



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

**December 8, 2022**

The Council of Park City, Summit County, Utah, met in open meeting on December 8, 2022, at 3:15 p.m. in the City Council Chambers.

Council Member Toly moved to close the meeting to discuss property and advice of counsel at 3:15 p.m. Council Member Doilney 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 3:34 p.m. Council Member Rubell seconded the motion.

**RESULT: APPROVED**

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

**WORK SESSION**

**Discuss FY24 Budget Timeline and Financial Tools:**

Jed Briggs, Erik Daenitz, and Penny Frates, Budget Department, presented this item. Briggs indicated budget discussions were beginning so Council, staff, and the Budget team could be more collaborative and understand Council's priorities. He reviewed the discussion topics between now and June of 2023, and stated the four critical priorities of Housing, Transportation, Environment, and Equity, as well as Recreation would be discussed in detail.

Council Member Gerber wanted to ensure the critical priorities were more essential than recreation, and she asked if recreation was that high of a priority. Council Member Toly noted summer camps was an equity issue. Council Member Gerber stated Council had heard a lot about pickleball, but she didn't think that was a top priority. Briggs indicated these things would be considered as part of the budget process. It was fine to keep recreation in a different category, but there was a limited budget and projects would need to be prioritized and balanced.

Council Member Rubell asked about topics that fell in multiple categories, such as walkability, energy, fire, Bonanza Park, etc. He hoped Council could score these projects at the next Council retreat.

Council Member Doilney stated Council had not given clear direction on how to frame budget requests. He thought the priorities should be figured out before these discussions took place. Council Member Toly asked if the priorities discussed at the Mid-Year Council Retreat fell in the four categories displayed tonight, to which Briggs affirmed. Council Member Rubell suggested that the Budget team bring the top 15 projects to Council to rank. Daenitz stated the top 10 projects in each fund contained most of the budget. Council would rank the big projects and staff requests would be deprioritized. This would be new to the budget process.

Council Member Rubell asked if Council would look at the scoring model to see if each category had the correct weighting assigned. Briggs stated he would take the information received during the discussions and put it into the model. Council Member Rubell wanted to understand what the exceptions were to the past year as the model was reprioritized. Mayor Worel liked the new process where Council could see all the projects being proposed. Council Member Doilney wanted to build a framework that future Councils and staff could go from. He thought this was not a sustainable model long-term. He asked that Council come up with a framework that staff could work from. Council Member Rubell thought this one-time bottom-up approach would build a framework.

Council Member Gerber stated Council didn't have the same expertise as staff on the 20 proposed projects, and they would need feedback to inform their decisions. She thought it was fine to have this model for this year, but she agreed a framework was needed moving forward. Council Member Toly asked why Council took the survey to prioritize projects if they weren't going to make decisions based on those outcomes. Briggs thought the four critical priorities were present as decisions were being made, and he suggested evaluating the projects based on the priorities. Doilney asked that the projects be presented in the four priority categories.

Council Member Dickey supported going through the bottom-up budget process. He asked how Council would prioritize the projects. Briggs indicated he would come back with details later. Council Member Dickey thought the four priorities made sense.

Mayor Worel summarized the Council agreed to the budget timeline as presented. Council Member Doilney thought the retreat was a great way to kick off the budget, but if the Budget team thought extra time was needed, it was fine. If the Budget team didn't need this much detail, then it was excessive. Daenitz stated they needed the time to best reflect Council's priorities. Briggs indicated his team was trying to put together a strategic implementation for the City instead of individual managers coming to Council to approve projects. He tried to be innovative and he looked forward to seeing the

results of this budget process. Council Member Gerber asked for a conversation on what the Council wanted to see in the future. Council Member Toly thought that would come with the General Plan.

Council Member Rubell asked for a conversation on funding sources, with funding capacity, uncommitted and committed cash, etc. He wanted a holistic view of organizational support for nonprofits and others. He also requested a Percent Variance column in the detailed budget documents and noted that would help them identify what estimates were off.

Mayor Worel asked where the money was to move the soil from Gordo, to which Daenitz stated the money was already budgeted. Council Member Toly didn't see any projects that would prioritize Main Street/Old Town and asked to see that. Doilney clarified \$5 million was dedicated to moving the soil from Gordo, to which Daenitz confirmed.

**Overview of the Interlocal Agreement for Joint Use of Recreation Facilities between Park City Municipal Corporation, Snyderville Basin Special Recreation District, and Park City School District:**

Ken Fisher and Jessica Moran, Recreation Department, presented this item. Fisher reviewed the City entered into an interlocal agreement 30 years ago with the school district to have fields for sports. Later, Snyderville Basin became part of the interlocal agreement. He noted in 2003, the City eliminated fee differentials for those that resided outside City limits. The three-party agreement helped with maintenance standards and outlined field usage and facilities. Some highlights of the agreement included 75% of stakeholders needed to be residents of the school district, it outlined a regional recreation committee and a fields and facilities committee, it outlined the no fee differential policy for those residing within the school district boundaries, City limits, and Snyderville Basin, and it dictated that jurisdictions could have early registration for their own constituents before opening registration to all jurisdictions.

Council Member Toly asked how events were prioritized. Moran stated there were very few events that impacted the fields. There was open communication so everyone was educated on the events happening in the different jurisdictions. The event decisions were made by the Special Events staff. Fisher stated the Basin was more focused on events for the residents.

Fisher reviewed the policies within the agreement, such as field maintenance. He explained the City invested in developing, maintaining, and watering the fields at the high school, Treasure Mountain Junior High, and North 40 in exchange for field usage and 300 hours of free school district gymnasium time. He also noted this agreement included the interlocal agreement for the regional ice arena.

Council Member Rubell expressed concern regarding regional growth outside these boundaries. He asked if the agreement worked well within the area and asked if the out-of-area growth needed to be look at. Fisher thought the agreement worked well and communication between the entities was good. The growth needed to be monitored, but for now, the number of users from outside the boundaries was low. Council Member Rubell asked for Recreation to be proactive in implementing booking priorities or early registration.

Council Member Doilney thought all the entities should communicate to ascertain the pressure from outside the entity boundaries. He was encouraged to hear the agreement worked well. Fisher stated the Recreation Advisory Board (RAB) met and discussed a booking priority, and they decided it was not needed at this time since the demand did not exceed the openings. They decided to continue monitoring the situation.

## **REGULAR MEETING**

### **I. ROLL CALL**

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

### **II. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF**

#### **Council Questions and Comments:**

Council Member Toly announced activities happening in town during the next few weeks. She noted she attended the Chamber event yesterday and it was indicated the resorts were at 243% of average snowpack.

Council Member Doilney thought the snow was amazing and thanked the ski resorts and the Public Works Department for their efforts.

Council Member Rubell thanked staff for the traffic mitigation efforts in the resort areas. He requested a microtransit update regarding the pilot program. Council agreed to that discussion. He also requested a discussion on the Old Town parking strategy to

evaluate the charge per hour. Matt Dias, City Manager, stated staff would come back in February after Sundance ended.

Mayor Worel indicated she judged the gingerbread house competition at the library and noted there were 36 entries. She announced the Today Show was featuring Main Streets of America and Park City was chosen as one of the locations. Filming was scheduled for December 13<sup>th</sup> and all were invited to attend.

**Staff Communications Reports:**

**1. Fulfillment of Park City Heights Housing Obligation Annual Report:**

**2. Drinking Water Quality Program Update:**

**3. Library Hours of Operation Changes:**

**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.

Megan McKenna, Mountainlands Community Housing Trust, stated there wasn't the housing inventory to meet the demand. She asked the City to invest in housing as the budget process commenced to meet the City's housing goals.

Jake Jobe, Co-President Park City Education System, read a statement on the need for affordable housing for teachers and requested the City prioritize affordable housing. He understood this was a complex problem and his group would like to be part of the conversation.

Jeff Love stated he was renovating a home and saw that the City was discussing lot combinations. He didn't think the code needed to be amended. He indicated many historic houses exceeded the restrictions in code and further restrictions should not be considered. There weren't many vacant lots left and the system worked.

Caroline Krumel, realtor, stated eliminating lot combinations would not make the homes more affordable.

Kevin Murray, realtor, agreed with the other comments on lot combinations.

Eimee Meneses, Latinos in Action at Park City High School, reviewed her contributions in the City. Her sisters worked in Park City and lived in Salt Lake. She requested

affordable housing in Park City for her family. Her family worked up to three jobs each to afford an apartment in Park City.

Chris Goff stated he attended the Historic Preservation Board and heard the discussion regarding lot combinations. He liked the design guidelines and felt that process was valuable. He did not support eliminating lot combinations.

Andrew Cress stated the lot combination discussion surprised him and if it was eliminated, he wouldn't be able to renovate his home appropriately. He didn't think amending the code would solve the issue.

Jessica Loya, Latinos in Action Vice President, spoke for those working families who couldn't speak for themselves. They needed affordable housing to work and live in Park City.

Angela Moschetta read a statement requesting Council to hold the resorts accountable. She reviewed the Park City Mountain base efforts for their PEG project. She also noted Alterra was developing. She and some neighbors met and appealed the administrative action of the Planning Commission and she prevailed. She stated staff helped applicants and asked who helped residents who opposed these projects. She thought there were flaws in the code and it was frustrating to see the oversight bodies make decisions they didn't feel good about.

