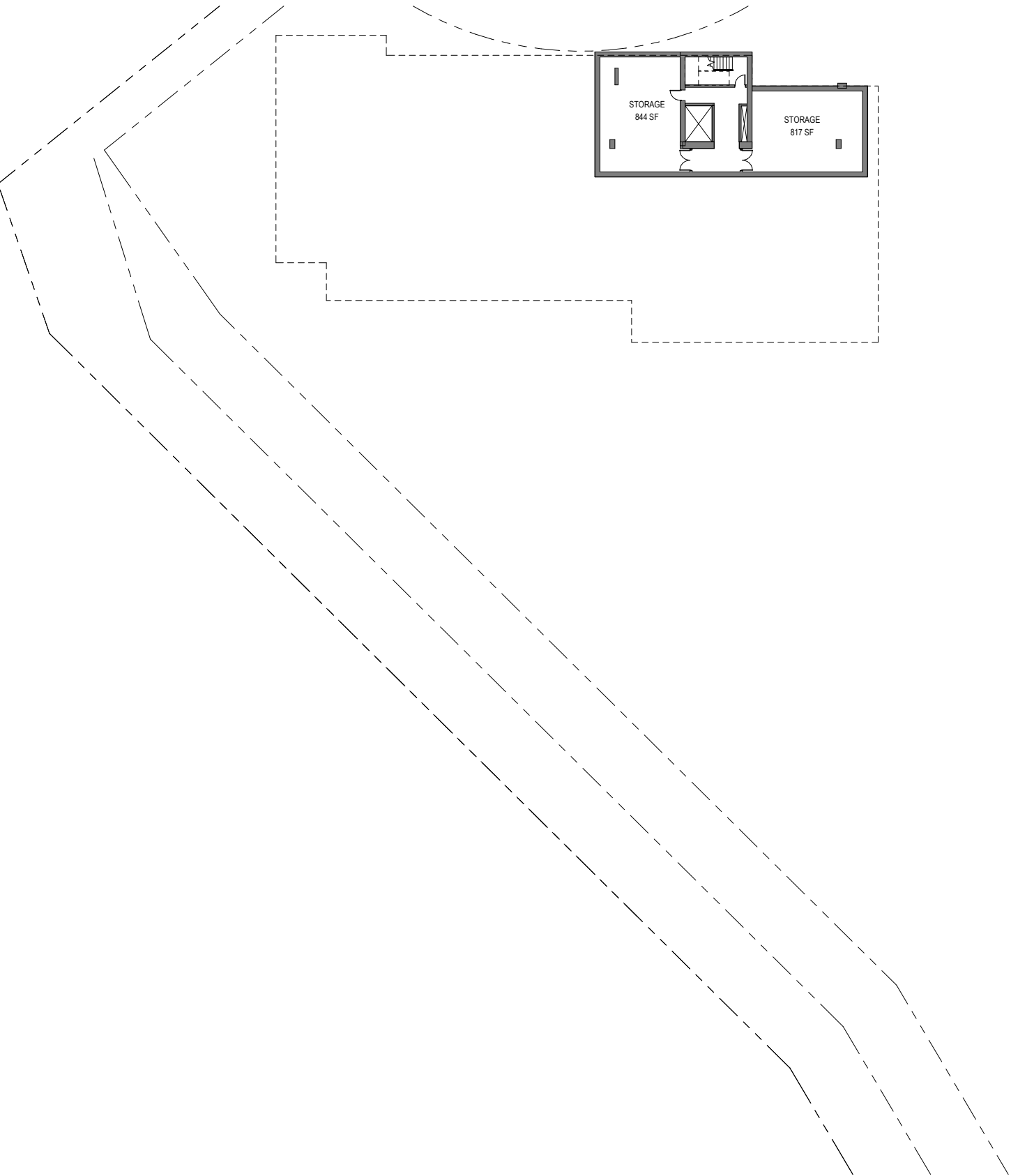
4 AREA PLAN - BLDG B L7, BLDG C L7
SCALE: 1/32" = 1'-0"



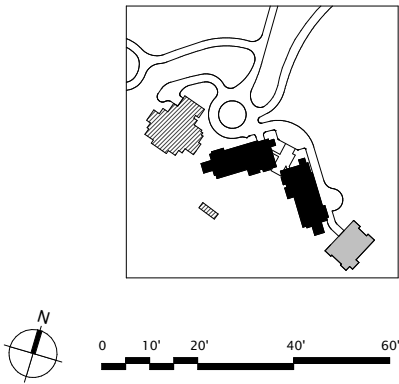
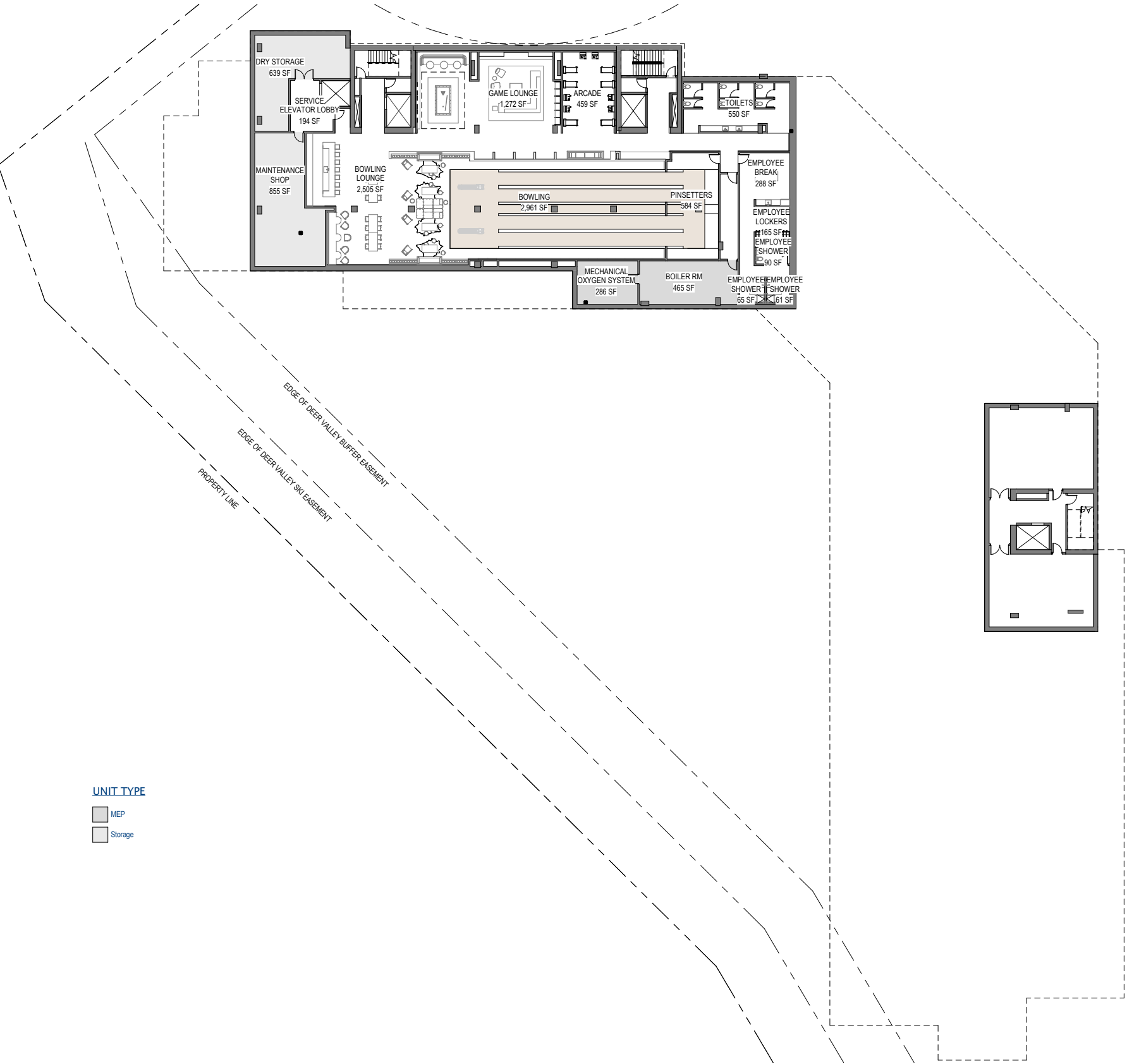
6 AREA PLAN - BLDG C L8
SCALE: 1/32" = 1'-0"



BLDG A - BASEMENT STORAGE

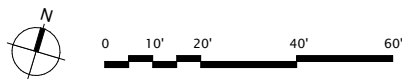
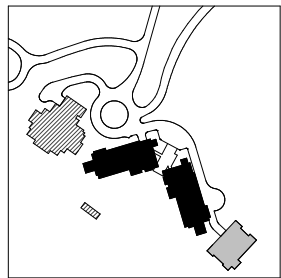
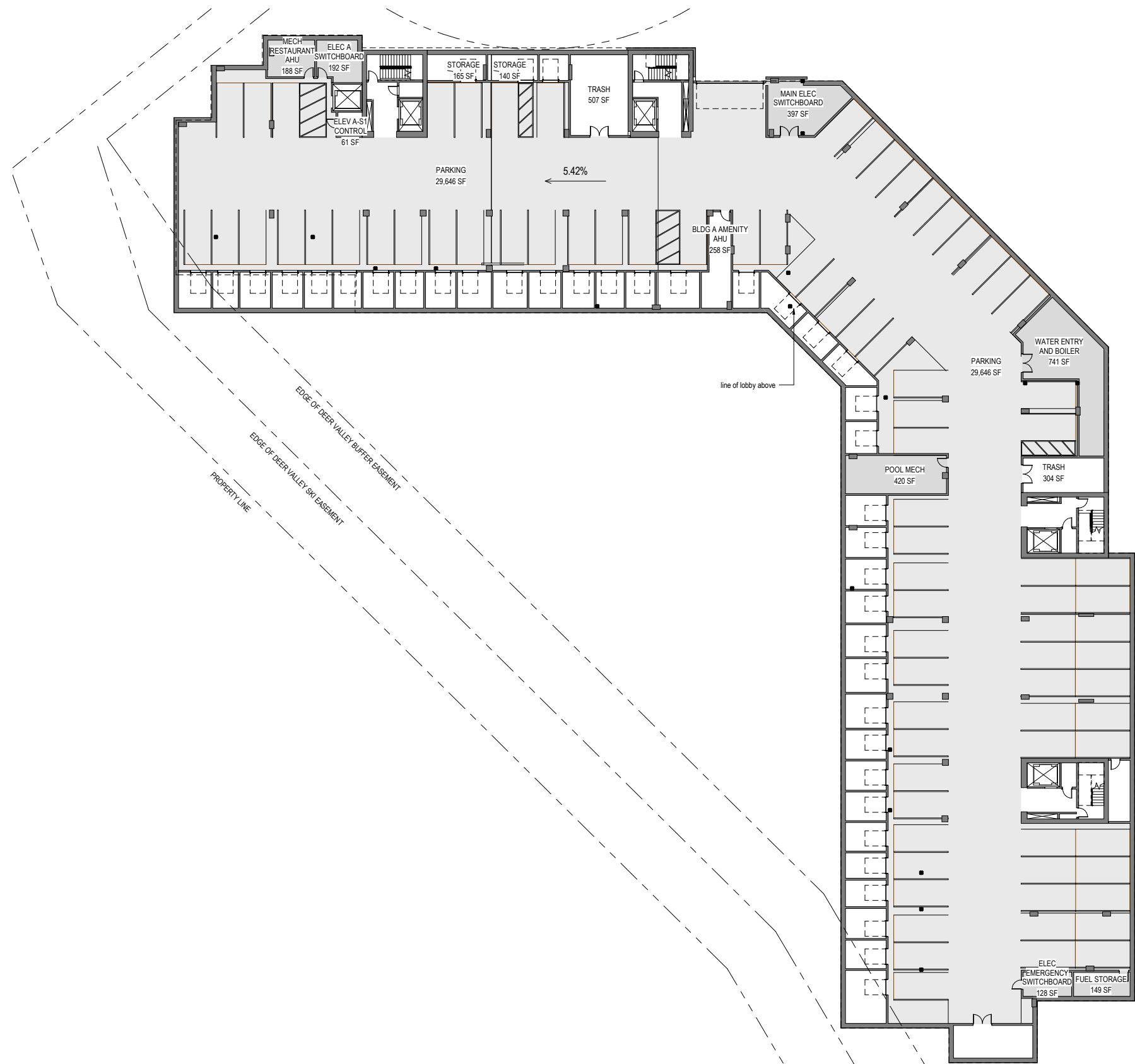


BLDG A - BASEMENT AMENITY LEVEL

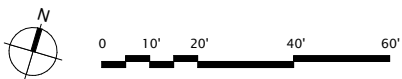
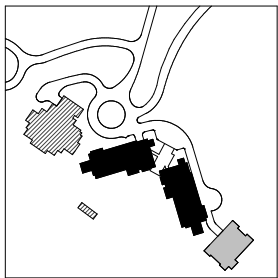
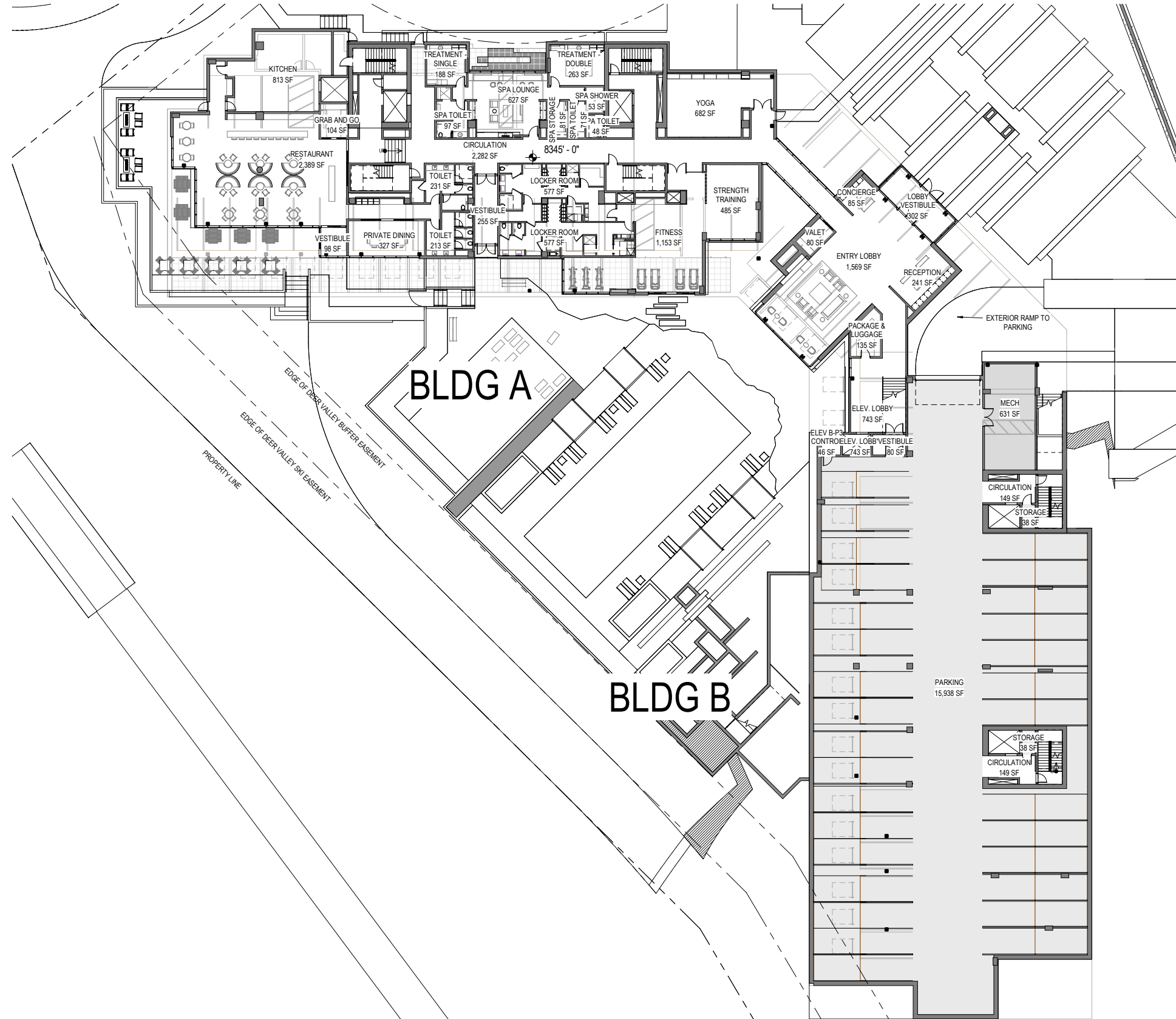


UNIT TYPE

- MEP
- Storage

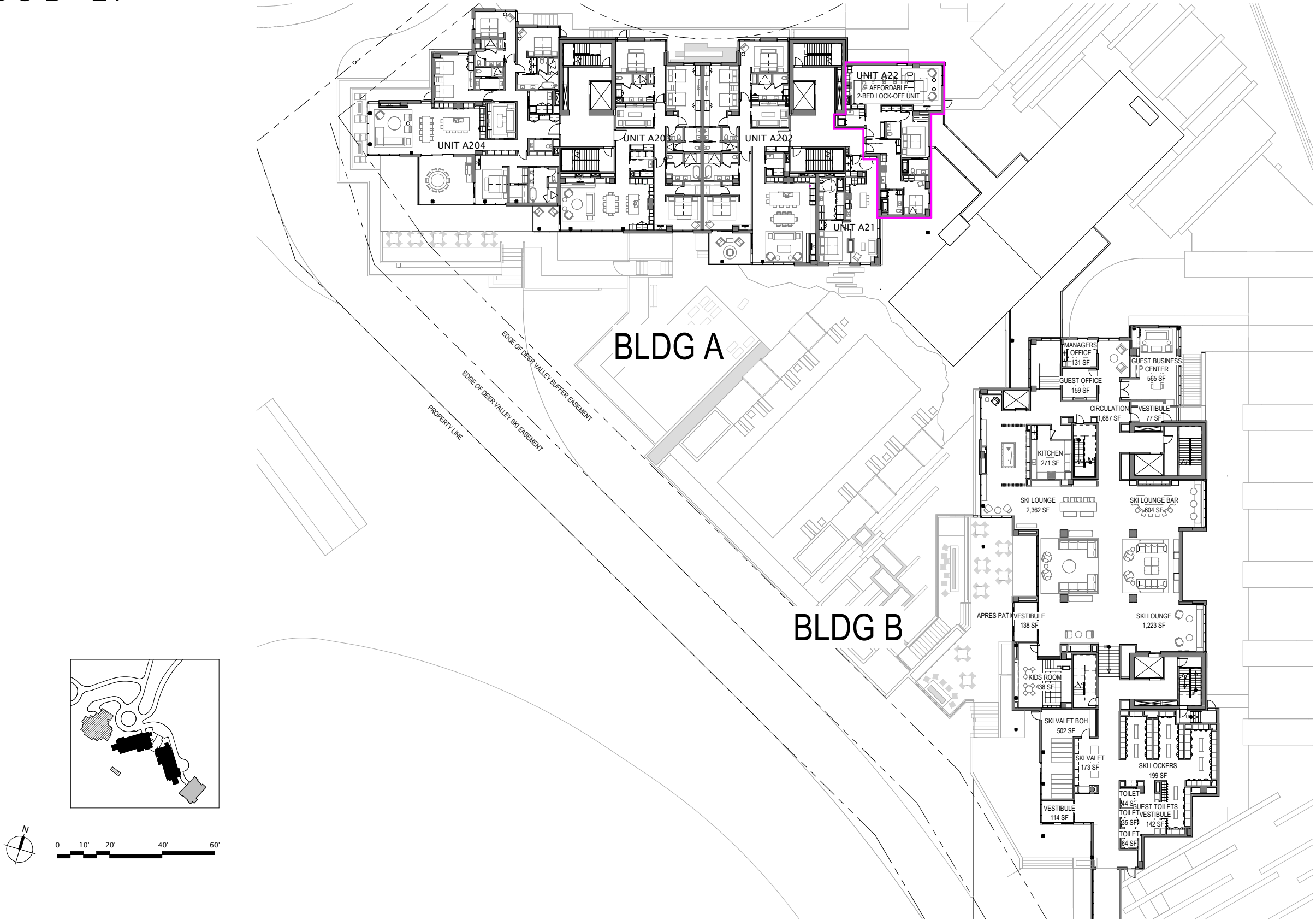


BLDG A - L1
BLDG B - P1

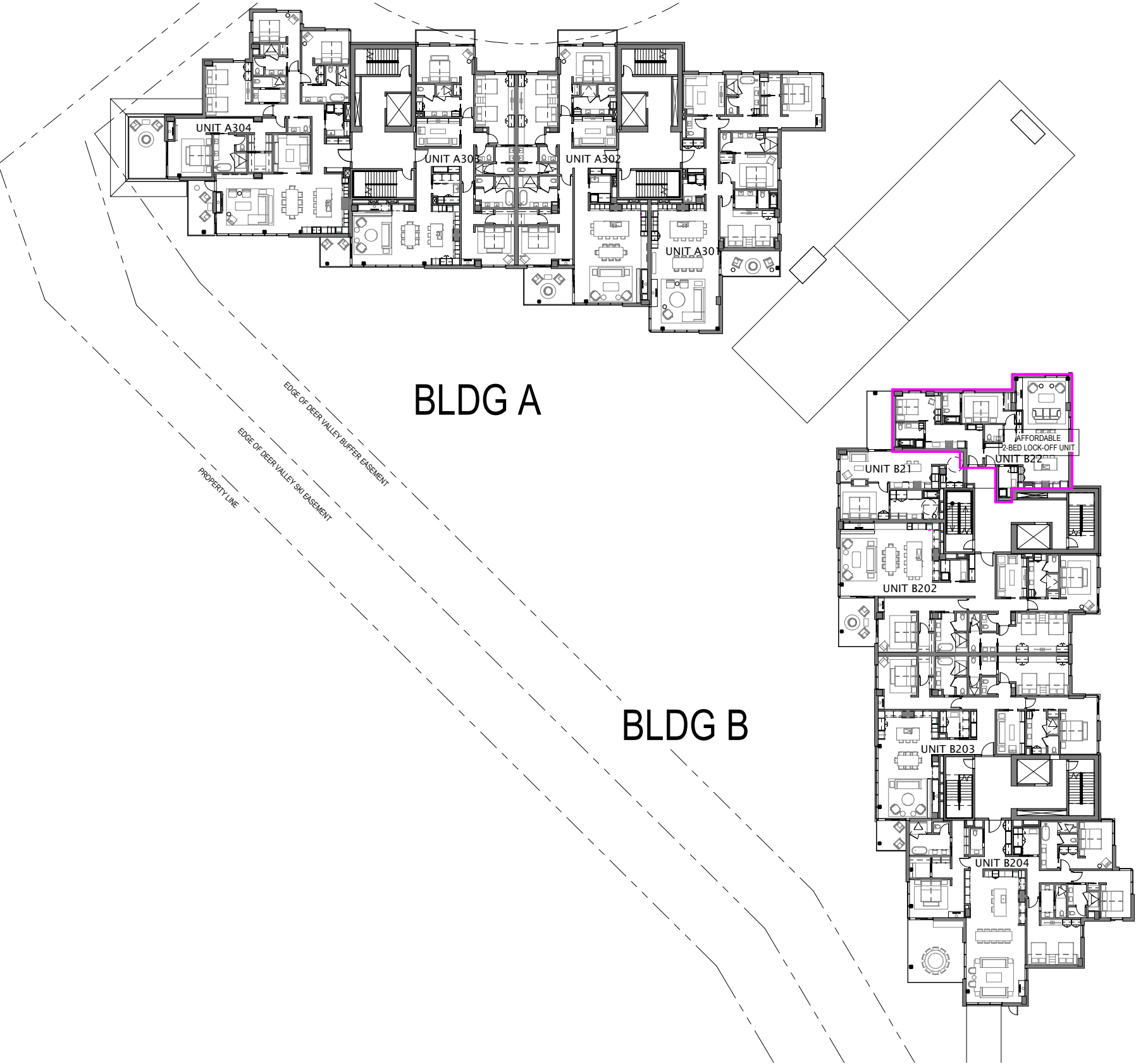


BLDG A - L2
BLDG B - L1

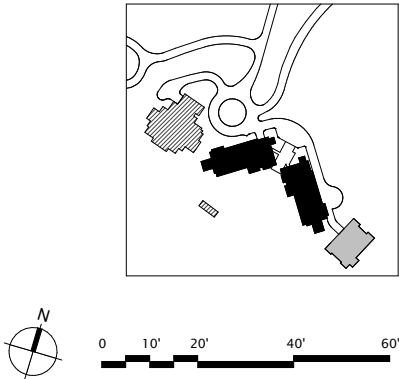
1 AFFORDABLE
2 BED-LOCK OFF UNIT



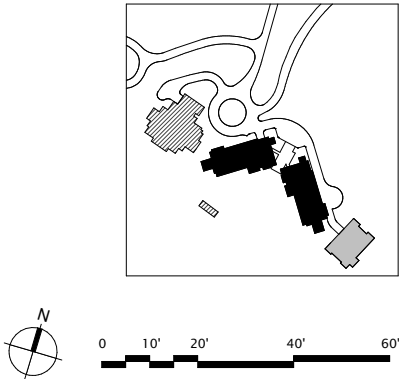
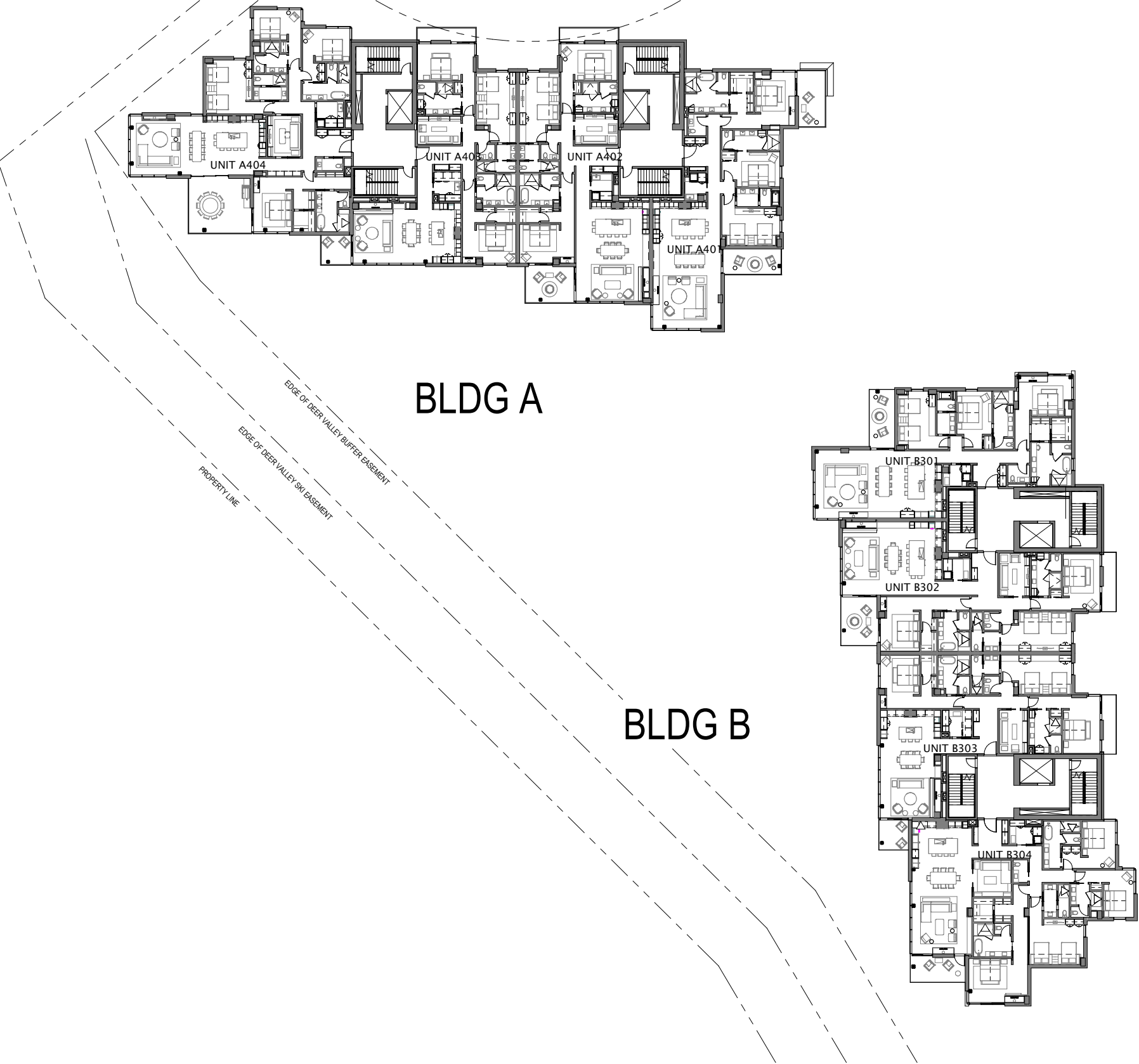
BLDG A - L3
BLDG B - L2



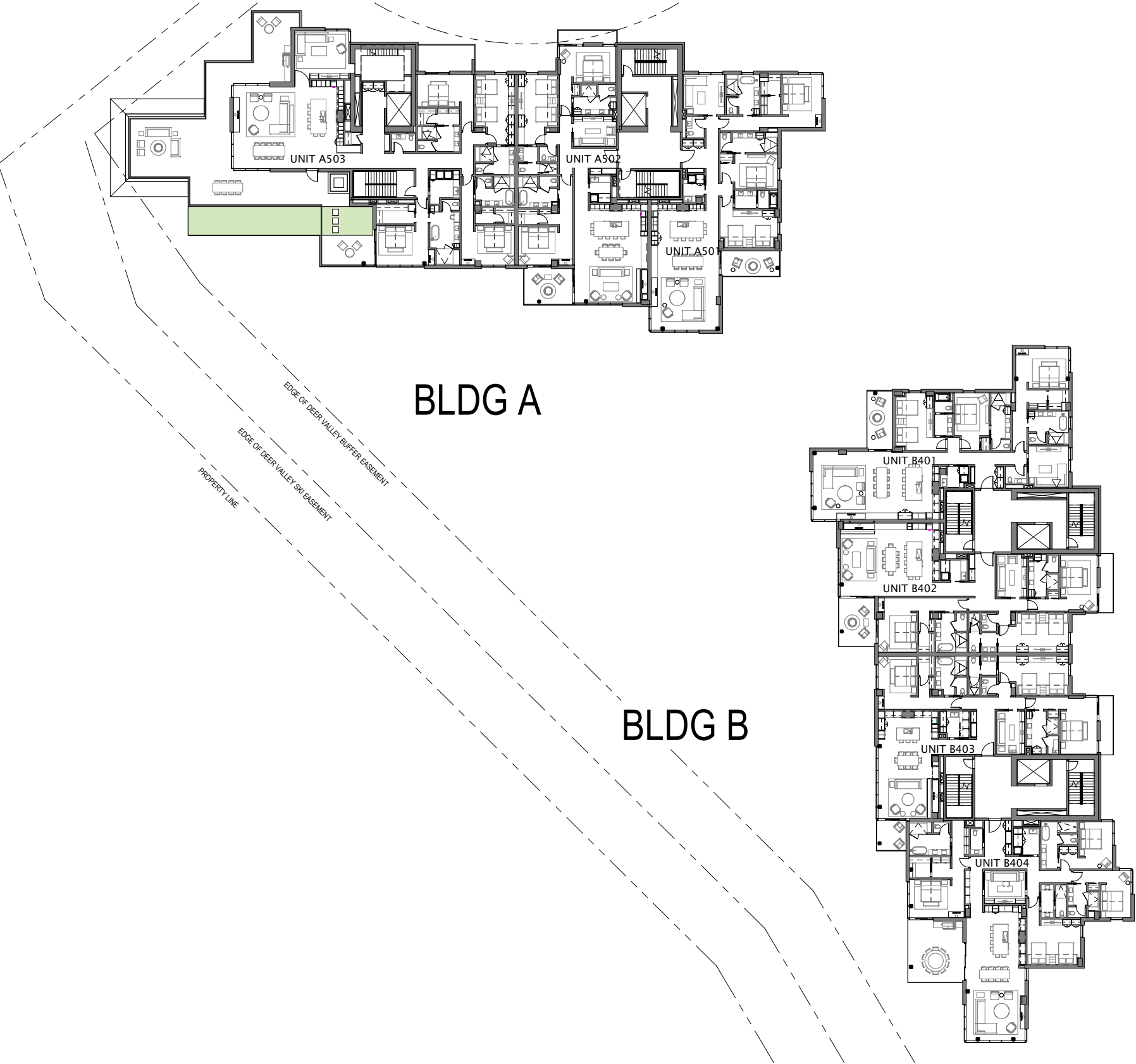
**1 AFFORDABLE
2 BED-LOCK OFF UNIT**



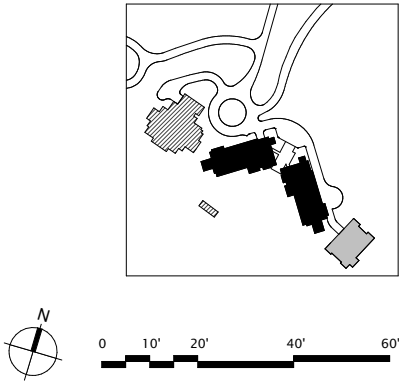
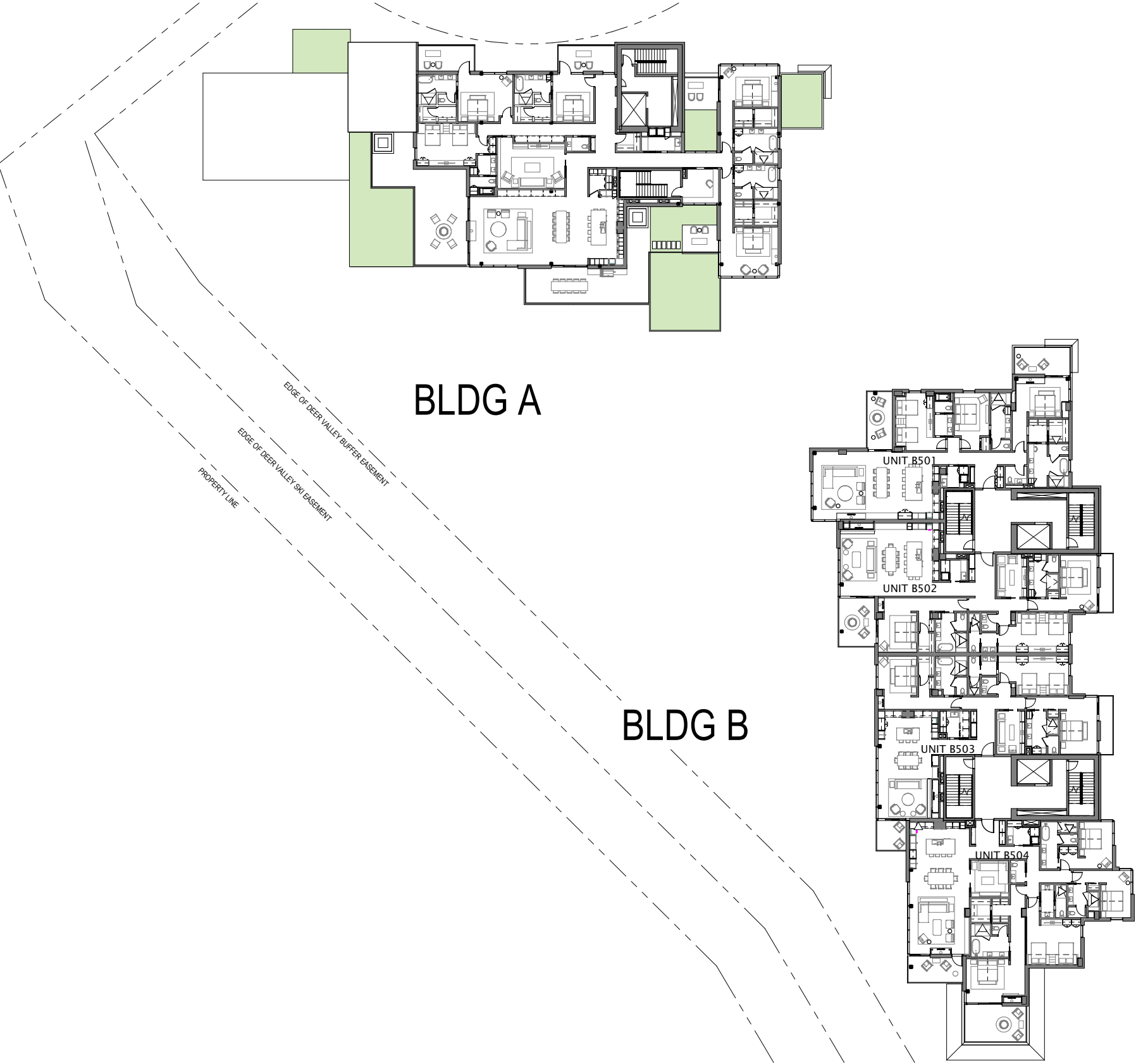
BLDG A - L4
BLDG B - L3