Council Member Rubell stated it was frustrating to hear these comments and he wanted a Land Management Code (LMC) discussion. Moschetta discussed the LMC regarding applications and stated some of the applications were inactive and could be denied. She stated the Fox Tail Trail and PEG applications were not active according to code. The Alterra application was also inactive. She thought applicants should be active in their project progress. She stated Council had obligations now that they knew about these code violations.

Mayor Worel closed the public input portion of the meeting.

#### **IV. CONSIDERATION OF MINUTES**

##### **1. Consideration to Approve the City Council Meeting Minutes from November 3, 10, and 17, 2022:**

Council Member Rubell referred to the November 3<sup>rd</sup> minutes and noted the summary at the end of the pickleball discussion noted RAB would discuss booking priority and he thought there was also direction for them to look at varying the times of day. It was indicated the audio would be reviewed to see what the direction was.

Council Member Doilney moved to approve the City Council meeting minutes from November 10 and 17, 2022 and continue the minutes from November 3, 2022. Council Member Gerber seconded the motion.

**RESULT: APPROVED AND CONTINUED**

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

**V. NEW BUSINESS**

**1. Consideration to Approve Resolution 24-2022, a Resolution Welcoming the Return of Winter in Park City:**

Jenny Diersen stated this resolution would welcome winter to the funky town that Park City was.

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

Council Member Doilney moved to approve Resolution 24-2022, a resolution welcoming the return of winter in Park City. Council Member Toly seconded the motion.

**RESULT: APPROVED**

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

**2. Discuss the Upper Main Street Improvement Project - Including the Intersections of Main Street, Swede Alley, Park Avenue, Daly Avenue, and King Road:**

John Robertson, City Engineer, and Linda Jager, Community Engagement Manager, presented this item. Robertson stated traffic had significantly increased on Park Avenue and Upper Main Street and he felt the proposed improvements would help resolve some of the problems. Jager indicated there would be a large public outreach effort for this project. She wanted to collaborate with residents and businesses in the area and related a committee was formed with representatives from these groups. They had six meetings and heard the following challenges: lack of separation between residential and commercial areas, commercial traffic in residential areas, no separation between cyclists and/or pedestrians and vehicles, diverse users in the area with minimal knowledge of area and rules, large vehicles causing damage to signs and properties, and lack of resources for enforcement.

Robertson stated his team drafted several options to solve the concerns, slow down traffic, and increase safety. The proposed solution would widen sidewalks on Upper Main and Hillside. He noted there were trails in that area, but there was not good access to those trails, so connections to the trails would be constructed. Jager stated this proposal would achieve the desired goals of balancing the separation of commercial and residential areas, improve walkability, control speed and provide reliable transit.

Robertson reviewed Phase Two of this project would evaluate improvements at Swede Alley and Main Street. He asked if Council supported splitting the project into two phases and indicated the estimated cost for Phase One would be \$1 million.

Council Member Toly asked if the open space would be a trolley turnaround or remain as open space. Robertson stated it was currently a parking lot and would continue to be a turnaround. He thought some landscaping could be put in as well.

Council Member Rubell asked if Phase One would overlap with Swede Alley Phase II. Robertson stated there was a little overlap with the improvement of curb and gutter at the intersection of Swede Alley. Council Member Rubell asked if the sidewalk would be plowed to which Robertson affirmed that, it would be plowed in the winter after it was widened.

Mayor Worel opened the item for public input.

Clive Bush thanked staff for their work on this project and noted the community committee met six times and there were lengthy discussions. He supported Phase One because the LMC supported it for the Historic Residential 2 (HR2) zone. It would minimize the visual impacts of vehicles. He also thanked the consultants. Phase Two would include what would be done with the Brew Pub Plaza and he encouraged the City to decide what that space would be used for.

Mayor Worel closed the public input.

Council Members Rubell, Dickey, and Gerber agreed to proceed with Phase One now. Council Member Doilney supported Phase One and noted the neighborhood had been patient and now they would get what they asked for. Council Member Toly supported proceeding with Phase One and thought the challenge was to determine the future of the Brew Pub Lot. All of Council agreed on the preferred design option.

**3. Consideration to Adopt Resolution 25-2022, a Resolution Adopting the Revised Personnel Policies and Procedures Manual, Effective January 1, 2023, for Park City Municipal Corporation:**

Sarah Mangano, Human Resources Manager, presented this item and stated this resolution would change the Vacation Policy effective January 1, 2023. This policy would start employees at three weeks' vacation and add a fifth tier for those employees who worked for the City 20 or more years. She stated employees worked for the City an average of nine years. Also, mid-career employees would receive vacation at the years of service they came to the City with, and noted this would be a great recruiting tool.

Mayor Worel asked why the City had a vacation accrual limit of 320 hours, to which Mangano stated it was in line with Salt Lake County. Council Member Rubell asked if employees should be pushed to take vacation rather than accruing it. Mangano stated it



could be left up to managers to decide, but some departments had seasons where employees could not take vacation. She also noted when employees accrued substantial hours, they could take off for a month, which some preferred.

Council Member Rubell asked about the financial liability associated with increased vacation accrual. Jed Briggs, Budget Manager, stated wages were paid whether the employee worked or used their vacation. He didn't think it would impact the City too much. Council Member Rubell asked if the liability would go up a certain percentage point. Mangano thought maybe two percent. Council Member Doilney asked that Mangano run the numbers with the retention impact.

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

Council Member Doilney was curious to know how these benefits would impact retention. Mangano stated it would help recruit and retain employees. Council Member Rubell stated he didn't think Council had the information to make a policy decision and hoped for more detailed information for future policy decisions. Council Member Gerber was glad this policy was being updated to stay competitive with other municipalities.

Council Member Gerber moved to adopt Resolution 25-2022, a resolution adopting the revised Personnel Policies and Procedures Manual, effective January 1, 2023, for Park City Municipal Corporation. Council Member Doilney seconded the motion.

**RESULT: APPROVED**

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

**4. Consideration to Approve Ordinance No. 2022-46, an Ordinance Approving the 161 Park Avenue Plat Amendment Located at 161 Park Avenue, Park City, Utah:**

Spencer Cawley, Planner II, presented this item and stated this was a historic structure. The applicant sought a lot combination to complete renovations.

Mayor Worel opened the public hearing.

Angela Moschetta opposed lot combinations for the purpose of building out larger homes in historic areas. She stated if the applicant expanded the house, an old tree would be removed. She thought if it remained a ski bum shack, it would be more affordable.

Mayor Worel closed the public hearing.

Council Member Toly asked for information on the encroachment. Cawley stated the retaining wall encroached onto City property. The owner could remove the wall or enter into an agreement with the City. Council Member Rubell stated the code currently

allowed lot combinations and asked if eliminating this from the code was being considered for the future. Cawley couldn't speak for the future, but the code allowed it today. Council Member Gerber noted direction from a previous discussion was to set requirements so houses would not be built out to the limits. There were many homes with lot lines down the middle of the homes and that was the reason for the code allowance.

Council Member Gerber moved to approve Ordinance No. 2022-46, an ordinance approving the 161 Park Avenue Plat Amendment located at 161 Park Avenue, Park City, Utah. Council Member Dickey seconded the motion.

**RESULT: APPROVED**

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

**VI. OLD BUSINESS**

**1. Consideration to Approve the Second Addendum for a One-Year Extension of the Park City Kimball Art Festival Special Event License/City Service Agreement:**

Jenny Diersen, Special Events Manager, and Aldy Milliken and Hilary Gilson, Kimball Arts Center (KAC) were present for this item. Diersen reviewed the previous Council discussion where KAC requested to extend their contract as-is for the 2023 festival. A formal agreement would be worked on and brought to Council in the spring for future years. Milliken thanked Council for their support.

Mayor Worel opened the public hearing.

Betsy Wallace, Sundance Institute Managing Director, stated these events were essential arts and culture events and were needed for the wellbeing of Park City. She supported this addendum and a contract for future festivals.

Mayor Worel closed the public hearing.

Council Member Dickey moved to approve the second addendum for a one-year extension of the Park City Kimball Art Festival Special Event License/City Service Agreement. Council Member Toly seconded the motion.

**RESULT: APPROVED**

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

**2. Thaynes Canyon Parking Update - White Pine Touring Proposed Parking Mitigation Plan:**

Heinrich Deters, Trails and Open Space Manager, and Vaughn Robinson, Golf Manager, presented this item. Council Member Toly reviewed she and Deters had multiple meetings with White Pine Touring. She hoped to come up with a number of

parking spots. White Pine asked for 18 spots and Council Member Toly asked to see carpooling. She wanted to ensure they received the same spots as golfers received in the summer. The proposal included using the 12<sup>th</sup> tee for parking, encouraging the use of carpooling, using signage, etc. She noted this was a temporary solution and a permanent solution would be proposed later for Nordic skiers and golfers.

Council Member Gerber asked if there was concern for alpine skiers using the parking if parking hours were 10:00 a.m.-6:00 p.m. Richard Hodges, White Pine Touring Director, stated they determined carpool support would be adequate and it was a reasonable approach to manage the parking. It also kept the parking consistent. He thought the hours would preclude most alpine skiers because it would be challenging to come that late.

Officer Comer stated he pulled accident statistics from the past 10 years for that area. There were eight non-injury accidents and three injury accidents. There were no reports related to the parking zone. Council Member Rubell stated there was a Neighborhoods First meeting and a slide was shown with six accidents in that area. John Robertson stated those accidents were 2011-2012, but there were no accidents in the parking area.

Robinson felt the proposal was fair. They would come back in January to discuss a long-term resolution. Council Member Rubell stated Golf removed the carpooling signs because people would take the signs and say they were carpooling when they weren't. Hodges stated his staff would do some patrolling of the area. Council Member Toly noted there was discussion to lower the hours, but they decided to present the hours as displayed.

Council Member Rubell asked how many Neighborhoods First program participants from Thaynes Canyon were enrolled, to which Robertson stated 15-20. Council Member Rubell stated the neighbors were concerned about the parking and the response from the City was to enroll in the program. He asked how many took the golf survey, and noted many people were concerned about the impact and were following the direction given by the City. He asked if the safe routes to school complied with this proposal. Robertson indicated he would have to research that. Council Member Rubell asked how many transit lines served the area, and thought it was five. He asked if this solution was an LMC non-conformance. Deters stated the pervious surface issue that made it non-conforming. Council Member Rubell also thought the non-conformance included landscaping, space dimensions, street access and circulation, and more. He asked if staff had referred to the LMC for safety concerns. Deters stated the direction from Council was to present a temporary plan until a long-term solution could be vetted.

Council Member Rubell asked if this was consistent with the General Plan statement. Deters indicated he didn't read the General Plan, but noted the Resort Commercial Zone was next to the Residential Zone. Council Member Rubell asked if this was in the

master planned development (MPD) in the Residential Commercial (RC) Zone or if the MPD extended into the Urban Park Zone. Deters indicated the MPD was specific to the RC Zone and the MPD was silent on the parking area. He stated the pervious surface was a code violation and would be addressed in the Parking Plan, which would be presented January 5, 2023.

Council Member Rubell stated it was not in the MPD so the MPD didn't apply to this. There was a note in the 1997 approval that stated, "The planning conditions to allow for temporary parking along the edge of the driving range has been intentionally deleted." This language was in the MPD.

Council Member Rubell stated at the Neighborhoods First meeting, data was shown that traffic on Thaynes Canyon Drive was double its rated capacity in the winter. Also, 25% of the traffic exceeded the speed limit by five miles per hour (mph). Robertson stated a year ago, and the average speed was 28 mph in a 25 mph zone, but staff had since lowered the speed limit to 20 mph and added a stop sign. He didn't agree it was over capacity.

Council Member Rubell asked if there was a walkability component as part of the proposal, to which Deters stated no but the long-term plan would address that. Hodges indicated the access would be that people would walk on the snow from the vehicles. Council Member Rubell stated it pushed the residents that walked around the neighborhood into the street.

Council Member Rubell asked what staff was asking. Deters reviewed Council direction from the last meeting and stated the proposal was straightforward. Council Member Rubell asked if Council could subvert the Planning Commission side of this. Robinson indicated the neighbors came to City staff over the years asking for parking next to the driving range to open up the neighborhood, and an unofficial agreement took place. Council Member Rubell stated that happened before all the congestion. He asked when staff and White Pine began planning this, to which Deters stated October.

Council Member Rubell asked how the barricade would be managed. Hodges indicated the City would provide cones and traffic candles for the mornings. Council Member Rubell asked if the proposed parking zone was safe for buses and pedestrians. Deters stated he reached out to the school district and they didn't have any concerns with the location. Staff had also moved the transit stop to the west. Council Member Rubell didn't want the parking to creep down the hill. Deters asserted the City would provide barriers on each end of the parking area to ensure the parking didn't expand outside the boundaries. He noted the rangers would patrol and a Golf staff member would also be there to monitor parking.

Council Member Rubell asked if the candlesticks would keep cars from getting in. Deters hoped a rope would be used in addition to candlesticks. Hodges indicated this

was an iterative process and they would meet regularly and make adjustments as needed.

Council Member Rubell asked about the December 31 special event. Deters explained the White Pine application for a special event and noted it was completed except for a parking plan. If this proposal was approved, they would use the area. If the parking area was not approved, they would have to find parking outside of the area.

Council Member Rubell asked if there were active provisions for pickup and drop-off. Council Member Toly stated some pickup would be in the parking lot and some would be in the drop and load zone. The City did not regulate that, so that would be the responsibility of White Pine to ensure the teams using the parking were mitigating the pickup and drop-off.

Council Member Rubell asked about satellite parking, to which Robinson stated it was by Hole 12 and noted it would be groomed and staff would be put over there. Council Member Rubell noted Golf only used this parking 33 days out of the 125 approved days. He thought it was important to note since White Pine proposed to use this parking all the time. He asked if there was a parking shortage since the beginning of the season, to which Hodges stated people had to drive around multiple times as they looked for a parking spot. Council Member Rubell felt that was a false answer because he had walked around the area and there was always available parking. He stated the City Engineer could make health and safety recommendations and asked Robertson if he thought this was a safe solution, to which Robertson stated it was safe based on accident history.

Council Member Toly indicated there were public comments complaining about not enough parking for adaptive skiers, and asked if that could be modified. Hodges stated visitation was on a case-by-case basis and they did whatever was necessary to make it happen. If more spaces were needed, they would create more spaces, but he indicated they were not needed every day. After some discussion, it was decided that three spaces for adaptive skiers would be open 9:00 a.m.-6:00 p.m. and the others would open 10:00 a.m.-6:00 p.m., and those rules would be followed.

Mayor Worel opened the item for public input.

Joan Thompson thought the cart was being put before the horse. The ski industry had really grown. She felt a parking utilization study should be done before a plan was approved. She was concerned about safety as parents dropped off their children.

Denise Gregg worked with the Trails program. Council Member Rubell gave a few ideas on where adaptive skiers could park, but as she checked it out, it was not feasible. Most people were in wheelchairs and they couldn't go through the snow.

Charlie Sturgis asked Council Member Rubell to recuse himself from these discussions since he had significant conflict of interest and had conduct unbecoming of a Council person. He noted there were many Council members who had done that previously.

Angela Moschetta stated Vail was the elephant in the room. This was a ski operator that had to accommodate drop-offs. It sounded like this included some different needs. This also reminded her of Park Silly Sunday Market. That was a great event, but it grew too big. Maybe this should go out to RFP. She agreed tonight was not the time to make big decisions. She supported the LMC.

Christie Hind, Director of Park City Ski and Snowboard, stated her nonprofit supported low-income families. Next week 111 kids would be in the program.

Bill Ciraco indicated this situation had become adversarial because White Pine had outgrown their space. He didn't think Council Member Rubell should recuse himself because everyone had a right to advocate for their neighborhood. Ciraco had been working with Deters to help him get trailhead parking for his neighborhood. Likewise, it would be nice for everyone to work together to solve this issue. He also sent the following eComment: "It has come to the attention of the Board of Aspen Springs Ranch HOA that the parking situation at White Pine Touring (Hotel Park City) has become untenable with respect to the neighboring community. I have been to most City Council meetings over the past year including for the recent presentation of the White Pine Touring winter parking plan a few weeks ago. I also attended the meeting in April/May where the golf course presented (with you) on the very same issue. Additionally I have served in the NTMP program for Thaynes Canyon tasked with working towards solutions to ease the burden of resort and guest traffic through these residential neighborhoods, all to make these neighborhoods safer and more livable. It has become obvious to even a casual observer that White Pine Touring is seeking accommodation that no private entity would likely have a chance of being granted - (i.e. The Peaks Hotel outdoor dining, see link below.) There are several homeowners in Aspen Springs that are White Pine Cross Country patrons, the trail network maintained by White Pine Touring abuts our HOA. I myself am a loyal White Pine customer (mountain biking) and my wife skied with the Betty's last year and she also serves on the board of USA Nordic - we are ardent supporters of the sport of Nordic skiing and believe it is an important and differentiating part of Park City, our HOA is doing our part, just in case our concern is mischaracterized in the current charged climate. Despite our predilection to support cross country our first and paramount concern is with our community. It is in this regard that we need to discuss the our shared effort to construct an off street trailhead parking area on Meadows Drive in Aspen Springs. Witnessing the lack of compromise and the recent adversarial posturing gives us great pause with regards to pursuing this parking option in our community which could open the door to overuse or misuse as seen on Thaynes Canyon Dr. Yes, the easement we negotiate would lay out the uses and restrictions, but I assume there is also some legal zoning document in place at the Hotel Park City (MPD, CUP) which I would presume does not allow for overflow parking on

the side of the property? Our point being that the operators of both the Golf Course (PCMC) and White Pine Touring Cross Country as well as their landlord (the City) appear not to be bound by legal documents or agreements with respect to this issue. Therefore we would have concerns with regards to entering into an agreement with the City. I believe you have been working hard on this and as you recently mentioned will have an update for us soon. Please include in your update some language regarding the current situation at White Pine Touring and the provisions that will be made to protect us from a similar fate (for example, no parking signs on Meadows Drive are great in theory but if the city neglects to police and ticket, then overflow from the lot that is constructed will park on Meadows Dr. with no consequences.) The Covenants, Codes and Restrictions that were recorded with the City when the ASR Plat was recorded empower our HOA Board as “Guardians of the Meadow” (see attachment), we take that role seriously and do our best to preserve this beautiful entry corridor into Park City. We are not seeking to import a business operator’s problems into our neighborhood. In summary our board would like to see a reasonable compromise and solution to address the parking issue at White Pine Touring and for the City to provide language which addresses our concerns for overuse here to help us feel comfortable in giving a final approval to move forward with a 20-space trailhead parking project in Aspen Springs.”