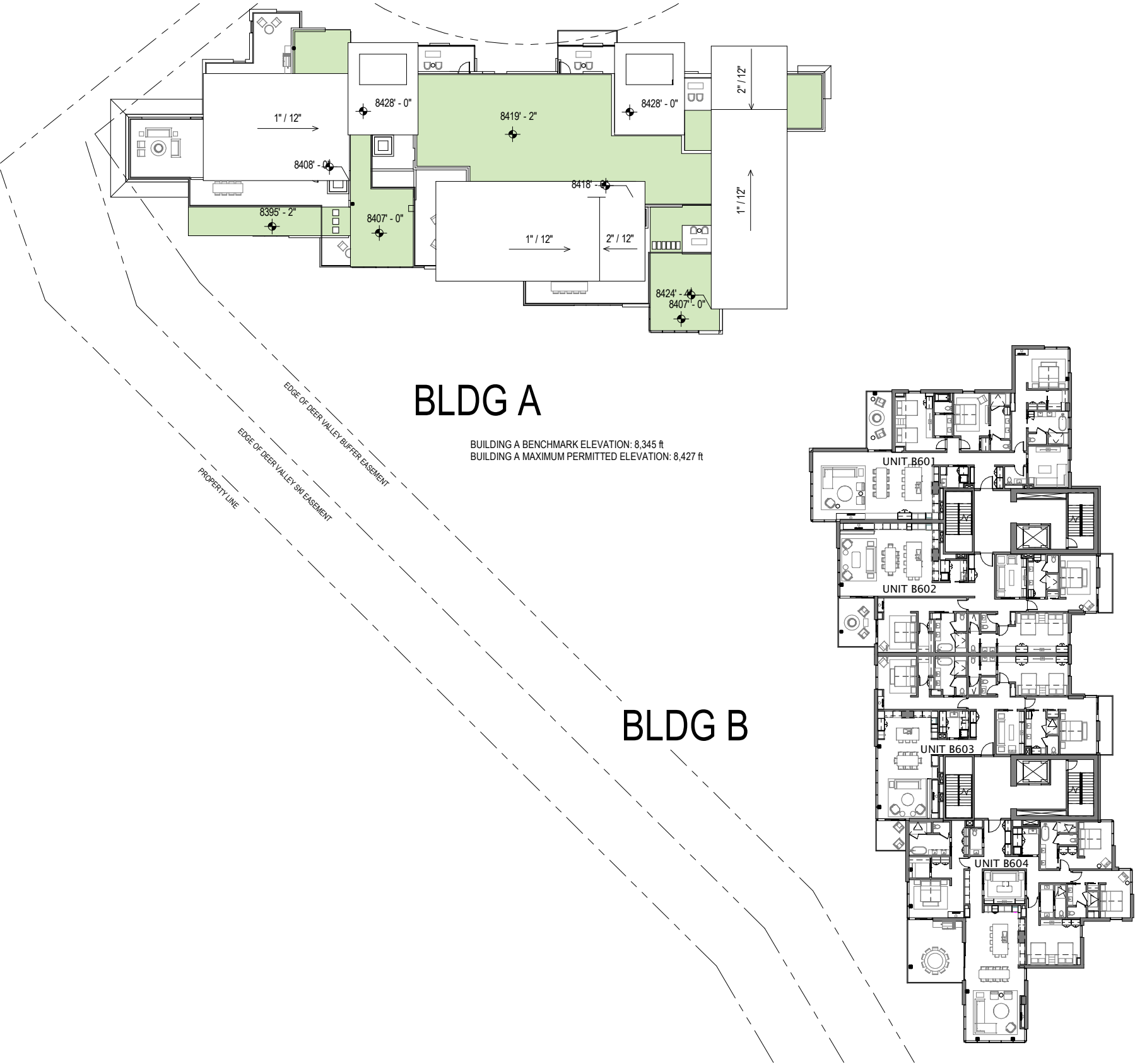
BLDG A - L5
BLDG B - L4



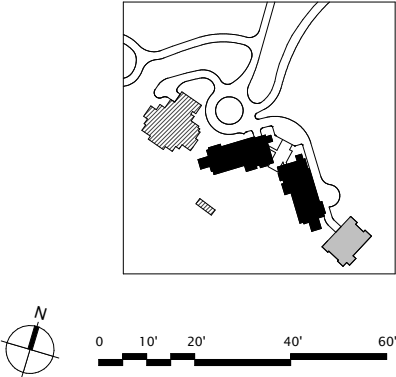
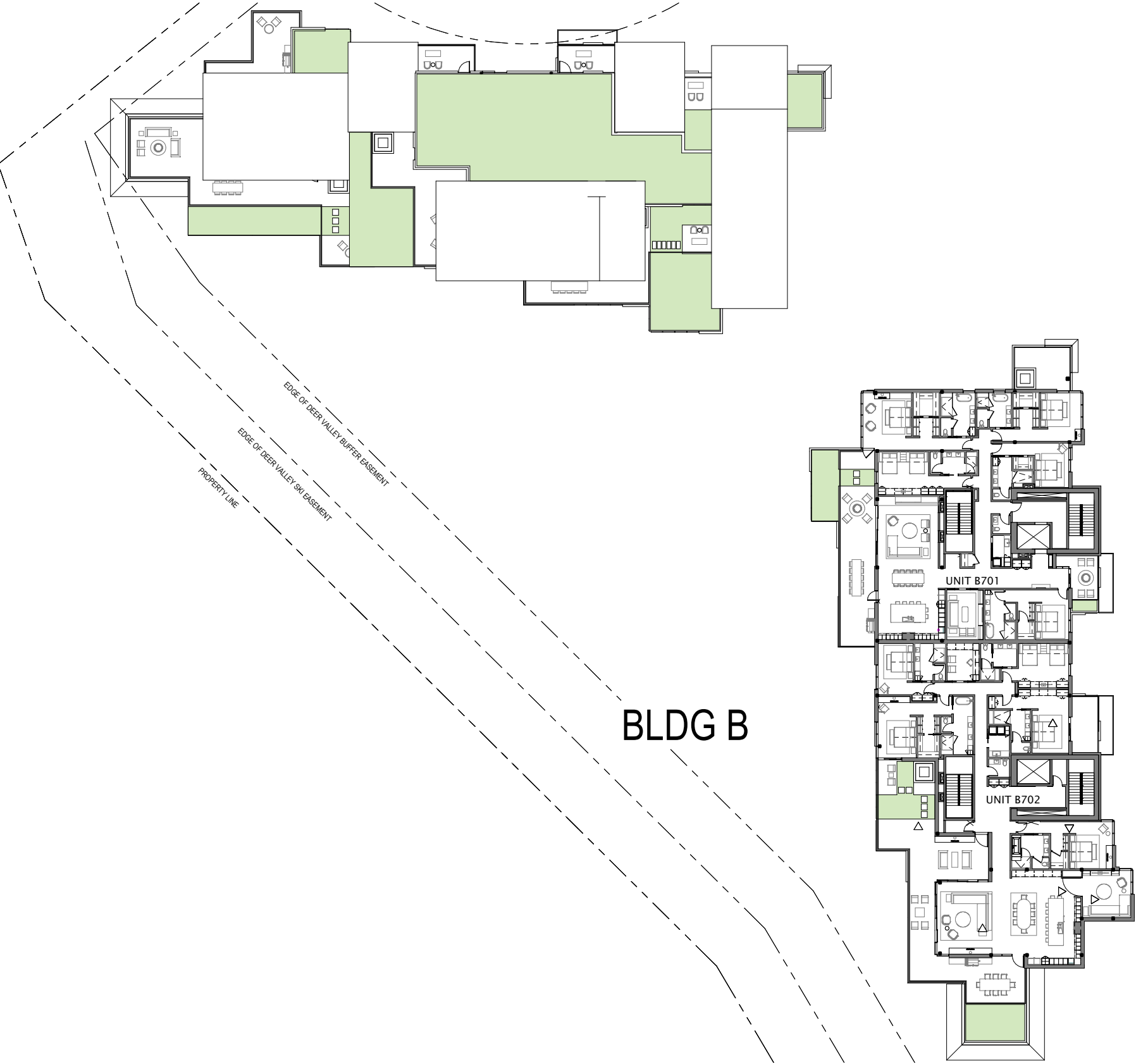
BLDG A - L6
BLDG B - L5



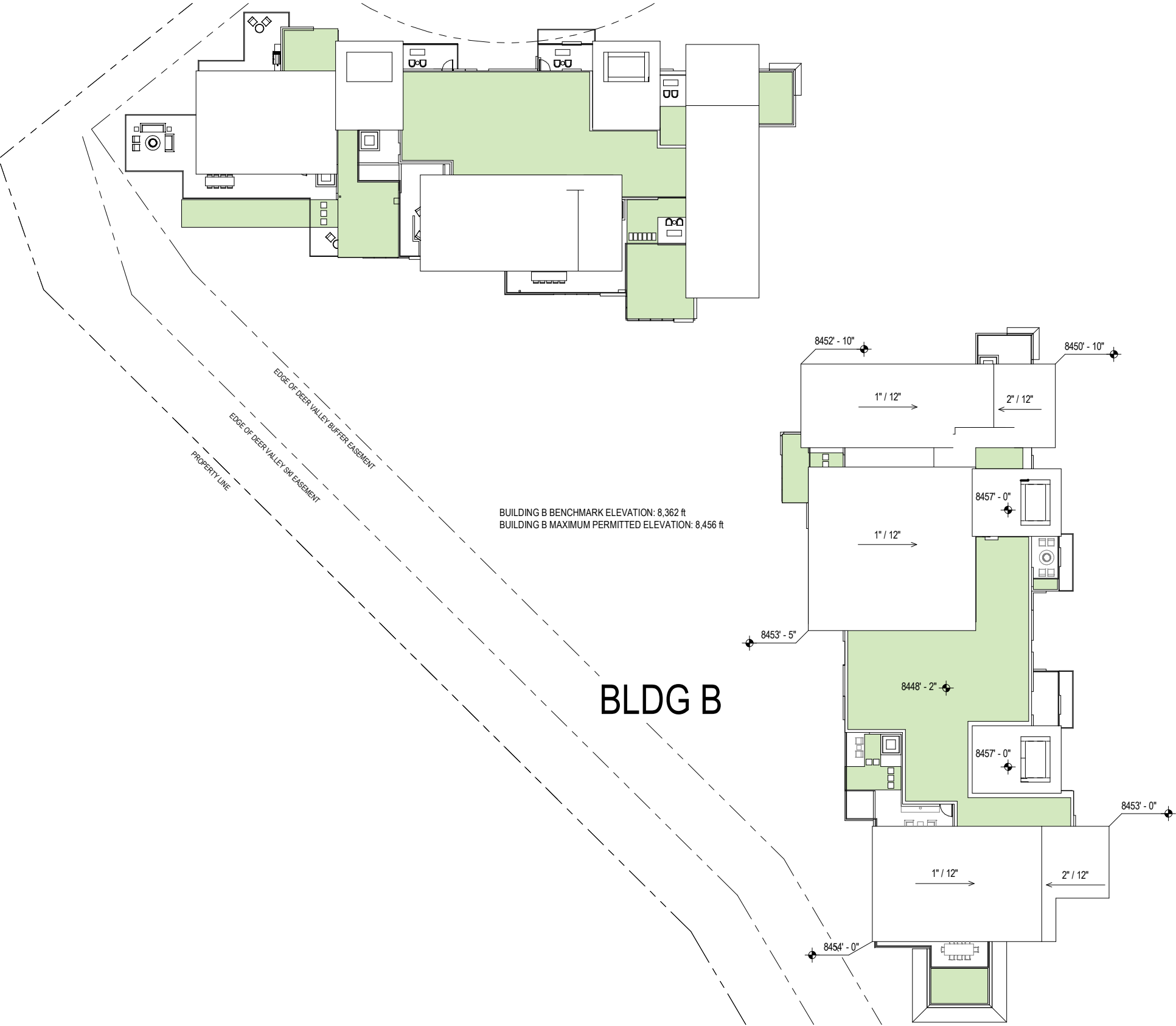
BLDG A - ROOF
BLDG B - L6



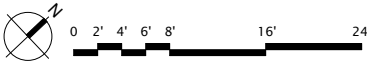
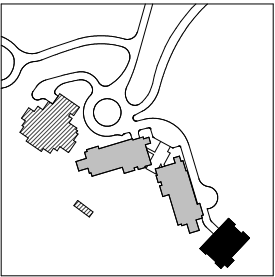
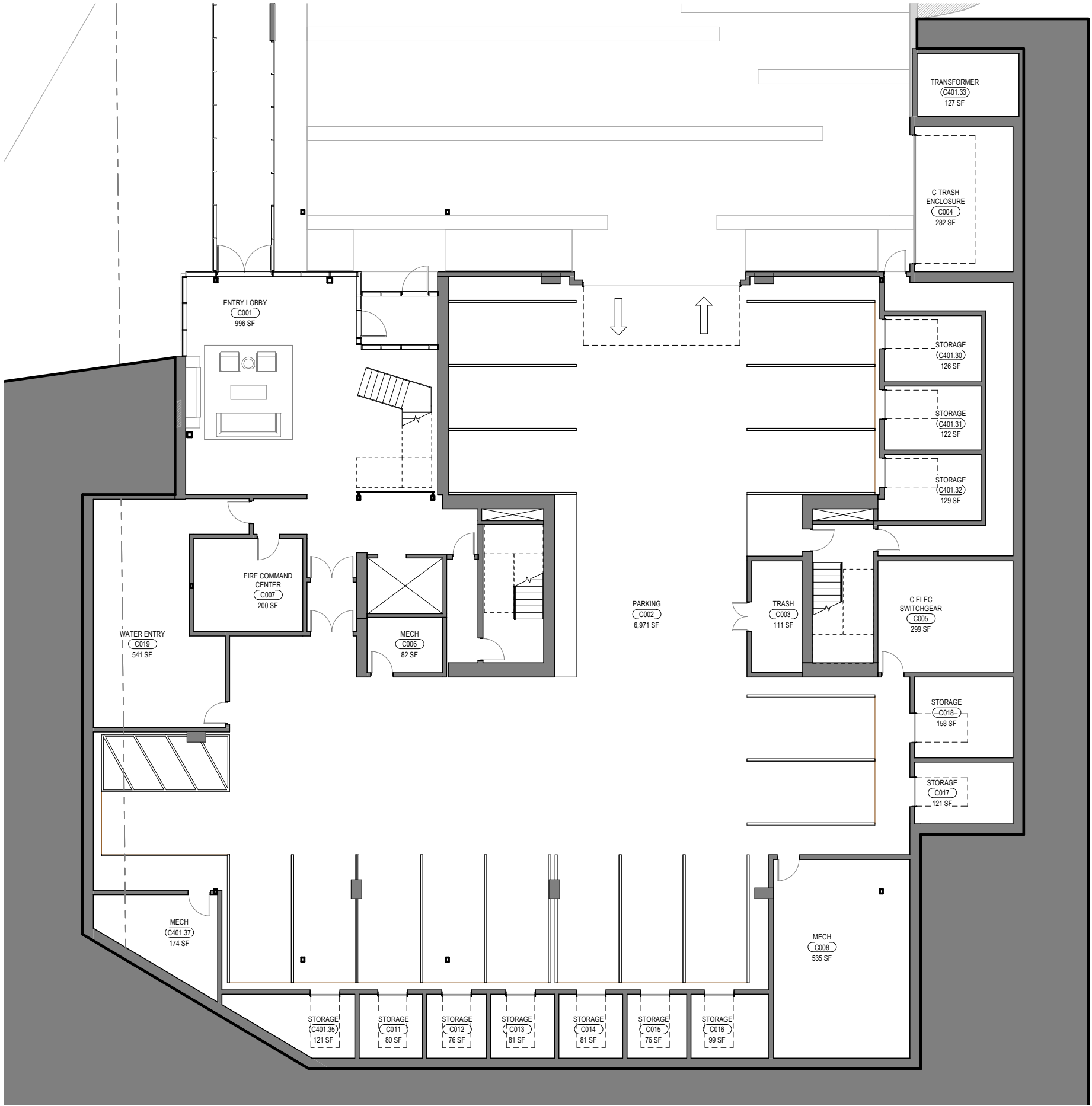
BLDG B - L7