Jon Weinberg stated he had two children in the White Pine program and enjoyed skiing there. He supported approving the White Pine proposal. He agreed Rubell should recuse himself because the public only had three minutes to give their input yet Council Member Rubell could talk as long as he wanted.

John Greenfield stated he was a fan of free parking at ski resorts. He noted this was a temporary plan and there were no accidents in that area. He thought if the Park City image was a cool ski town, there would be parking on the side of the road. He asked for the people passionate about this to tone it down. The Council heard all the points and he trusted Council to make the right decision.

Thomas Cooke didn’t think Nordic skiing could be compared to Vail. He used to work at White Pine as an instructor and indicated many youth programs there helped kids become Olympians. The Kickers and Gliders programs were for low-income children who didn’t have opportunities for winter sports. He felt the White Pine proposal was accommodating. He had never seen alpine skiers use that parking so he did not think that should be a concern.

Max Bozner had children in the program and supported the parking proposal. He thought driving over the speed limit argument meant nothing.

Deb Rentfrow asked Council to uphold the LMC. She didn’t want Council to keep approving temporary solutions for skiing and golf. Skiers with a lot of gear wasn’t ideal for public transit. Since parking wasn’t working, she wanted to see a permanent plan that was consistent with the LMC.

Julia Geisler eComment: "This past week I witnessed adaptive skiers trying to access the White Pine Touring track and was disappointed to see that the most easily accessible parking to the track on Thaynes was closed and these athletes were having to scramble around the already full hotel lot with adaptive equipment. I myself also created a bigger traffic problem discovering the lot was closed and had to circle around and around the area to eventually find a spot in the hotel lot. I felt bad about parking in the hotel lot and displacing hotel guests. The parking on Thaynes should have an (equitable) alternative in place before it is closed. In light that an alternative was not identified this summer before the short nordic season began, the council should open this parking this season and find an alternative solution to implement next season, including bringing the Thaynes road access into compliance. This lot has been open for many years and works. Improvements such as painting the crosswalk to alert traffic to slow down (construction trucks included) in this area would help; as I would surmise that traffic speed would be the majority of complaints the city has for this area. NIMBY complaints should be weighed with public access at the forefront of the council's consideration. Maintaining available parking for human powered sports in this town is important."

Jennifer Adler eComment: "I am writing to ask you to reject White Pine Touring's request for temporary parking along Thaynes Canyon Drive. This is not a safe location for parking, particularly if a justification is accommodating children and the Adaptive ski community. The winter traffic along Thaynes Canyon Drive can be heavy, and includes winter transit in two directions (with stops immediately along the proposed overflow parking area), and large vehicles servicing the commercial tenants at Silver Star. White Pine Touring is seeking to expand the overflow parking arrangements in contrast to their previous proposal and the direction from Council in prior discussions to further mitigate their original plan. White Pine Touring is not acting in good faith, particularly when temporary overflow parking capacity has already been granted to them within the Hotel Park City complex. We should not be establishing a principle that the Council can be compelled to go against an initial decision, and against resident interests, by groups using "strong-arm" tactics. Further, by demonstrating that they are unwilling to operate within constraints, what confidence do residents have that White Pine Touring will be a good-faith partner working towards a long-term solution for parking at the Nordic Center that doesn't include parking along Thaynes Canyon Drive? The hours White Pine are proposing are egregious and I am skeptical that even more limited hours will be properly managed, but that is neither here nor there. Thaynes Canyon Drive is not zoned for parking. This is an ideal opportunity for White Pine Touring to wean themselves off the use of this area for overflow parking. I urge the Council to deny White Pine Touring's application so that White Pine Touring can adapt to other solutions. Thank you for your attention and for supporting the local resident community."

Ron and Liz Yokubison eComment: "As a Parkite for the past 18 years and an avid Nordic skier for the last 17, I am writing to request that the City Council approve the ability for Nordic skiers to park along the side of the Nordic track on Thaynes Canyon



Road. I am merely asking that we be allowed by Council to park on the snow (not the road) as we have been doing during past seasons. I personally have seen the explosion of the sport of Nordic skiing in our town, especially since COVID. The camaraderie among the Nordies is something not to be missed as we say hello to each other while we boot up and gather our gear to embark on a day of skiing on the only Nordic track that is groomed every single day at the White Pine Nordic Center. Nordies offer wax suggestions to each other, discuss snow conditions and share a smile as we all reflect on how lucky we are in to live in Park City and skate or classic ski on the greatest snow on earth. If permission isn't given to park on the side of the track, I'm afraid that skiers will be forced to park in the neighborhood streets which would be a nuisance for all involved. Please approve the ordinance to park along the side of the White Pine Nordic track and support the fellowship of Nordic skiers in Park City."

Sheldon Thieszen eComment: "Please support this proposal for parking at Thaynes Cyn. As a long time user of the trails (over 20 yrs), I can't believe we are at this point where we have to "regulate" parking but here we are. There is insufficient parking available at the hotel for people who are simply there to ski. We almost always carpool and frequently enjoy a meal at the hotel after skiing. Eliminating parking will make this a nonviable option for us. We will simply not take public transportation to skate for 1-2 hrs - we will just go somewhere else. This is a huge loss for locals who enjoy the mountain lifestyle."

Amy Cairn eComment: "The parking for the White Pine Touring/Thaynes Canyon is a necessity for users of White Pine Touring Center. This parking has been established as precedence for over 30 years. The skiing community is thoughtful and considerate when using this parking. It makes accessing the ski track easier and safer for families and adaptive skiers. An alternative and equitable parking option needs to be determined before closing the historical parking area. Any council member that owns property near this area should recuse themselves on commenting or voting on this due to conflict of interest."

Eric Hermann eComment: "We strongly support White Pine's parking mitigation proposal for overflow parking. The facility is a boon for the community and the overflow parking does not reduce vehicle circulation on Thaynes Canyon Drive. Frankly, we are surprised that the community is spending so much time on codifying an arrangement that has worked well for years."

Closed public input

Mayor Worel closed the public input and stated she wanted to get a permanent solution by the beginning of summer.

Council Member Rubell thought it was great to get the facts out. He supported finding a permanent solution. The code bound the City to uphold health and safety and this proposal seemed to violate that code. The volume of sport participation had grown all

over town. This required cooperation and other entities worked with the City to mitigate the volume. He wished a proposal had been presented like the golf parking solution. He agreed nobody wanted to hurt the kids' programs. He stated in the retreat, the Council agreed safe neighborhoods was a priority. The proposal was not safe and it disconnected the neighborhood in favor of convenient parking. He did not support this at the macro level. Because of the adaptive sports and kids programs, a solution needed to be found. This area was close to transit and close to Silver Star. He proposed amending the proposal to implement 1:00 p.m.-6:00 p.m. open hours, and have adaptive skiing open 9:00 a.m.-6:00 p.m. with three parking spots. A safe walking path should be incorporated into the plan by the tree line. There should be no double parking. He proposed that any abuse of the plan would breach the contract and the deal would be terminated.

Council Member Gerber was concerned that Park City Mountain skiers would use the parking. She was fine having the 10:00 a.m.-6:00 p.m. hours with a two- or three-hour parking limit. She wanted to collaborate for a permanent plan.

Council Member Doilney asserted this plan was broken and he didn't want another temporary plan. He was okay with the 1:00 p.m.-6:00 p.m. hours, but thought the issue would come back to Council for amendments if those hours were approved. He thought signage would work and would have an impact. The safety discussion was valid, but since there were no accidents to date, he supported the plan presented.

Council Member Toly wanted an enforcement plan for the 10:00 a.m.-6:00 p.m. hours. She wanted to see mutual respect from Council and staff and other entities. She would commit to meeting with White Pine once a month to resolve issues. She supported the original plan presented.

Council Member Dickey preferred the open hours be 12:00 p.m.-6:00 p.m., but he supported the temporary plan for the next three months. The majority of Council agreed to the 12:00 p.m.-6:00 p.m. proposal.

Mayor Worel summarized the majority of Council approved a plan with open hours 12:00 p.m.-6:00 p.m., adaptive hours 9:00 a.m.-6:00 p.m., and ropes to mitigate parking. Council Member Rubell asked about having a walking path by the driving range to keep people off the street. Council preferred signage for no double parking. The Council liaison would meet regularly with the concessionaire. Council Member Toly preferred the original proposal.

## **VII. ADJOURNMENT**

With no further business, the meeting was adjourned.

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Michelle Kellogg, City Recorder



1

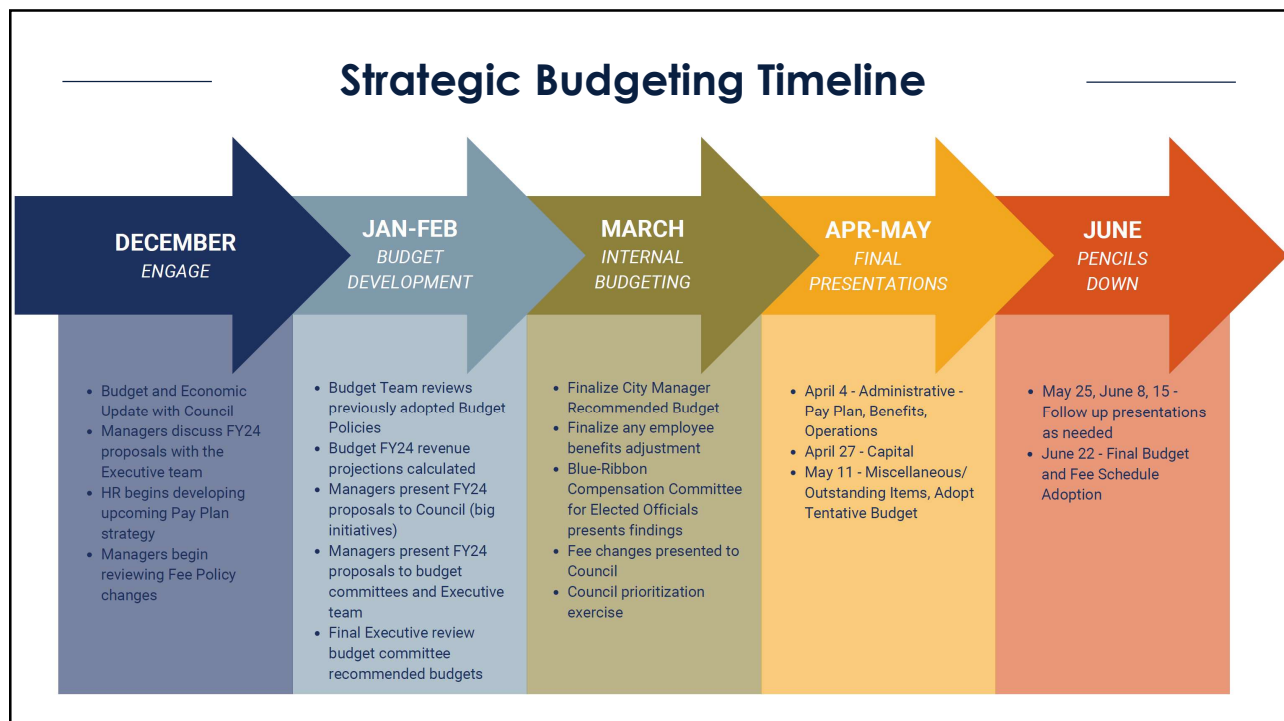
## New Budget Strategy

1. Collaborate on collective future or path forward
2. Initiate critical conversation
3. Understand better where Council is at on key topics
4. Help staff to better allocate resources (time, money, etc.)
5. Use data to inform budget process

2



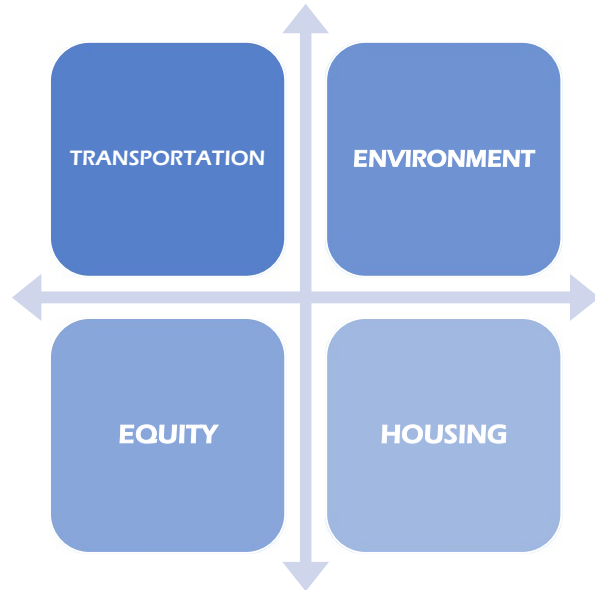
3



4

## Jan-Feb: Budget Development

Managers present major budget proposals to City Council for discussion and direction



5

## Housing

- Housing funding allocation plan (5- years)
  - Project prioritization
  - Need to allocate funding into projects FY24
  - ID gap in financing



6

## Transportation

1. Transportation capital project list (5-years)
  - Project prioritization
  - ID gap in financing
  - Need to allocate funding into projects FY24
2. Resource allocation plan
  - Funding options (sales & property tax, grants, etc.)
3. FY24 Winter Enhanced Service (Richardson Flat/Microtransit)



7

## Environment

1. Cash for Grass
2. Water rates
3. Regional recycling solution
2. Zero waste plan
3. Wildfire mitigation enhanced LOS



8

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## Equity

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1. Senior Center
2. Childcare/Daycare proposal
3. Special Service Contracts



9

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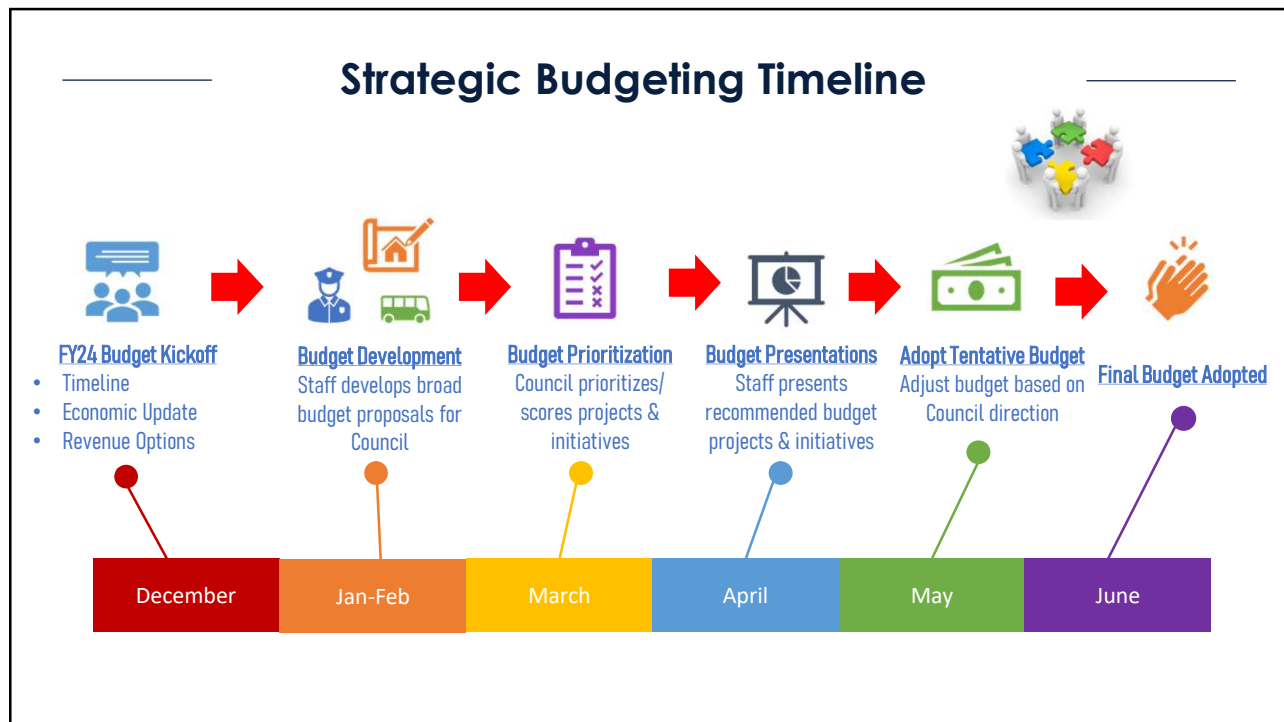
## Recreation

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1. Quinn's recreation development plan (pickleball)
2. MARC aquatics infrastructure plan
3. City Park solutions



10



11

## March: Project Prioritization

1. Council will score/prioritize each of the projects or initiatives
2. A total dollar amount will be presented
3. Lists will be divided by operating, capital, and different funding sources



12



## March: Project Prioritization

- Council will score/prioritize the most important projects/initiatives
- These are the most important to City Council
- Money/budget will most likely be allocated to these projects
- City Budget is developed from these

### Projects/Initiative Proposals



|    |        |        |
|----|--------|--------|
| 1  | Red    | Blue   |
| 2  | Blue   | Orange |
| 3  | Orange | Green  |
| 4  | Green  | Red    |
| 5  | Red    | Blue   |
| 6  | Blue   | Orange |
| 7  | Orange | Green  |
| 8  | Green  | Red    |
| 9  | Red    | Blue   |
| 10 | Blue   | Orange |
| 11 | Orange | Green  |
| 12 | Green  | Red    |

13

## March: Project Prioritization

- Need to determine if these are a priority or not
- These are somewhat important to City Council
- Money may be allocated to these
- Budget may be developed from these