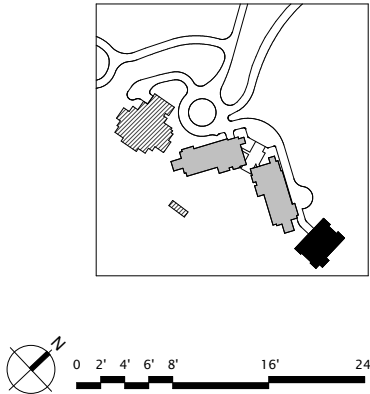
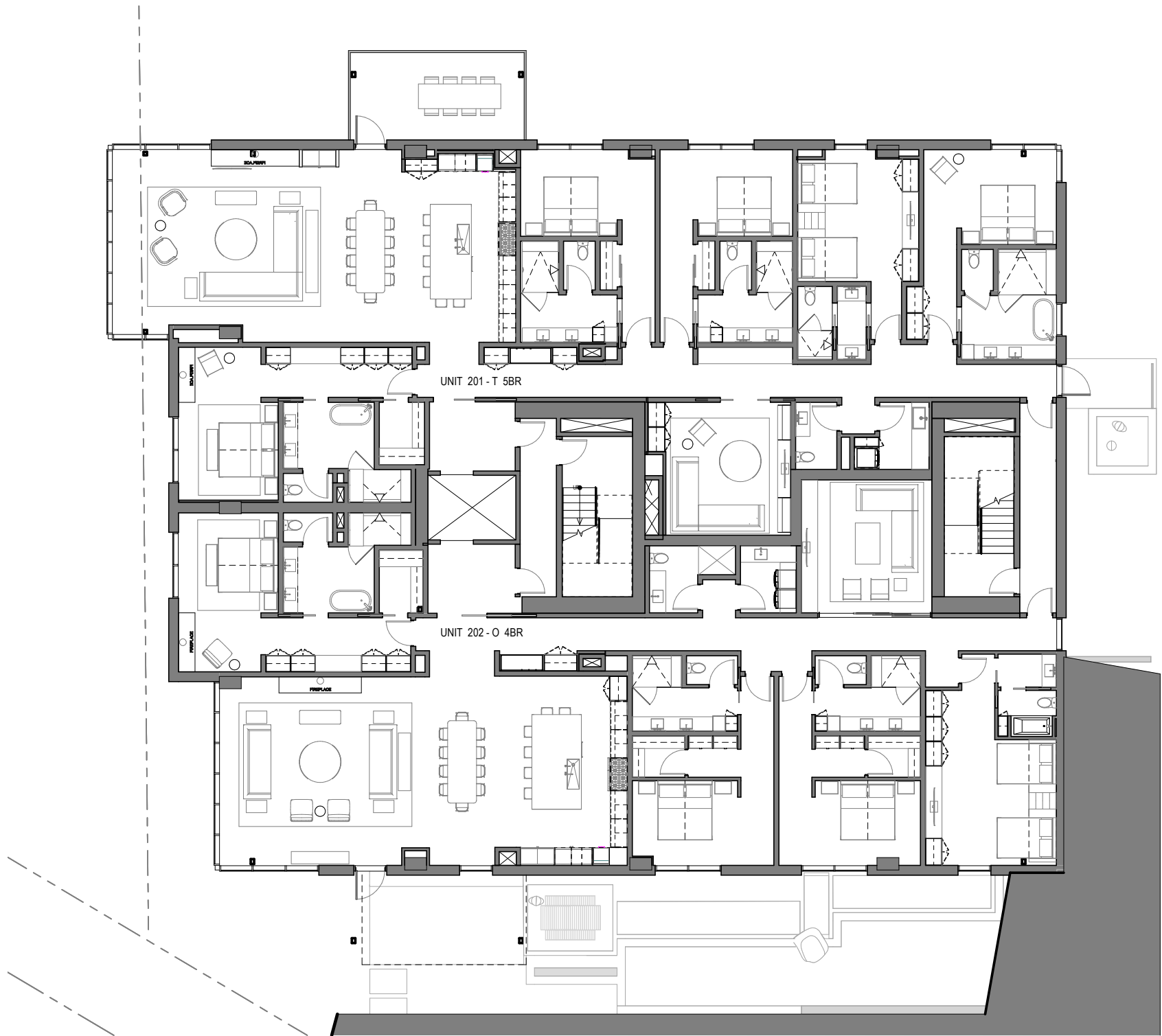
BLDG B - ROOF

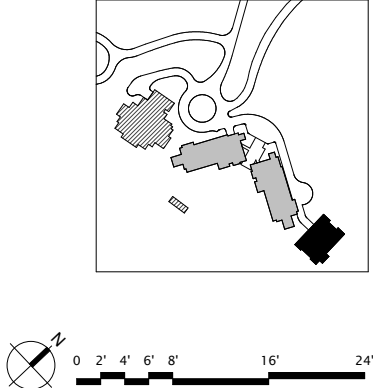
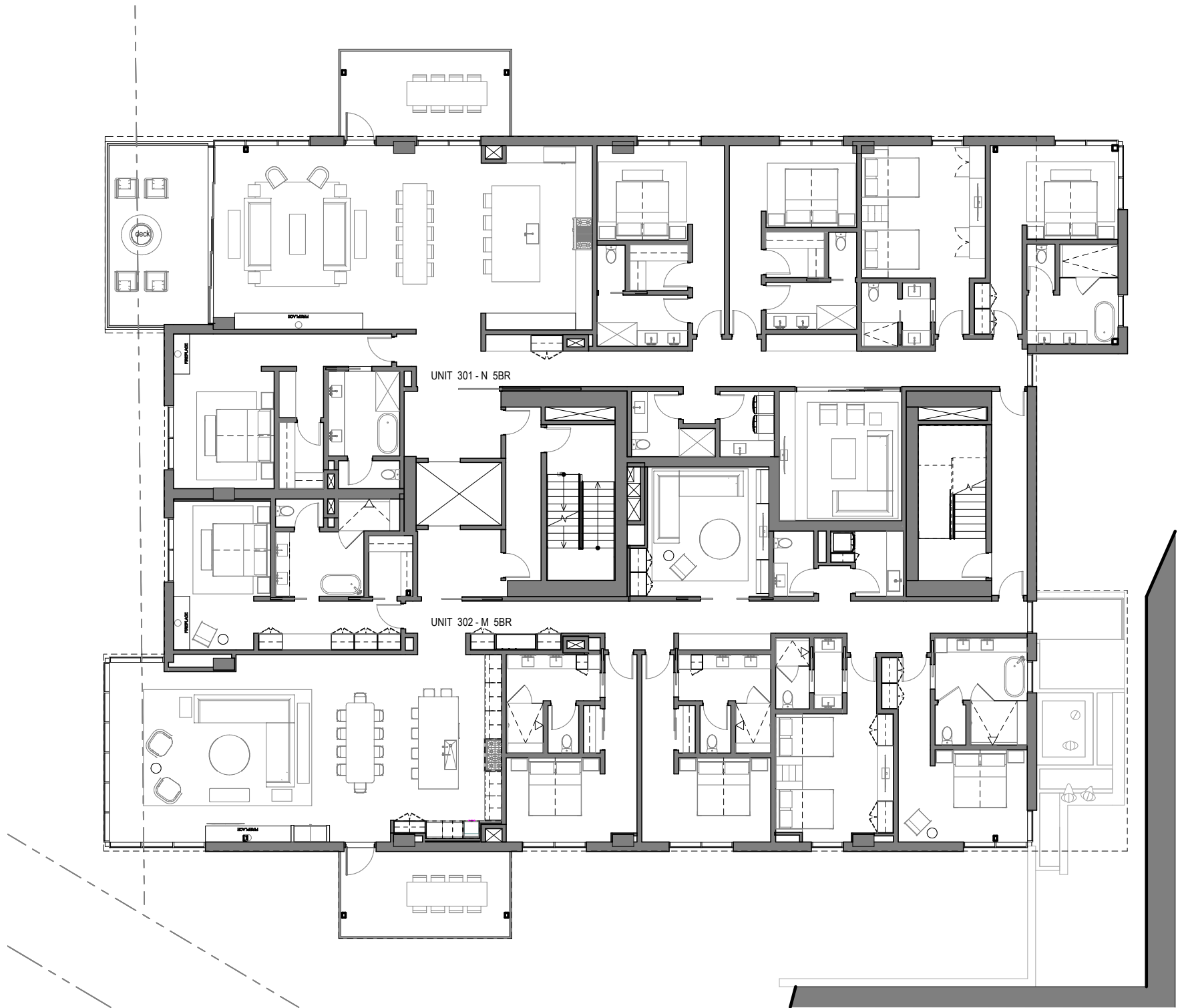


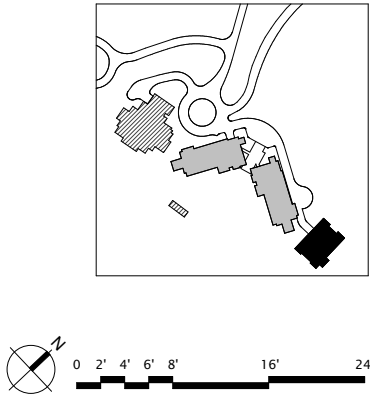
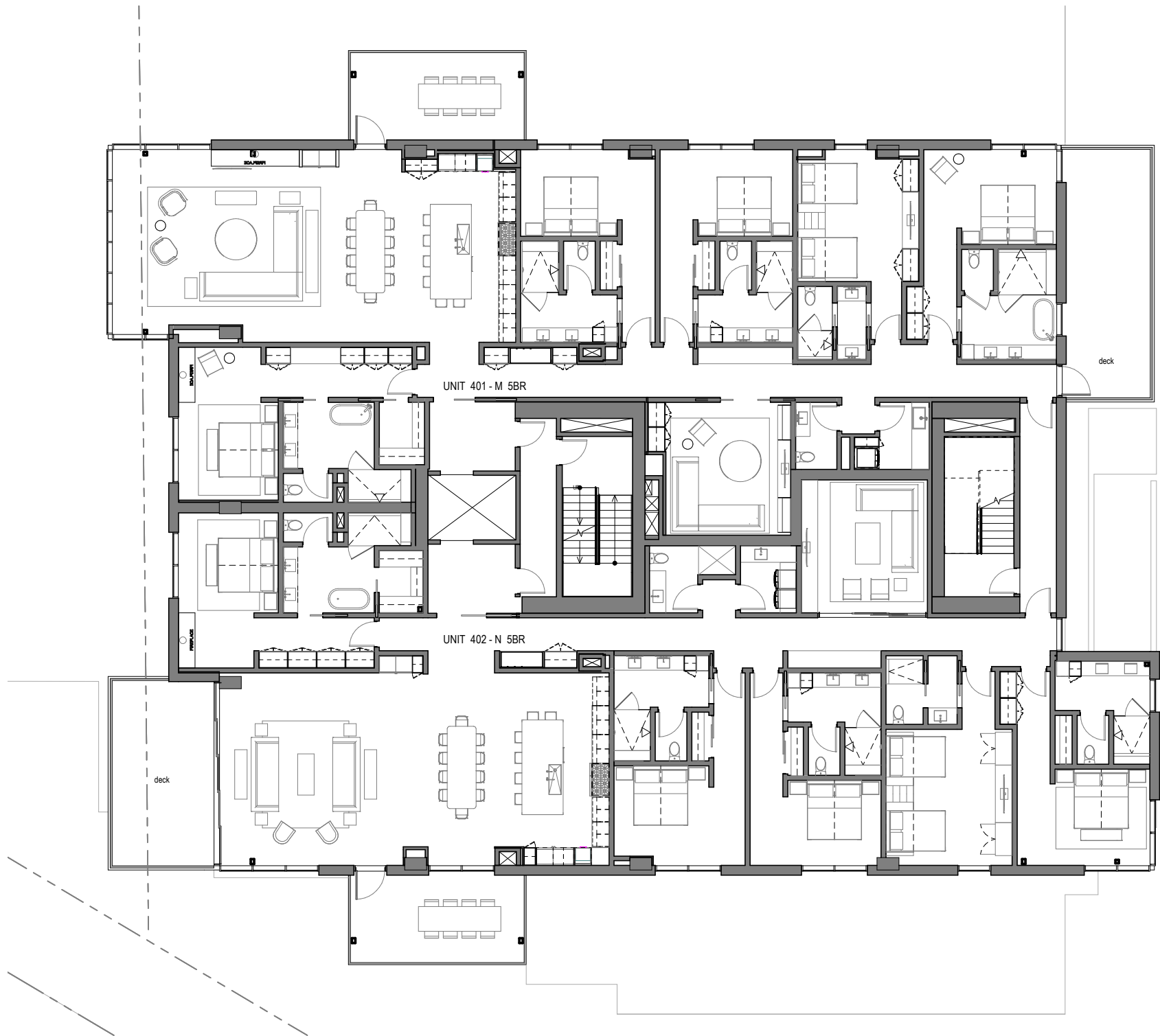
BLDG C - PARKING

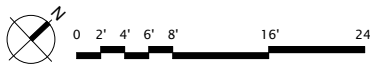
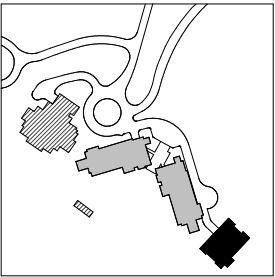
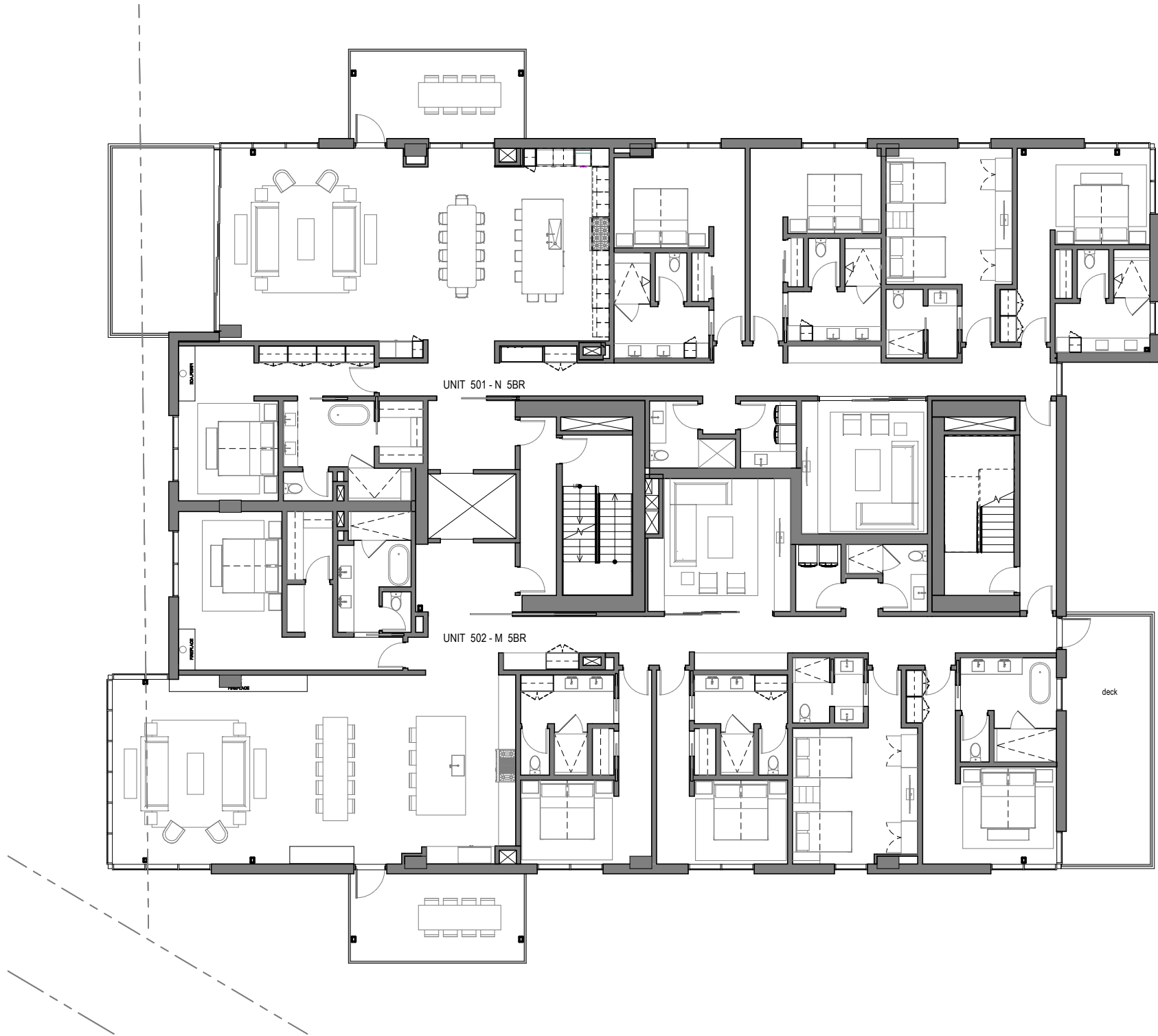


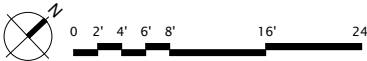
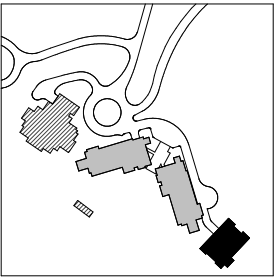
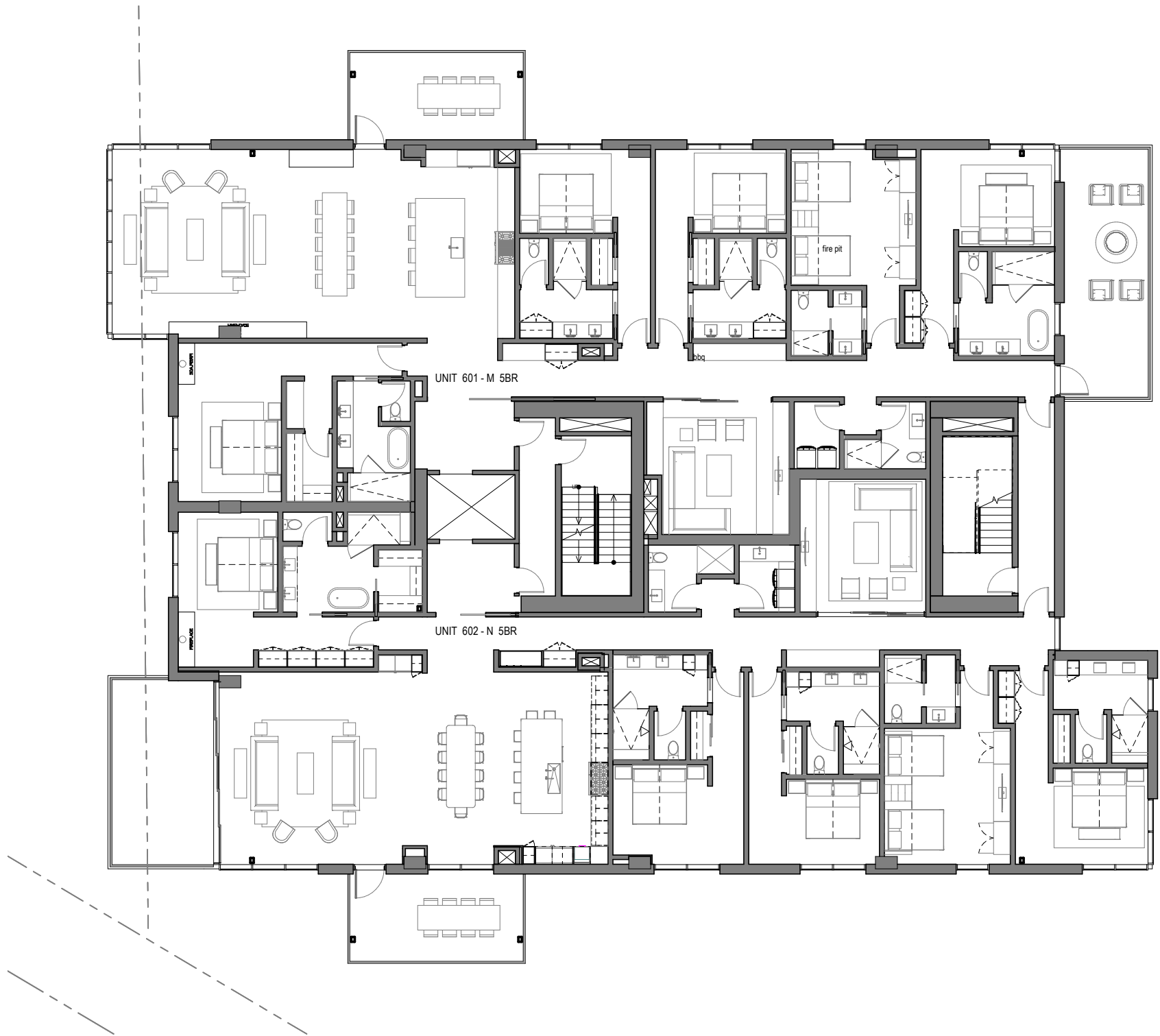


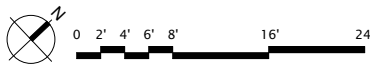
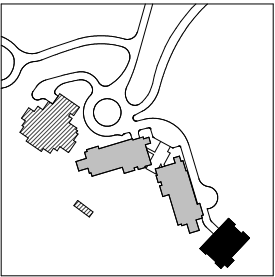
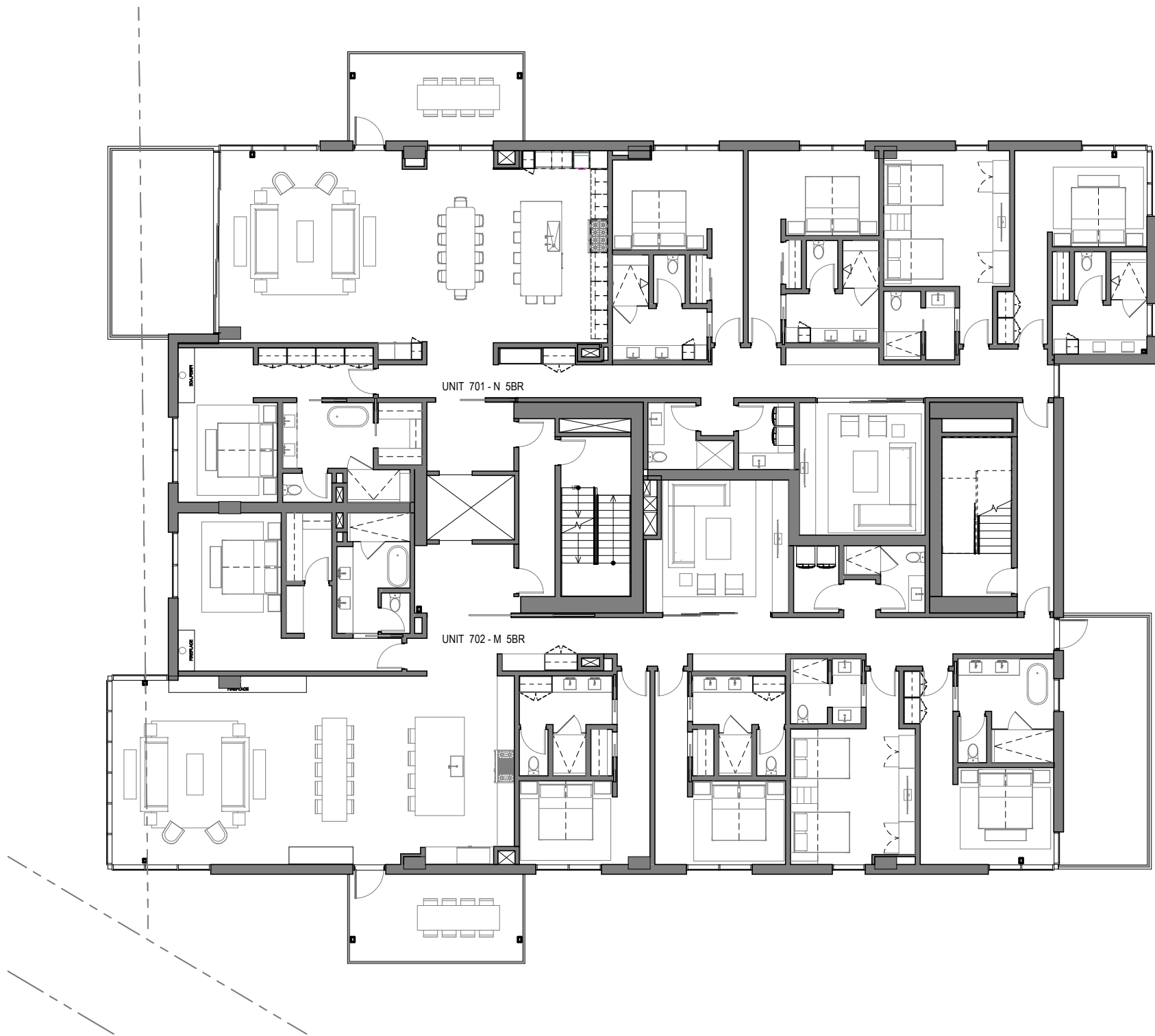


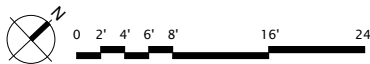
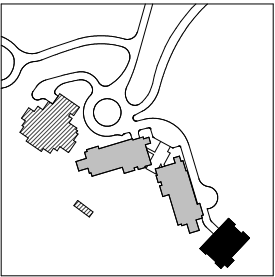
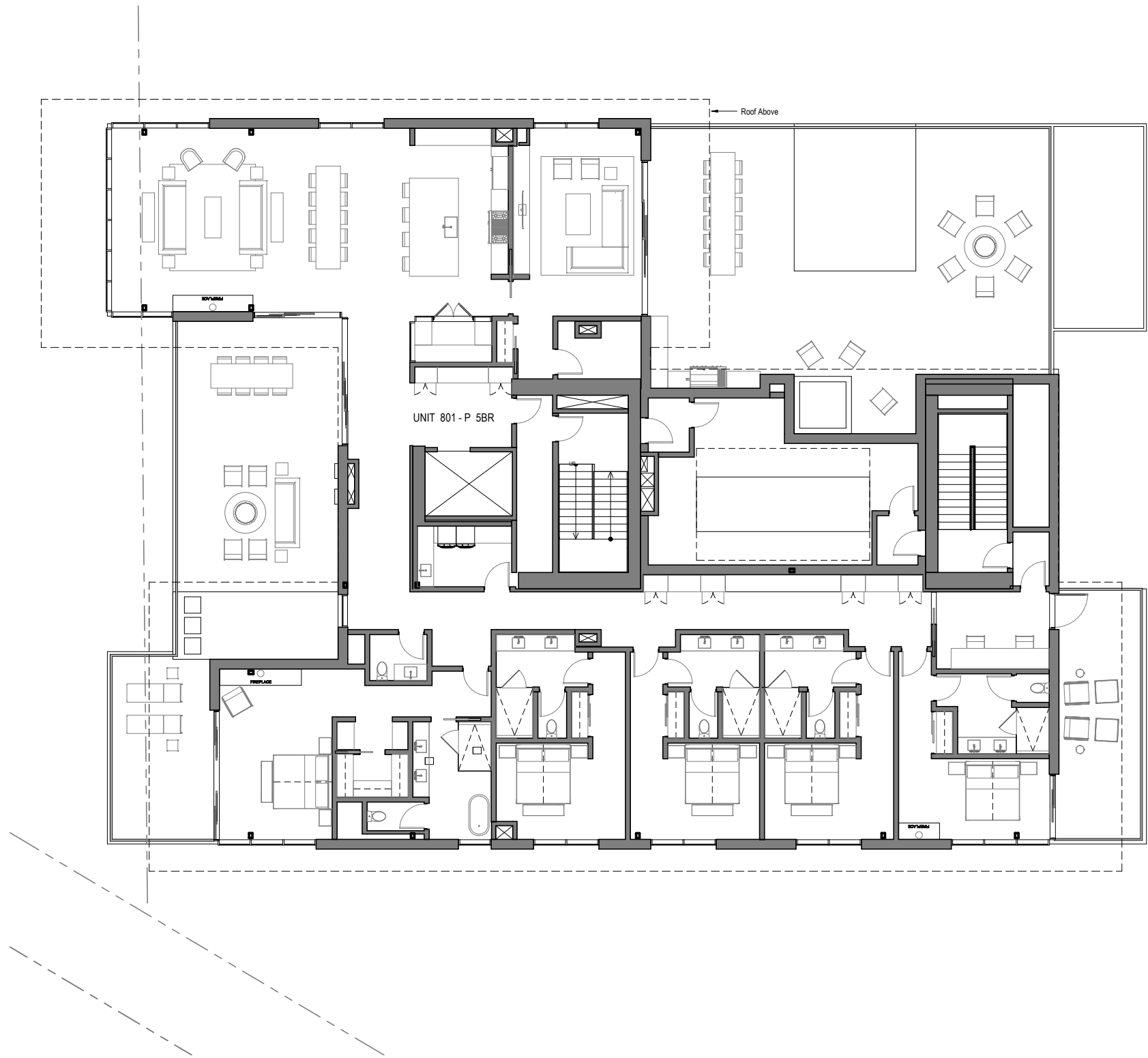






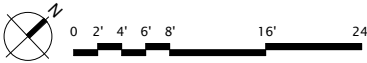
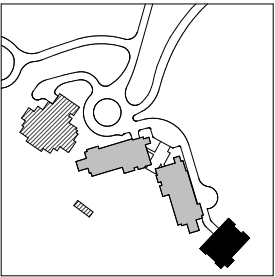
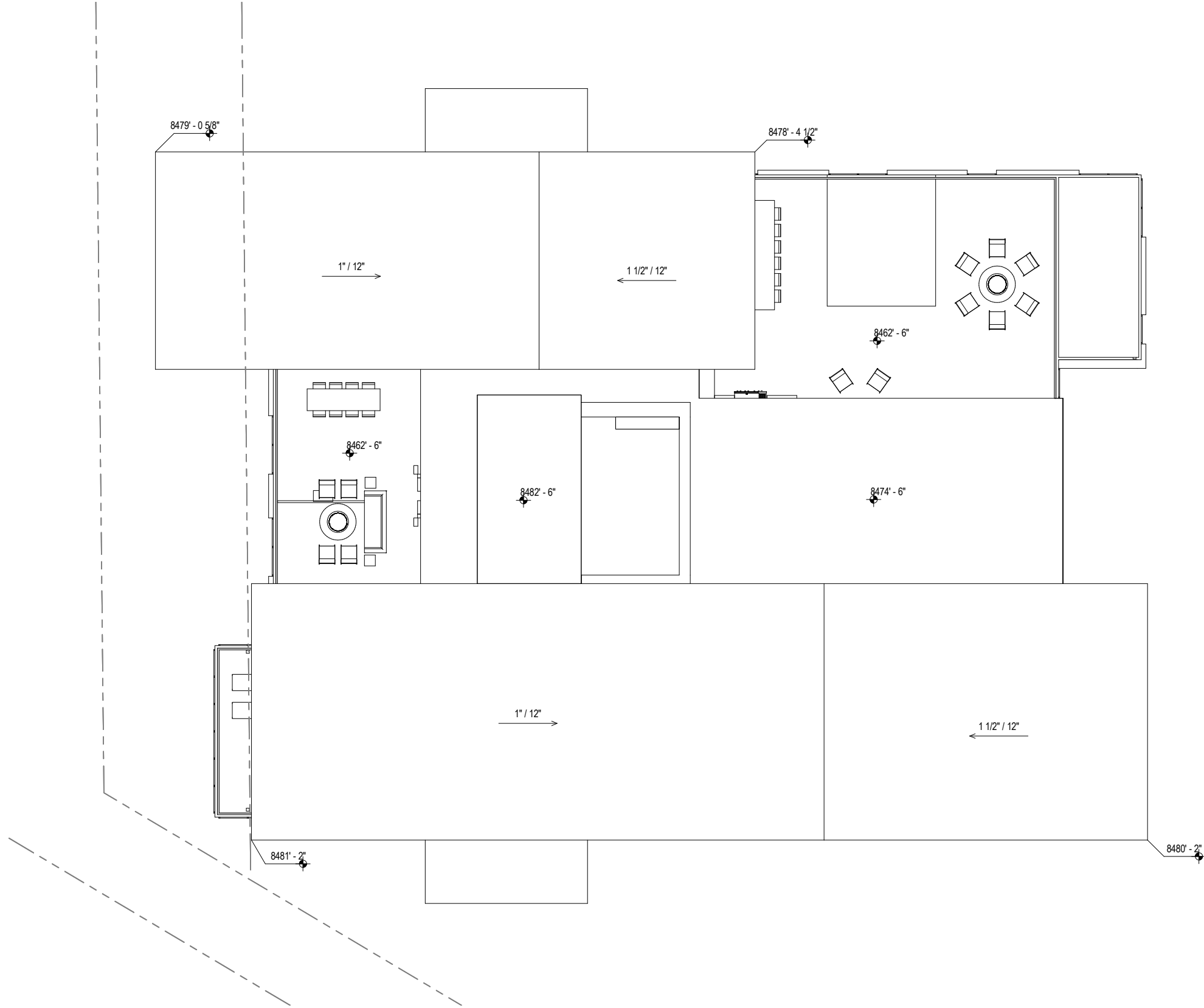




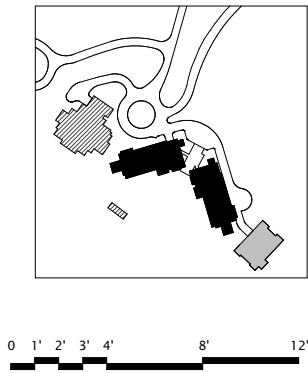
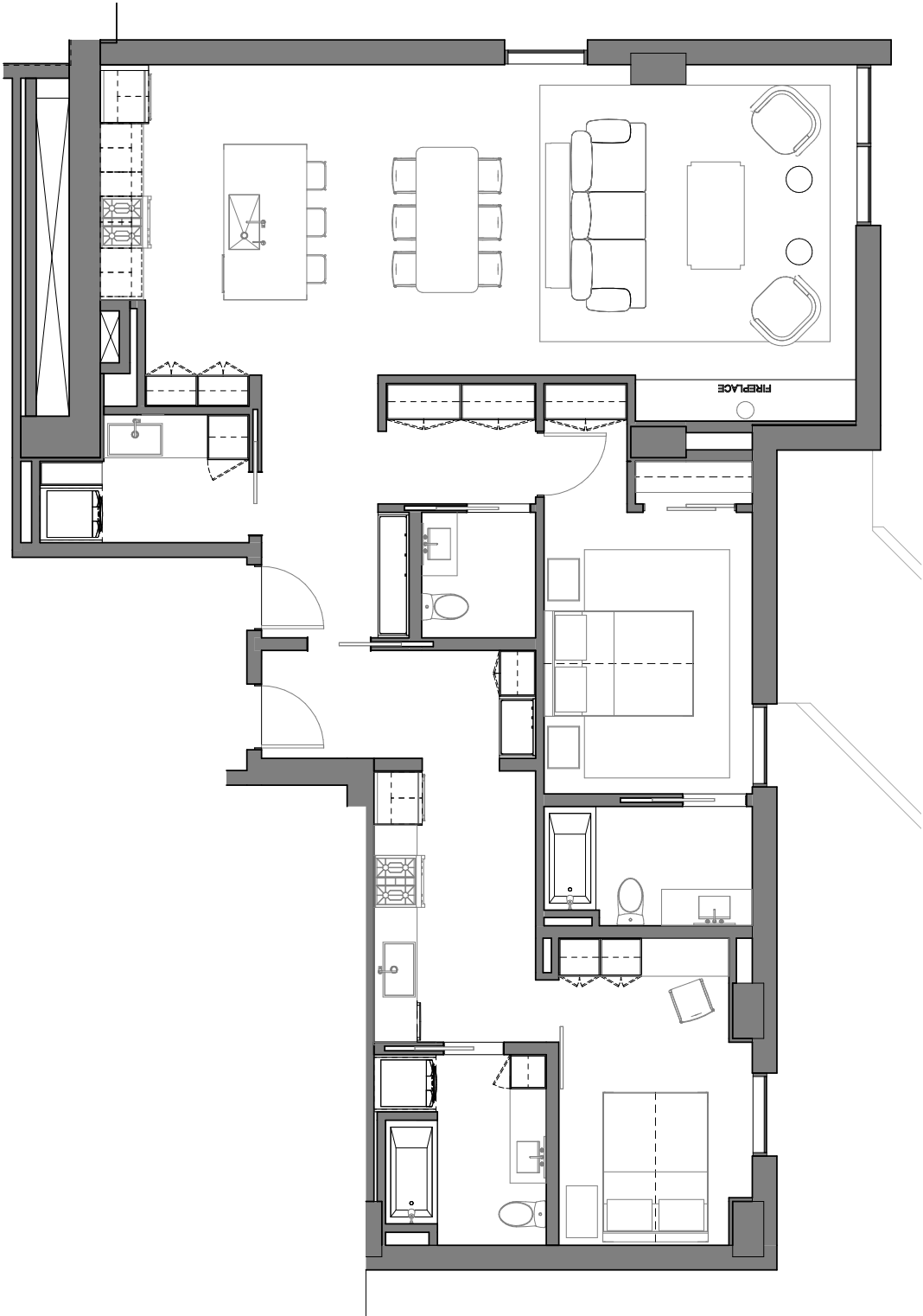