### Projects/Initiative Proposals



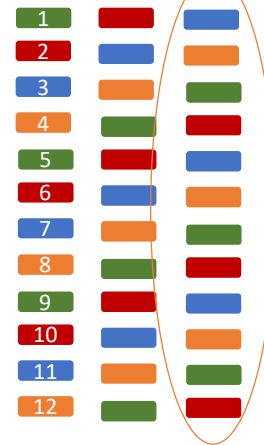
|    |    |        |
|----|----|--------|
| 1  | 13 | Blue   |
| 2  | 14 | Orange |
| 3  | 15 | Green  |
| 4  | 16 | Red    |
| 5  | 17 | Blue   |
| 6  | 18 | Orange |
| 7  | 19 | Green  |
| 8  | 20 | Red    |
| 9  | 21 | Blue   |
| 10 | 22 | Orange |
| 11 | 23 | Green  |
| 12 | 24 | Red    |

14

## March: Project Prioritization

- These are not important to City Council
- Money won't be allocated to these
- Budget won't be developed from these

### Projects/Initiative Proposals



15

## Strategic Outcomes of Services/Projects

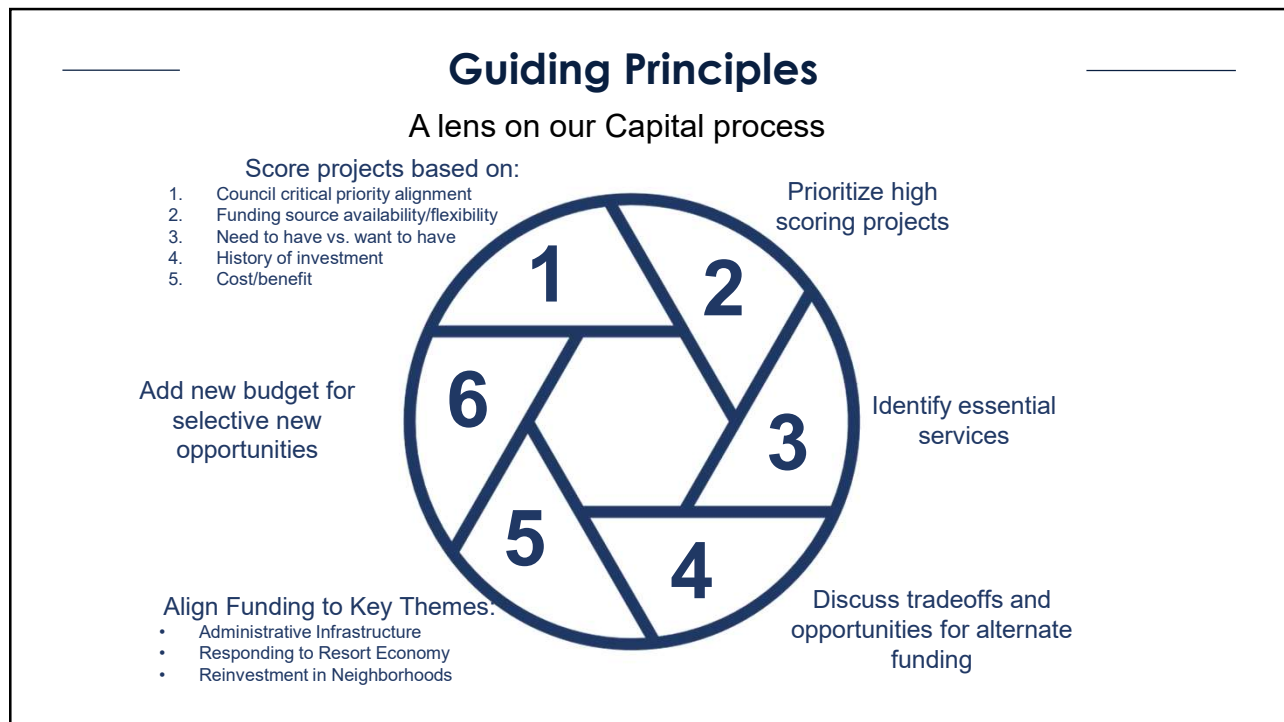
### Review Scoring Criteria and Weighting



Council Determines  
Strategic Outcomes of  
Services/Projects

|                                         |      |
|-----------------------------------------|------|
| Council Priorities/Themes/Core Services | 2.00 |
| Portion of Community Served by Program  | 1.00 |
| Reliance on City to Provide Program     | 1.00 |
| Change in Demand for the Program        | 1.00 |
| Mandated to Provide Program             | 1.00 |
| Effectiveness of Proposal               | 0.75 |
| Cost Recovery of Program                | 0.50 |
| Cost Savings/Innovation /Collaboration  | 0.25 |

16



17

## BFO Program Scoring

Council scoring directly influences program score

**Operating Budget Requests**

|    |                                        |      |
|----|----------------------------------------|------|
| 1. | Critical Priorities/Core Services      | 2.00 |
| 2. | Portion of Community Served by Program | 1.00 |
| 3. | Reliance on City to Provide Program    | 1.00 |
| 4. | Change in Demand for the Program       | 1.00 |
|    | Mandated to Provide Program            | 1.00 |
|    | Effectiveness of Proposal              | 0.75 |
|    | Cost Recovery of Program               | 0.50 |
|    | Cost Savings/Innovation /Collaboration | 0.25 |

18

## Program Scoring by Theme

| Program                       | Dept                                | Score   |         | Q's<br>FY 2023 | Current FY   | CM Rec<br>FY 2023 | Variance<br>FY 2023 |
|-------------------------------|-------------------------------------|---------|---------|----------------|--------------|-------------------|---------------------|
|                               |                                     | FY 2023 | FY 2023 |                |              |                   |                     |
| Resort Economy Mitigation     |                                     |         |         |                |              |                   |                     |
| Traffic Enforcement           | 40221 POLICE                        | 24      | 1       |                | \$1,303,387  | \$1,496,935       | \$120,358           |
| Transportation Management     | 40481 TRANSPORTATION OPER           | 24      | 1       |                | \$820,862    | \$402,684         | (\$175,000)         |
| Transportation Management     | 40485 TRANSPORTATION PLANNING       | 24      | 1       |                | \$740,323    | \$1,024,812       | \$87,006            |
| Special Events                | 40091 BLDG MAINT ADM                | 23      | 1       |                | \$31,200     | \$31,200          |                     |
| Special Events                | 40096 FIELDS                        | 23      | 1       |                | \$44,854     | \$44,854          |                     |
| Special Events                | 40101 ECONOMY                       | 23      | 1       |                | \$547,778    | \$541,131         | (\$6,648)           |
| Special Events                | 40221 POLICE                        | 23      | 1       |                | \$1,243,011  | \$1,434,935       | \$104,887           |
| Special Events                | 40412 PARKS & CEMETERY              | 23      | 1       |                | \$182,249    | \$182,253         | \$1                 |
| Special Events                | 40421 STREET MAINTENANCE            | 23      | 1       |                | \$204,150    | \$353,038         | \$161,620           |
| Special Events                | 40481 TRANSPORTATION OPER           | 23      | 1       |                | \$389,451    | \$122,203         | \$2,708             |
| Special Events                | 42180 SUNDANCE MITIGATION           | 23      | 1       |                | \$302,600    | \$302,600         |                     |
| Emergency Management          | 40148 EMERGENCY MANAGEMENT          | 22      | 1       |                | \$304,716    | \$552,181         | \$284,586           |
| Parking Management            | 40481 TRANSPORTATION OPER           | 19      | 2       |                | \$335,455    | \$78,580          |                     |
| Parking Management            | 40500 PARKING                       | 19      | 2       |                | \$1,691,923  | \$1,805,498       | \$90,695            |
| Economic and Redevelopment    | 40034 BUDGET, DEBT & GRANTS         | 18      | 2       |                | \$38,853     | \$38,853          |                     |
| Economic and Redevelopment    | 40101 ECONOMY                       | 18      | 2       |                | \$601,570    | \$668,869         | \$67,299            |
| Economic and Redevelopment    | 43328 LOWER PARK AVENUE RDA         | 18      | 2       |                | \$3,146,832  | \$44,300          |                     |
| Business Improvement District | 43010 BUSINESS IMPROVEMENT DISTRICT | 12      | 4       |                | \$64,419     | \$64,419          |                     |
| Economic Development Grant    | 42181 ECONOMIC DEVELOPMENT GRANT    | 12      | 4       |                | \$10,000     | \$10,000          |                     |
| Economic Development Grant    | 43303 MAIN STREET RDA               | 12      | 4       |                | \$20,000     | \$20,000          |                     |
| Economic Development Grant    | 43328 LOWER PARK AVENUE RDA         | 12      | 4       |                | \$20,000     | \$20,000          |                     |
|                               |                                     |         |         |                | \$12,043,634 | \$9,239,346       | \$737,513           |

19

## Project Scoring

Council scoring directly  
influences program score

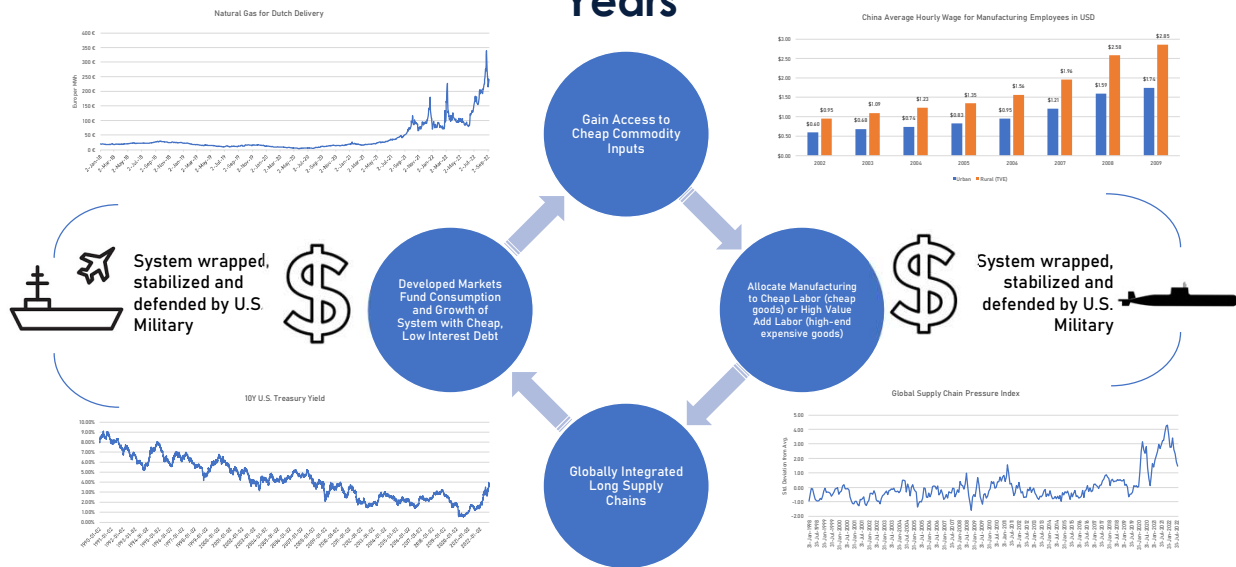


### Score projects based on:

1. Council critical priority alignment
2. Funding source availability/flexibility
3. Need to have vs. want to have
4. History of investment
5. Cost/benefit

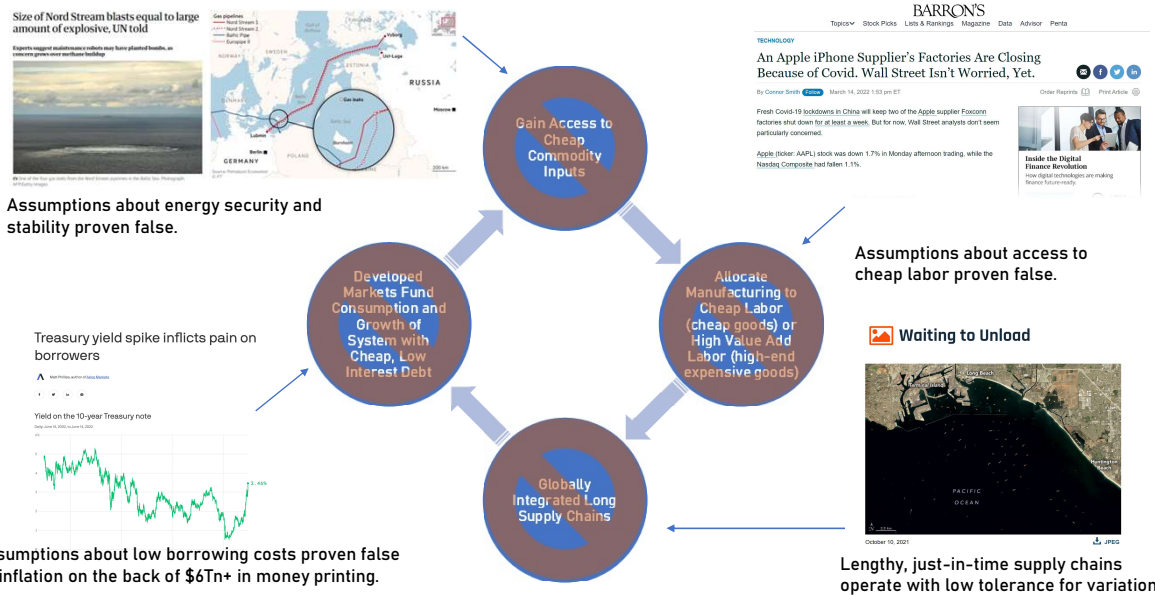
20

## — Developed Market Economic Formula for the last 30 Years —

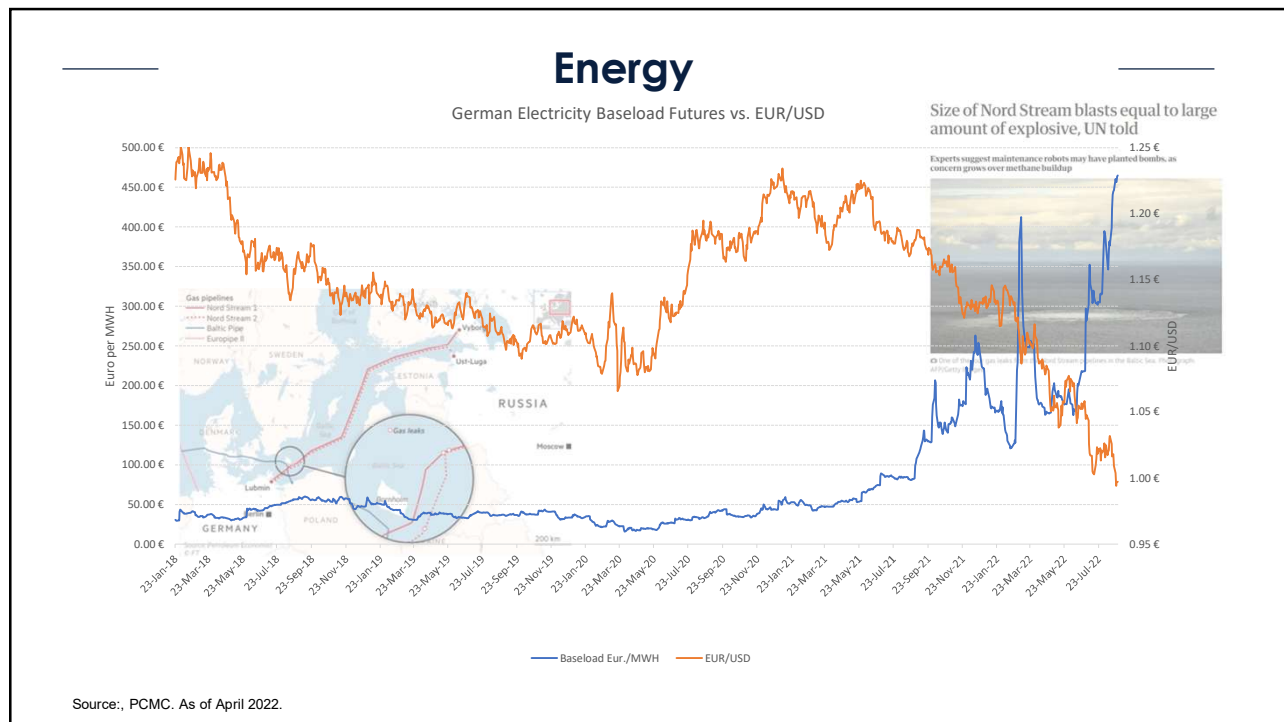


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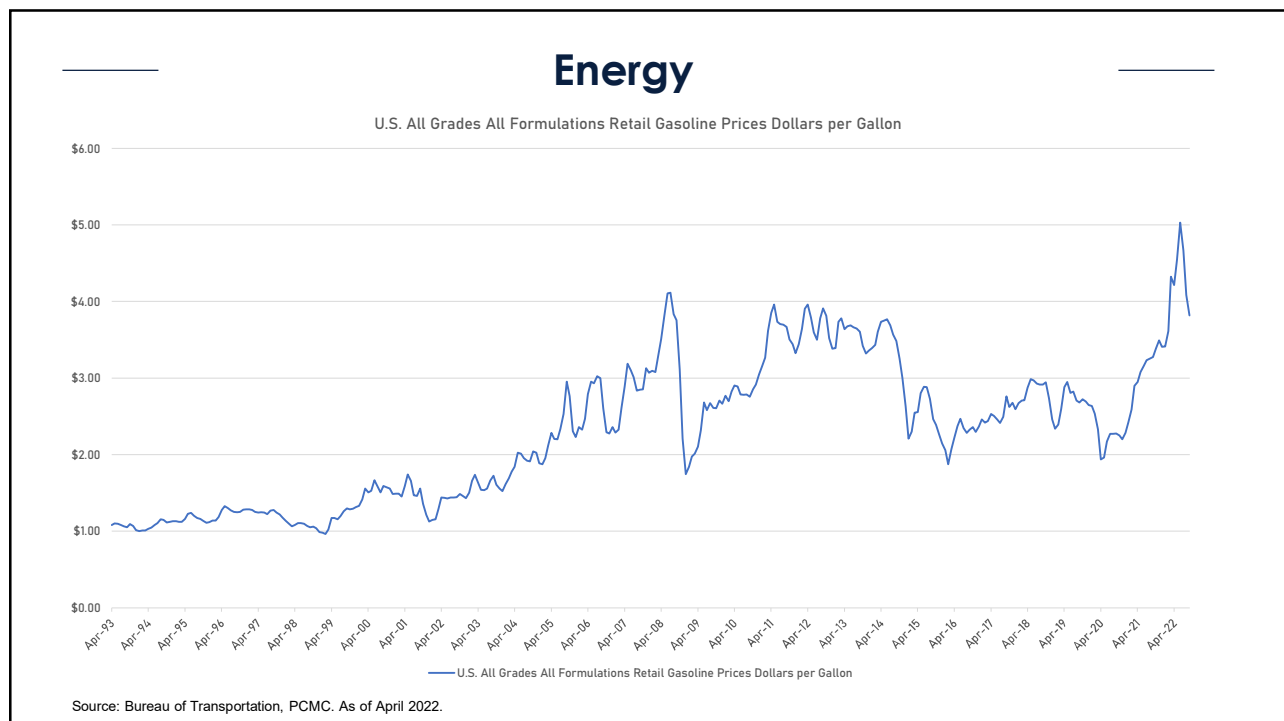
## Issue: System is Fragile to Exogenous Shocks