BLDG C - ROOF

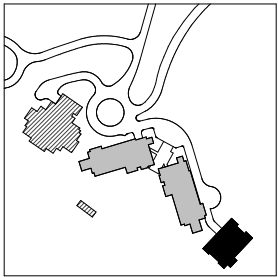
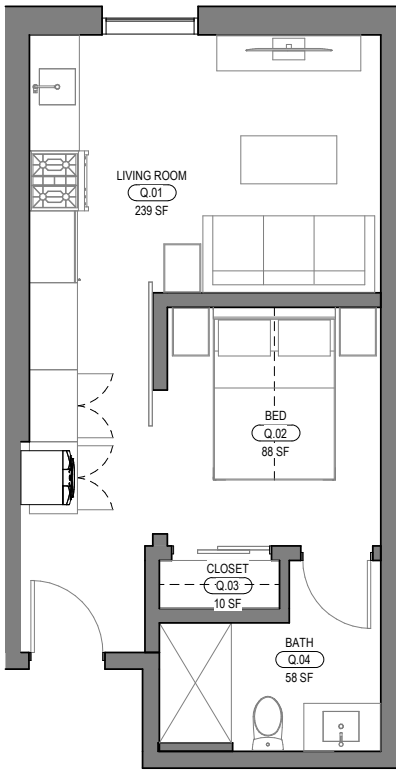
BUILDING C BENCHMARK ELEVATION: 8,376' - 6"
BUILDING C MAXIMUM PERMITTED ELEVATION: 8,482' - 6"



BLDG A & B
AFFORDABLE 2 BED LOCK-OFF UNIT PLAN
TOTAL QUANTITY: 2

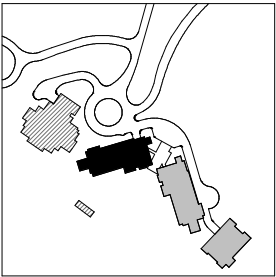


BLDG C
AFFORDABLE 1 BED UNIT PLAN
TOTAL QUANTITY: 4

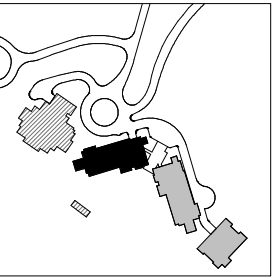
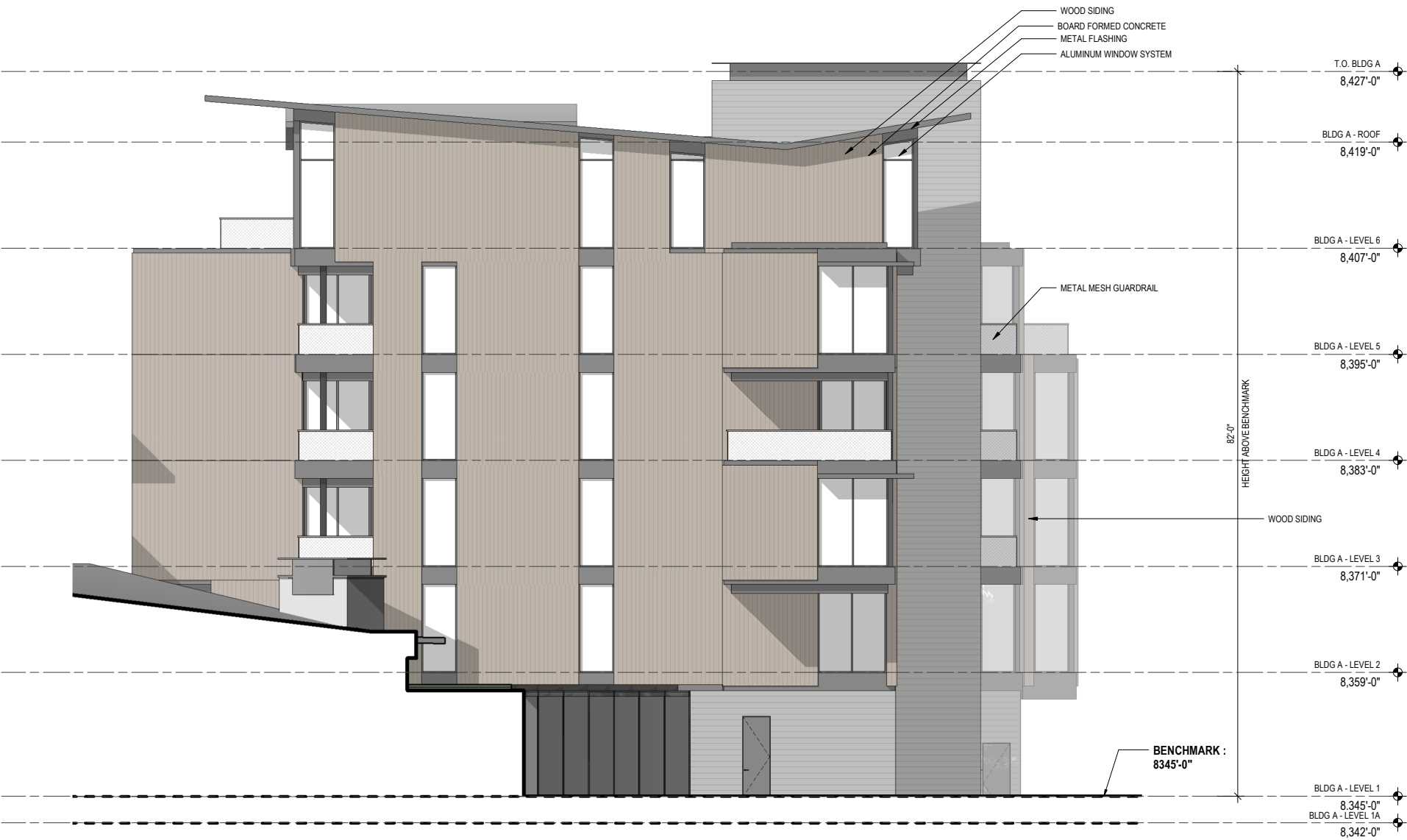


0 1' 2' 3' 4' 8' 12'

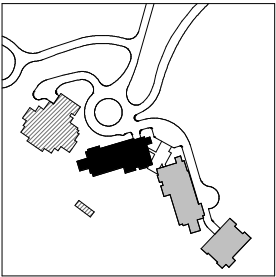
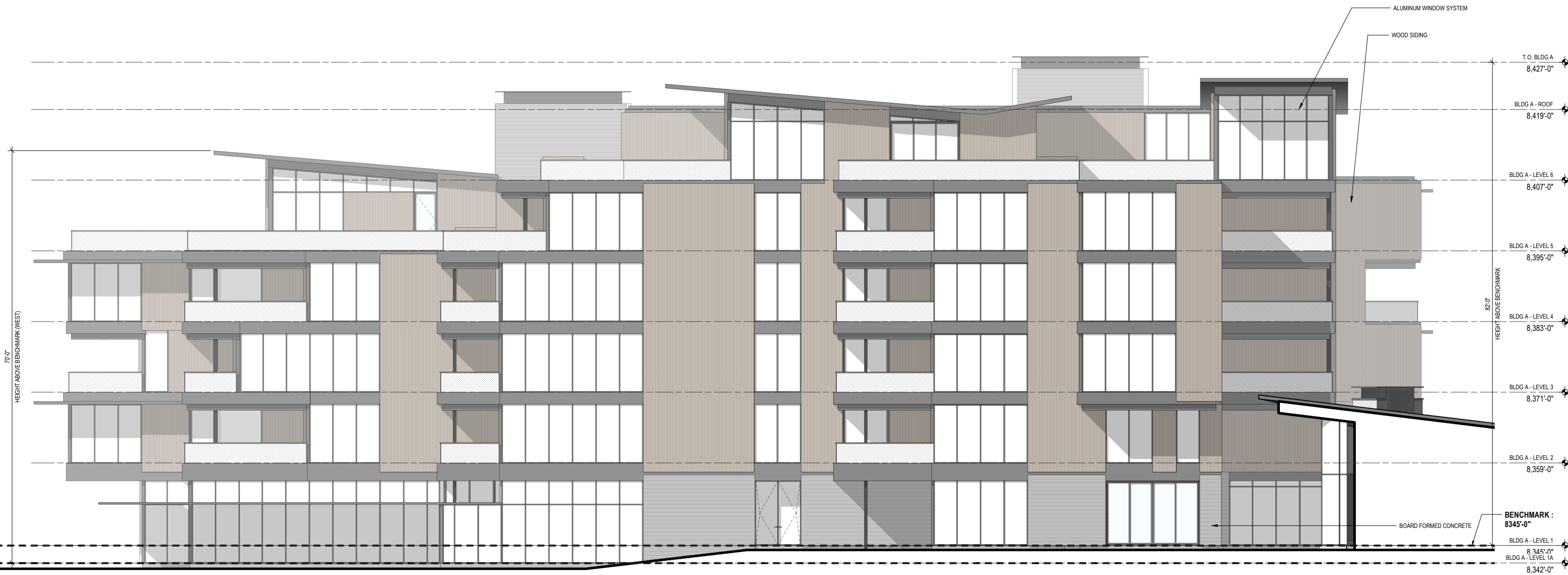
BLDG A - NORTH ELEVATION



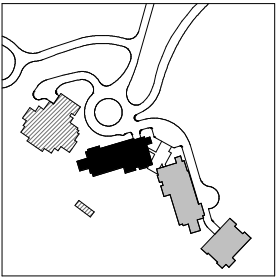
BLDG A - EAST ELEVATION



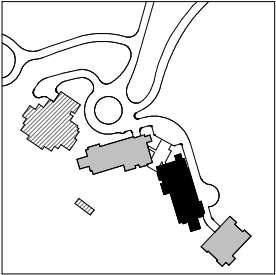
BLDG A - SOUTH ELEVATION



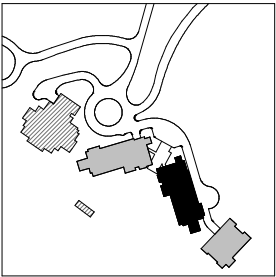
BLDG A - WEST ELEVATION



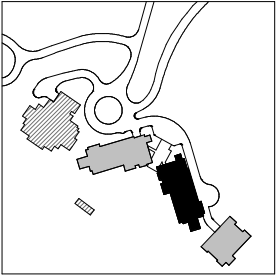
BLDG B - NORTH ELEVATION



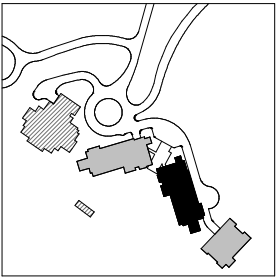
BLDG B - EAST ELEVATION



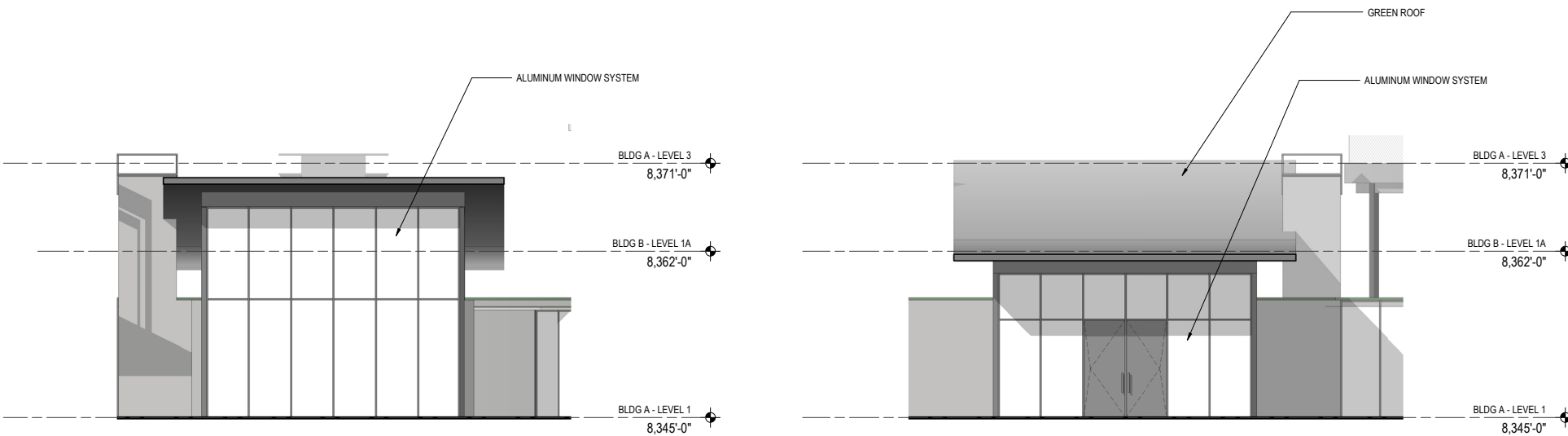
BLDG B - SOUTH ELEVATION



BLDG B - WEST ELEVATION

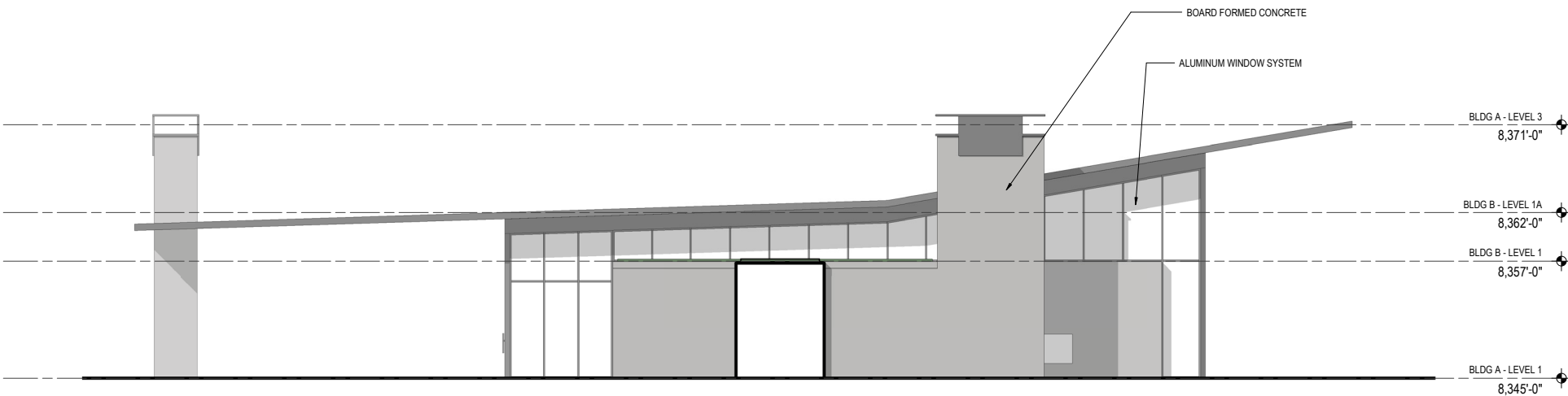


BLDG AB LOBBY ELEVATIONS

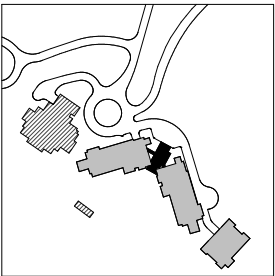


1 LOBBY ELEVATION BACK
SCALE: 1/8" = 1'-0"

2 LOBBY ELEVATION FRONT
SCALE: 1/8" = 1'-0"



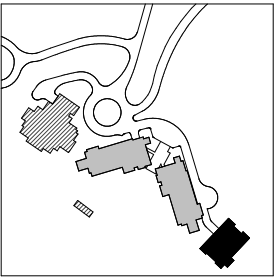
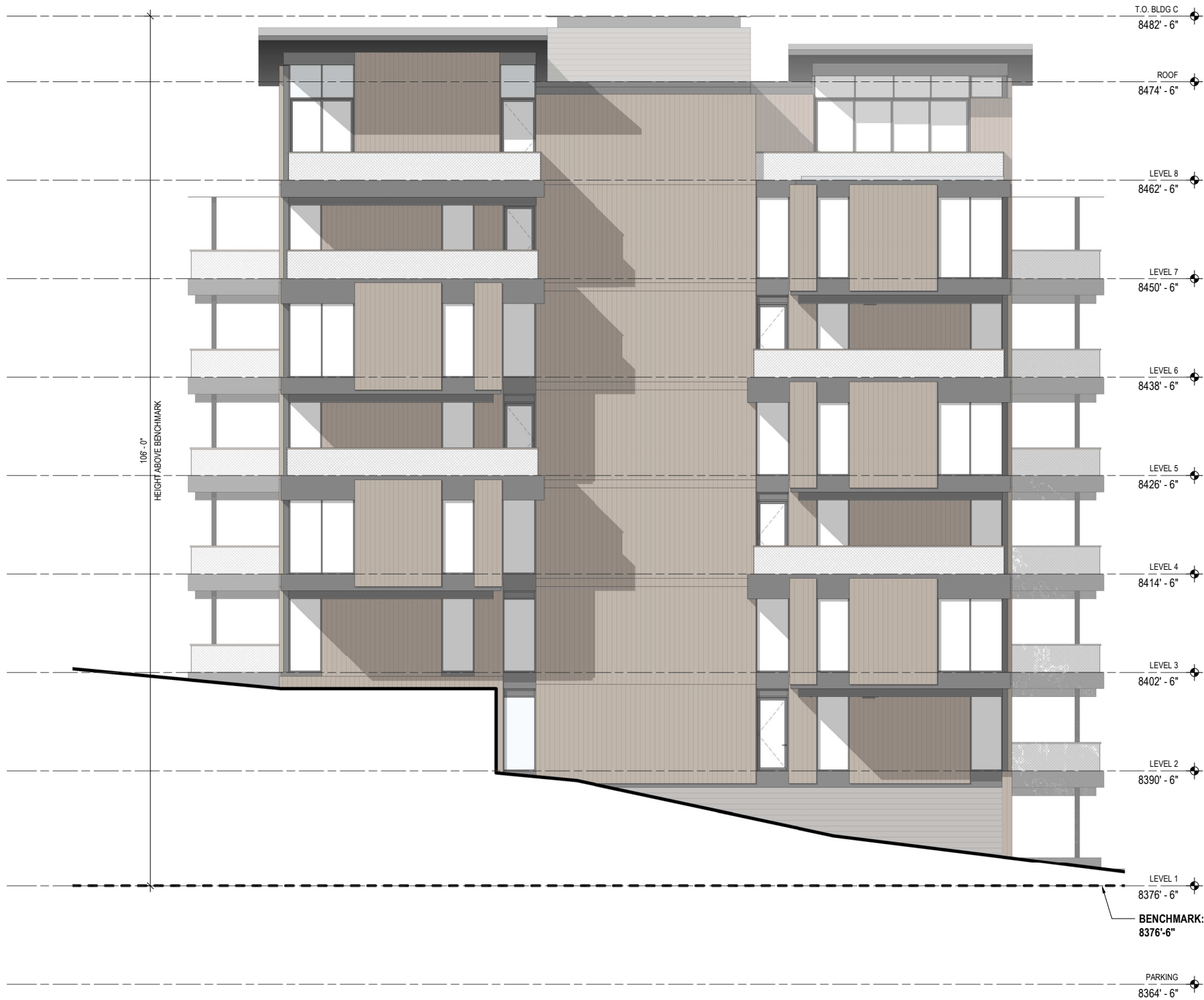
3 LOBBY ELEVATION SIDE
SCALE: 1/8" = 1'-0"



BLDG C - NORTH ELEVATION

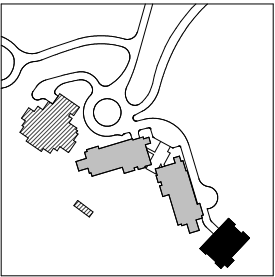
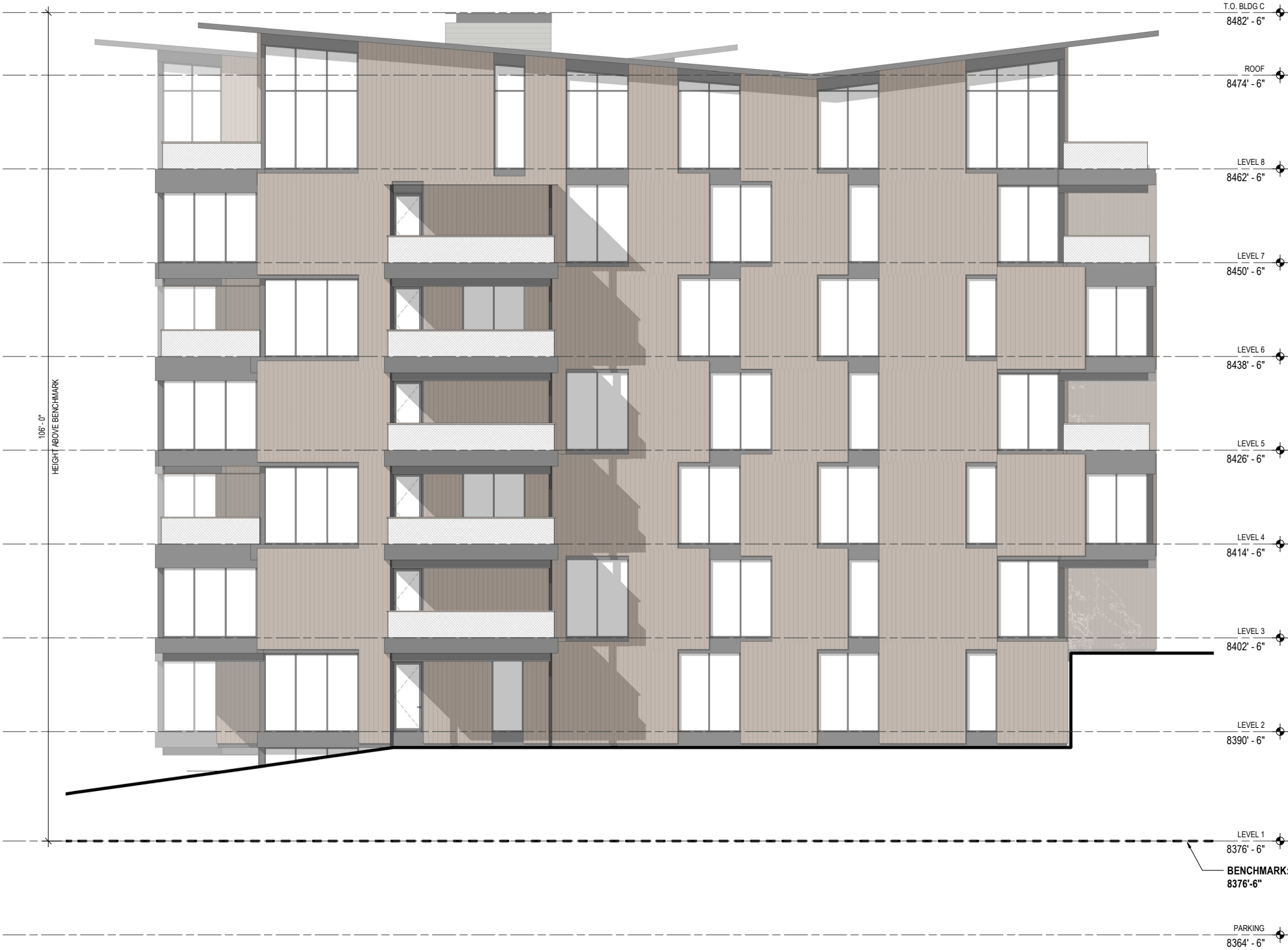


BLDG C - EAST ELEVATION

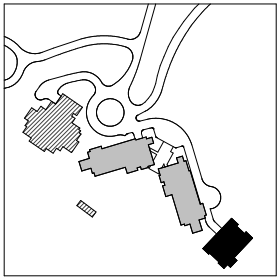


0 2' 4' 6' 8' 16' 24'

BLDG C - SOUTH ELEVATION



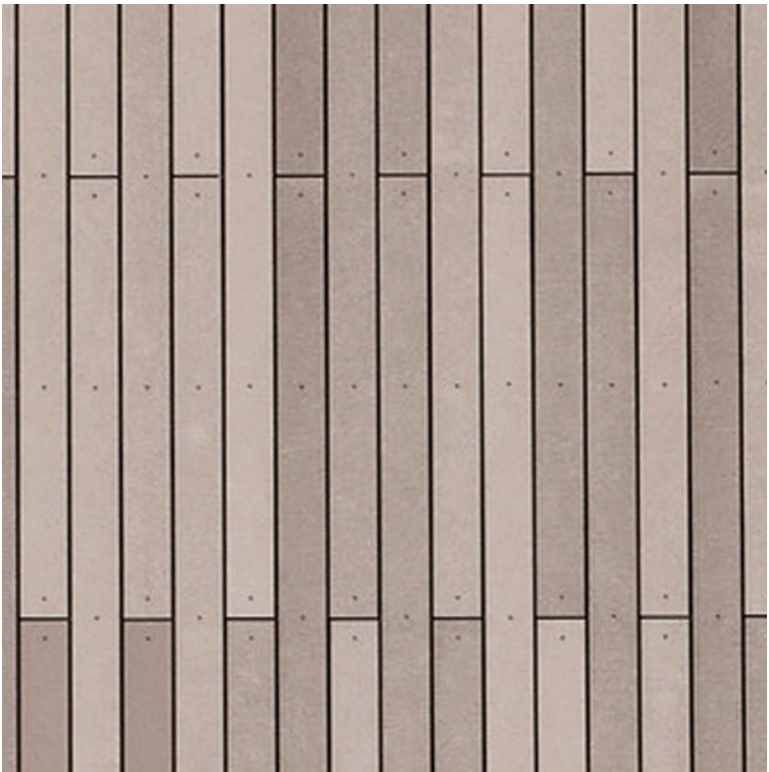
BLDG C - WEST ELEVATION



MATERIAL PALETTE



INSPIRATION



VERTICAL PLANK SIDING



ALUMINUM WINDOW SYSTEM



CAST IN PLACE CONCRETE



PAINTED METAL

Sommet Blanc (B2 East) - CUP & MPD Amendment

Exhibit 3 - Visual Impact

February 9, 2022







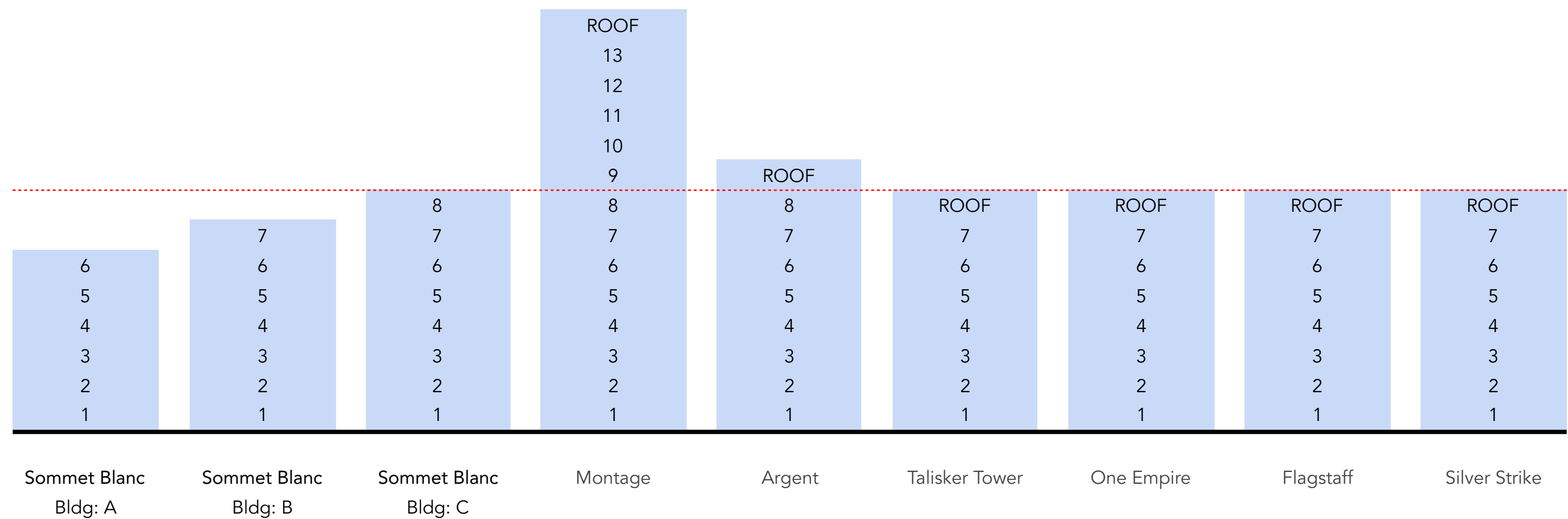


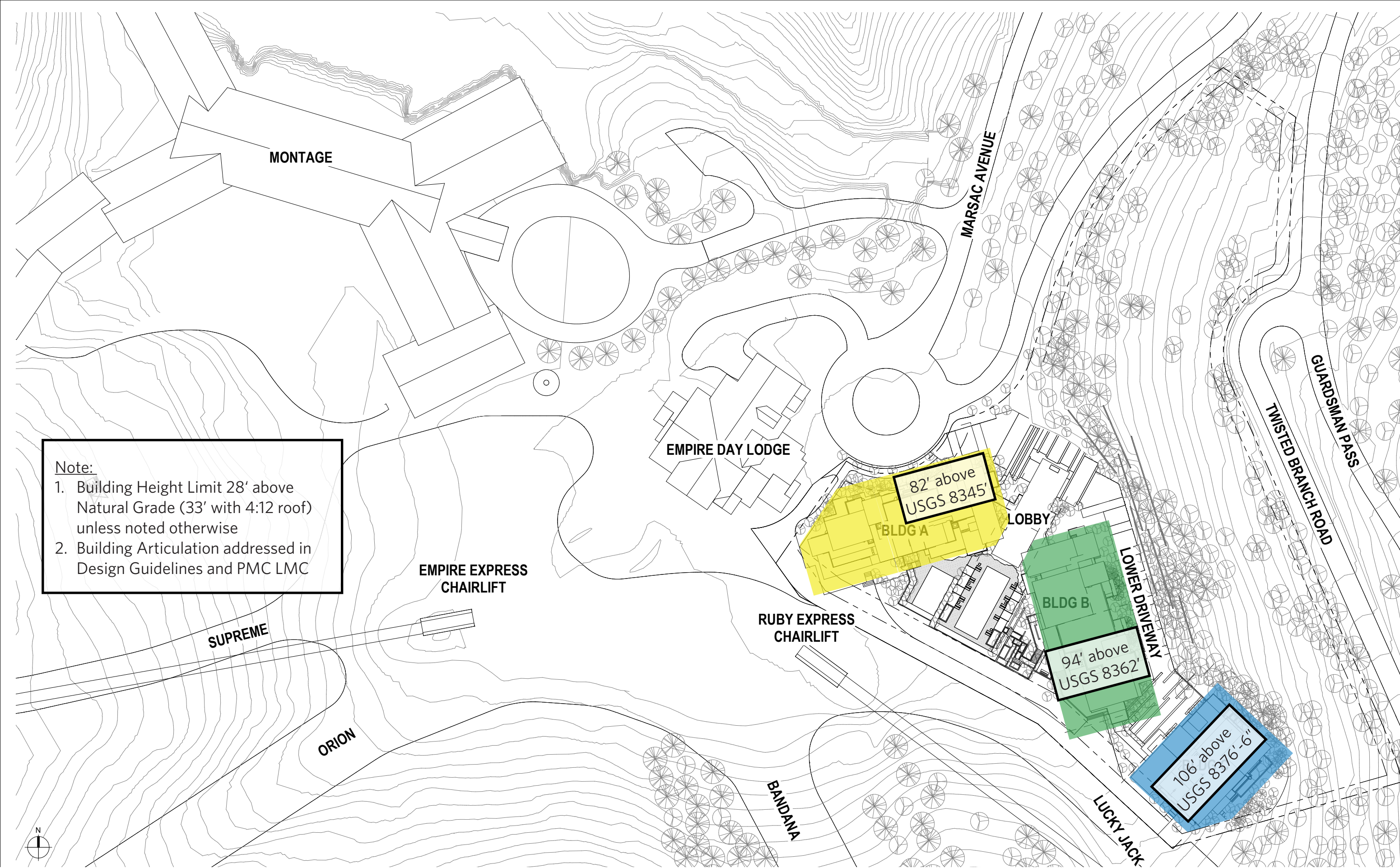






Sommet Blanc (B2 East) - CUP & MPD Amendment
Exhibit 4 - Height Study and New Volumetrics
February 9, 2022





Existing condominium lodge building heights:

	Ridge Height Above Road	Ridge Height Above Slopeside Patio	Ridge Height Other
Montage	114'	102'	165' above Event Lawn
One Empire Pass	110'	85'	97' above Pool Deck
Talisker Tower Residences	103'	78'	
Empire Residences	95'	88'	
Argent	91'	85'	131' above Marsac

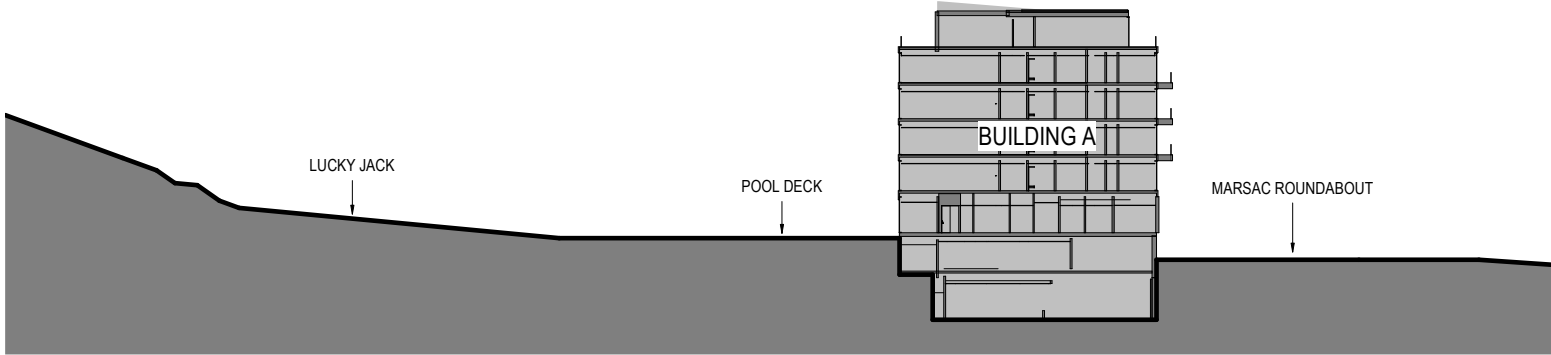
The following are proposed maximum building heights for the three condominium lodges:

	Height	Benchmark	Location
Building A	82'	8,345'	Entry Lobby
Building B	94'	8,362'	Skier Lobby/Amenity Level
Building C	106'	8,376' 6"	Skier Lobby/Amenity Level

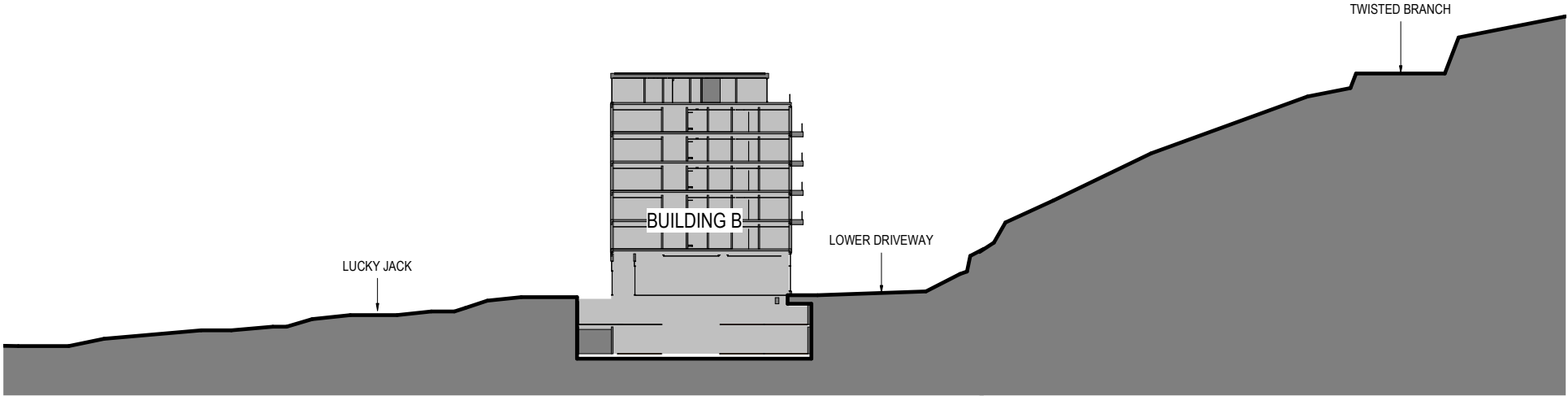
With the proposed volumetrics and design, maximum building heights relative to roads, driveways and slopeside patios will be as follows:

	Ridge Height Above Road	Ridge Height Above Slopeside Patio	Ridge Height Other
Building A	89' (Marsac)	79' (Pool Deck)	80' (Arrival)
Building B	100' (Driveway)	98' (Après Patio)	110' (Pool Deck)
Building C	116' (End Driveway)	105' (Lounge Patio)	

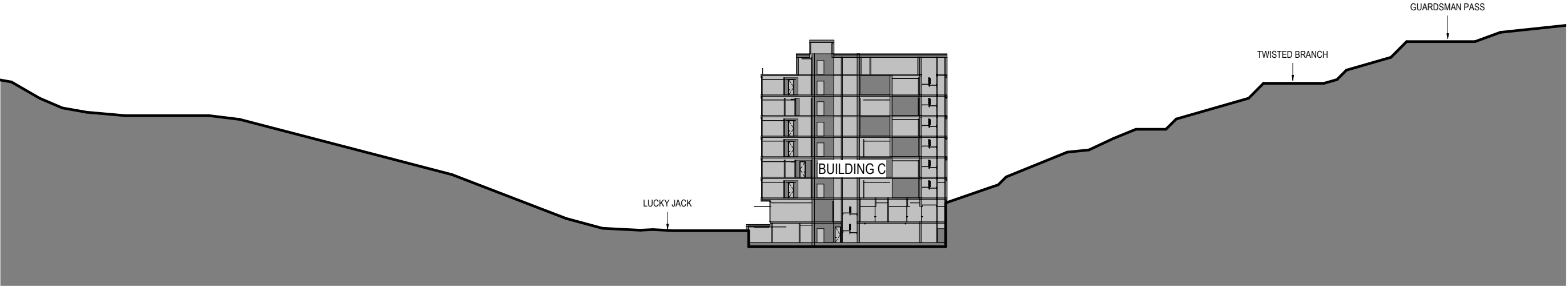
SITE SECTIONS



A DRB - SITE SECTION A

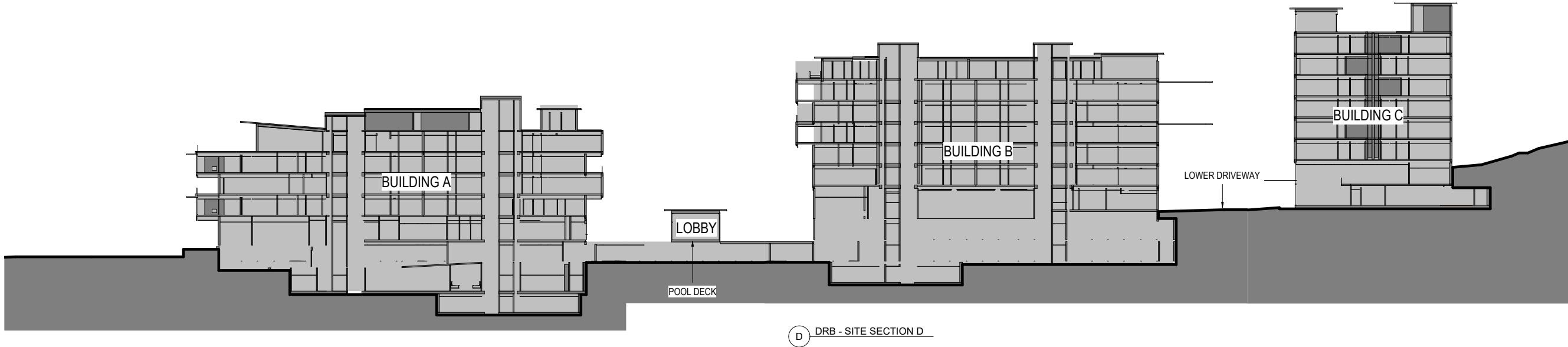


B DRB - SITE SECTION B



C DRB - SITE SECTION C

SITE SECTIONS



BUILDING A SECTION



BUILDING B SECTION



BUILDING C SECTION

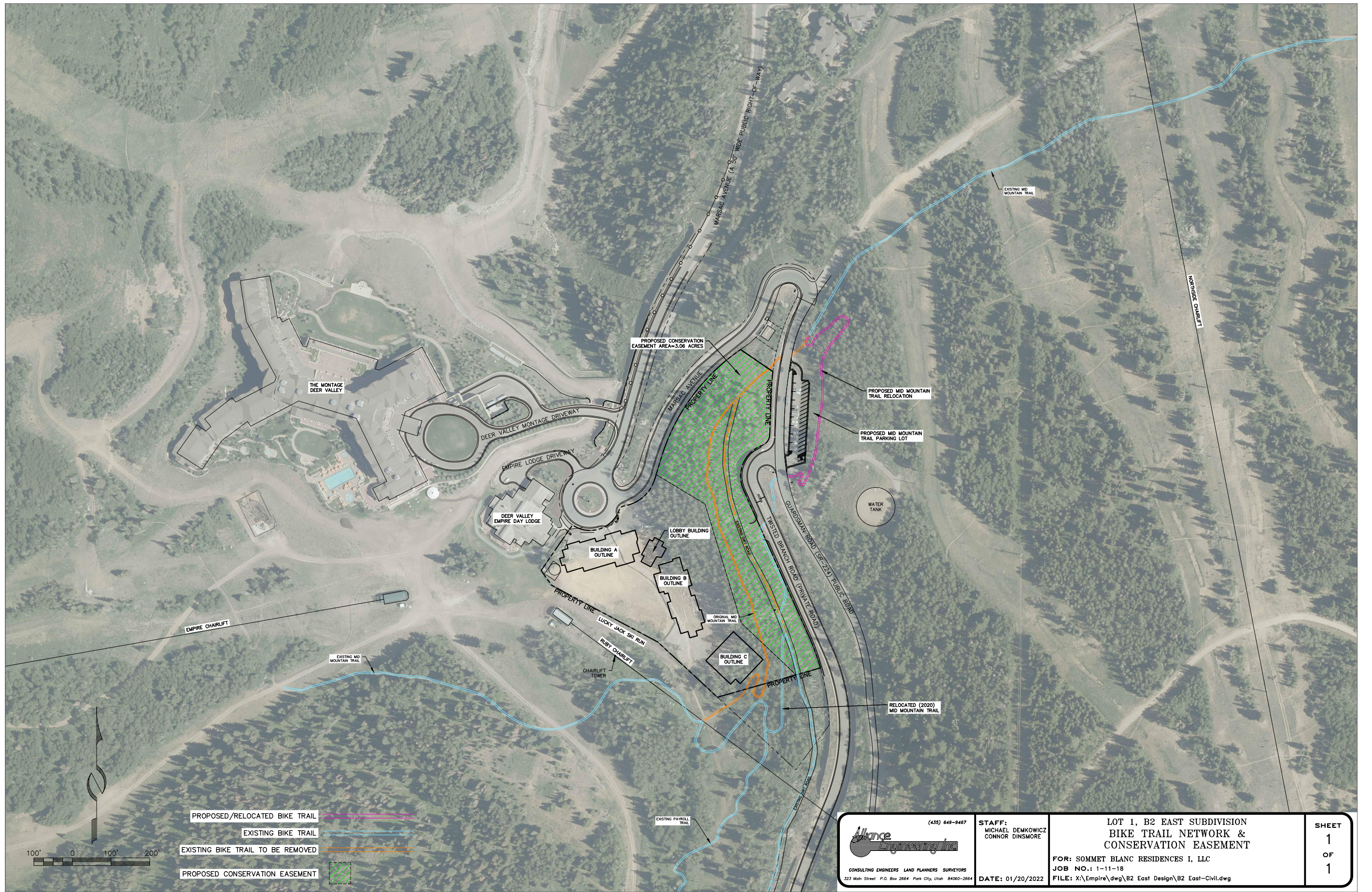


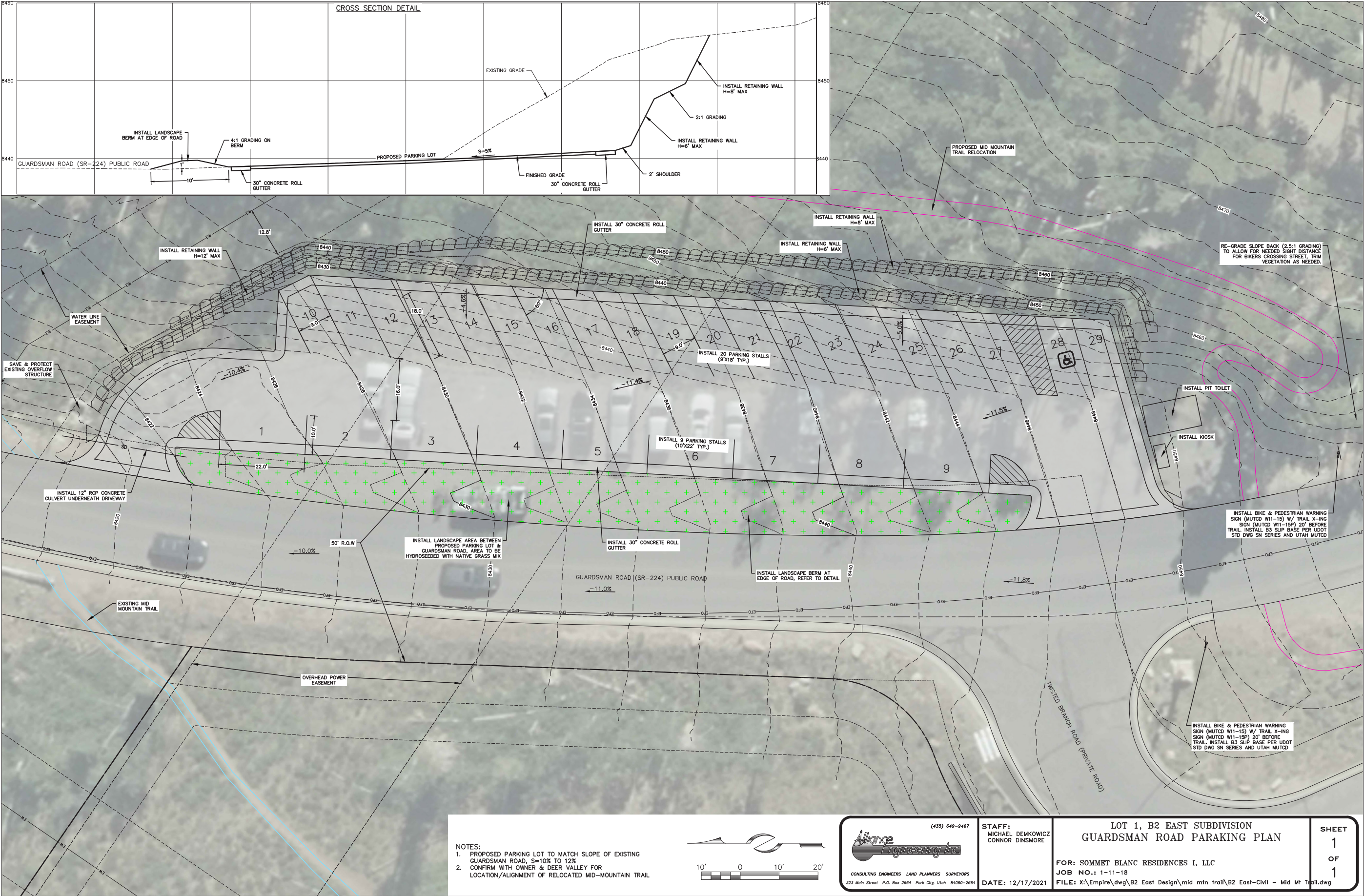


Sommet Blanc (B2 East) - CUP & MPD Amendment

Exhibit 5 - Mid Mountain Trail

February 9, 2022







March 17, 2022

Doug Ogilvy
Sommet Blanc Residences I, LLC
P.O. Box 980022, Park City, UT 84098

Dear Doug,

Please find below an Action Letter confirming the decision made by the Park City Housing Authority on March 17, 2022, to accept an on-site development of 5.12 AUEs on-site as fulfillment for the housing obligation generated by the Sommet Blanc development, as follows:

NOTICE OF HOUSING AUTHORITY ACTION

<u>Description:</u>	Affordable Housing Mitigation Plan
<u>Project Title:</u>	Sommet Blanc Development
<u>Date of Action:</u>	March 17, 2022

Summary of Housing Authority Action

On March 17, 2022, the Park City Housing Authority approved the Housing Mitigation Plan (Attachment 1) in fulfillment of the housing obligations for the Sommet Blanc development pursuant to the 2007 Flagstaff Development Agreement. In fulfillment of the housing obligation, the Housing Authority approved an on-site development of six on-site affordable units to satisfy 5.12 total Affordable Unit Equivalents (AUEs).¹

1. On March 9, 2022, the Planning Commission approved a Conditional Use Permit for the Sommet Blanc development, a 49 market-rate-unit ski-in ski-out village in the Flagstaff area.
2. On March 17, 2022, the Housing Authority determined the Developer shall provide AUEs for the B2-East Plat, totaling 5.12 AUEs.
3. Sommet Blanc fulfills 5.12 AUEs by building 6 on-site units, totaling 4,609 square feet.
4. Sommet Blanc fulfills the remaining 4.2 AUEs required by the 2017 B2 East Plat through entirely on-site development of 6 units.
5. The developer will create 4 studio units and 2, 2-bedroom lock-off units. The studio units are 422-424 SF each, and the 2-bedroom lock-off units are 1,458 SF each.

¹ One AUE is equal to 900 square feet.

Conditions of Approval:

1. The Applicant shall submit draft deed restrictions in compliance with the approved Housing Mitigation Plan for review and approval by the Planning, Housing, and Legal Departments prior to submitting a condominium plat for recordation. The deed restrictions shall be recorded simultaneously with the condominium plat.
2. The Applicant shall submit a draft Sommet Blanc Homeowner Association Declaration that includes the affordable housing obligations outlined in the approved Housing Mitigation Plan for review and approval by the Planning, Housing, and Legal Departments prior to submitting a condominium plat for recordation. The Declaration shall be recorded simultaneously with the condominium plat.
3. Certificates of occupancy will not be issued to the market-rate units within each phase until the AUEs within each phase have received their certificates of occupancy in the respective phase.

If you have any questions about this action letter, please contact Elyse Kats at 435-400-0106 or via email at elyse.kats@parkcity.org.

Attachments:

1. Sommet Blanc Housing Mitigation Plan dated (insert date).

CONFIRMED AND ADOPTED this 17th DAY OF March, 2022.

PARK CITY HOUSING AUTHORITY

Nann Worel, CHAIR

Attest:

Michelle Kellogg, City Recorder

Approved as to Form:

City Attorney's Office