22



23



24

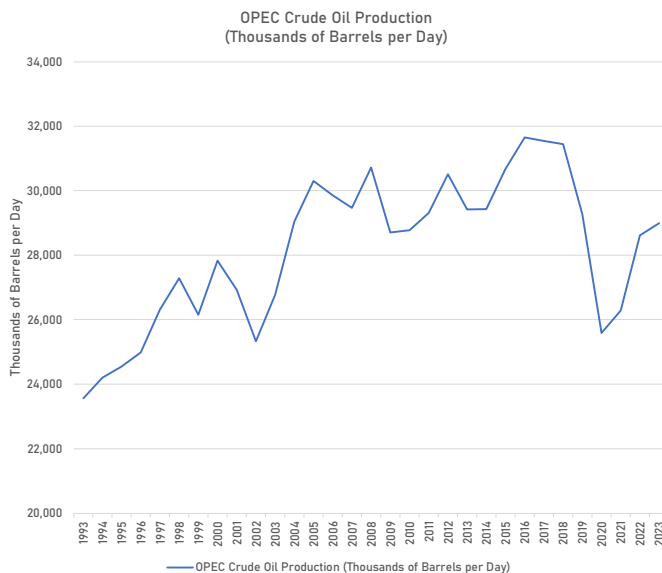
## Energy



Source: Bureau of Transportation, PCMC. As of April 2022.

25

## Energy



Source: Bureau of Transportation, PCMC. As of April 2022.

**BREAKING** Stock futures inch lower ahead of September's jobs report

MARKETS BUSINESS INVESTING TECH POLITICS CNBC TV INVESTING CLUB PRO

OIL

### U.S. delivers angry rebuke of massive OPEC+ production cut — and it could backfire for Saudi Arabia

PUBLISHED THU, OCT 6 @ 2:33:43 PM EDT | UPDATED THU, OCT 6 @ 2:33:10 PM EDT

Sam McQuinn @SAMMQUINN

Neha Taneja @NATANEJA

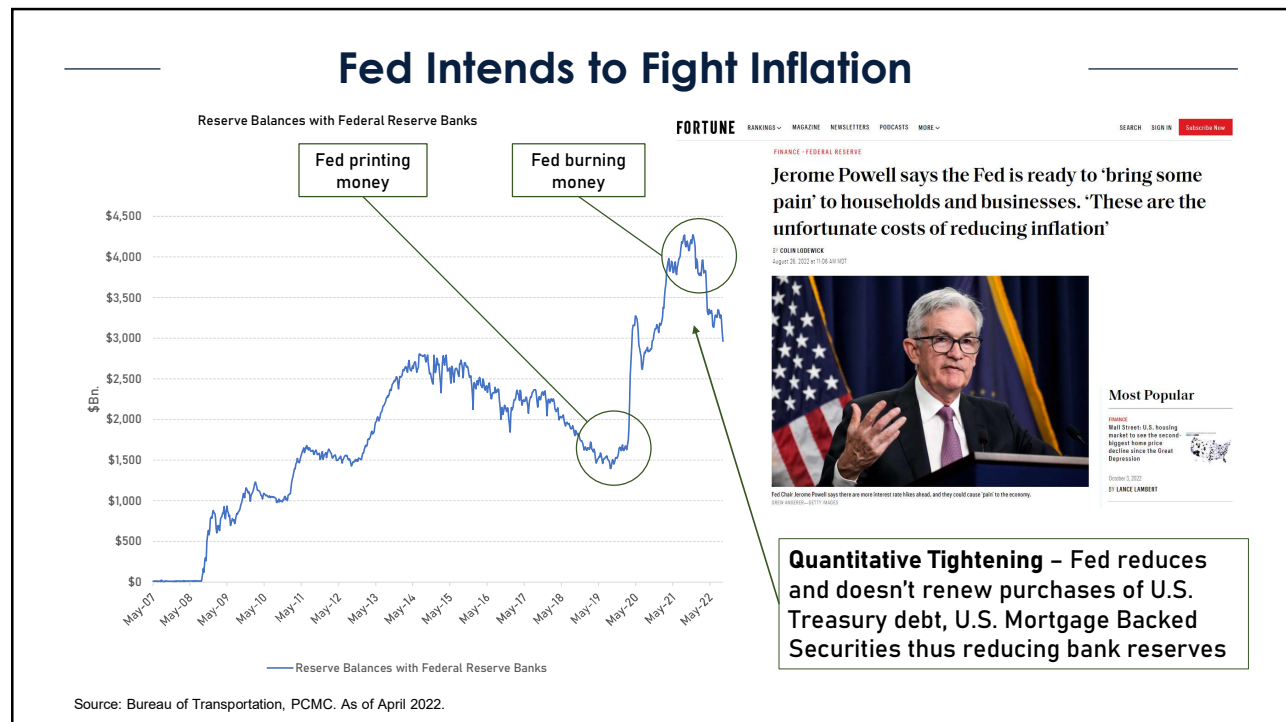
SHARE

**KEY POINTS**

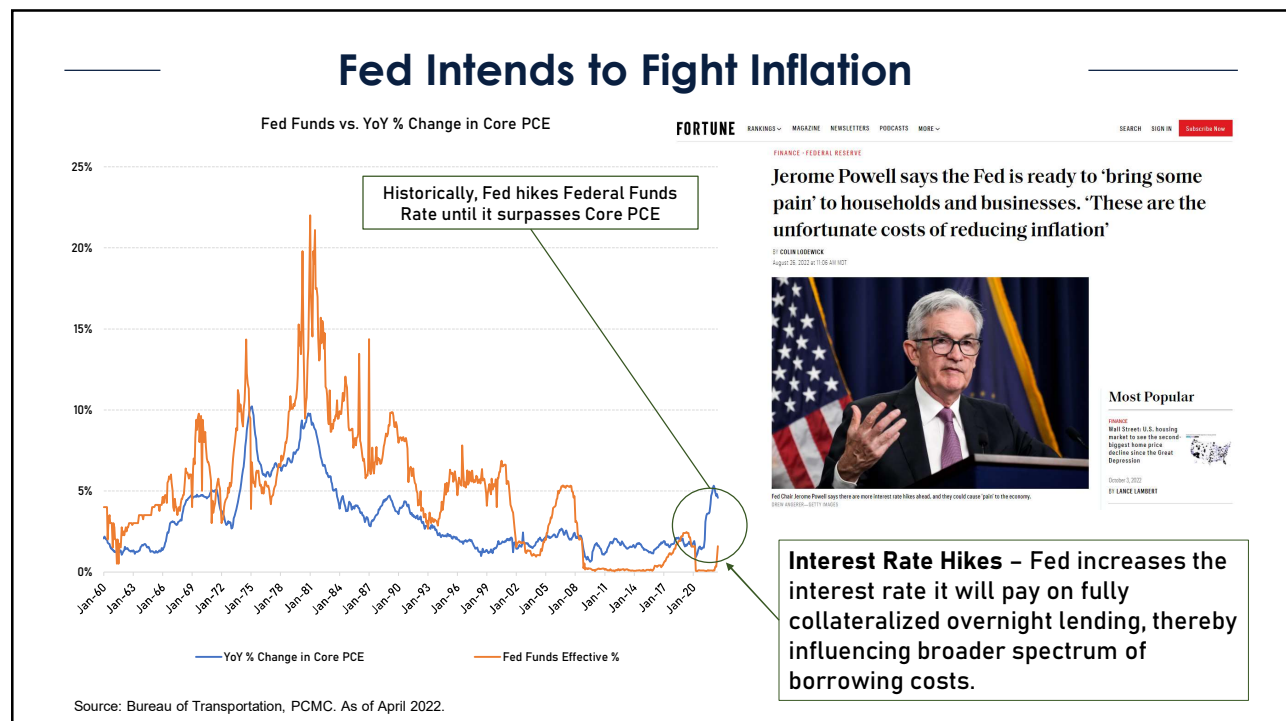
- Energy analysts believe deep production cuts from OPEC+ could yet backfire for U.S. ally Saudi Arabia.
- OPEC and non-OPEC allies, a group often referred to as OPEC+, agreed on Wednesday to reduce oil production by 2 million barrels per day from November.
- The move is designed to spur a recovery in oil prices, which had fallen to roughly \$80 a barrel from more than \$120 three months ago.

Financial Plans Can Help Propel Worth by 2.7

26

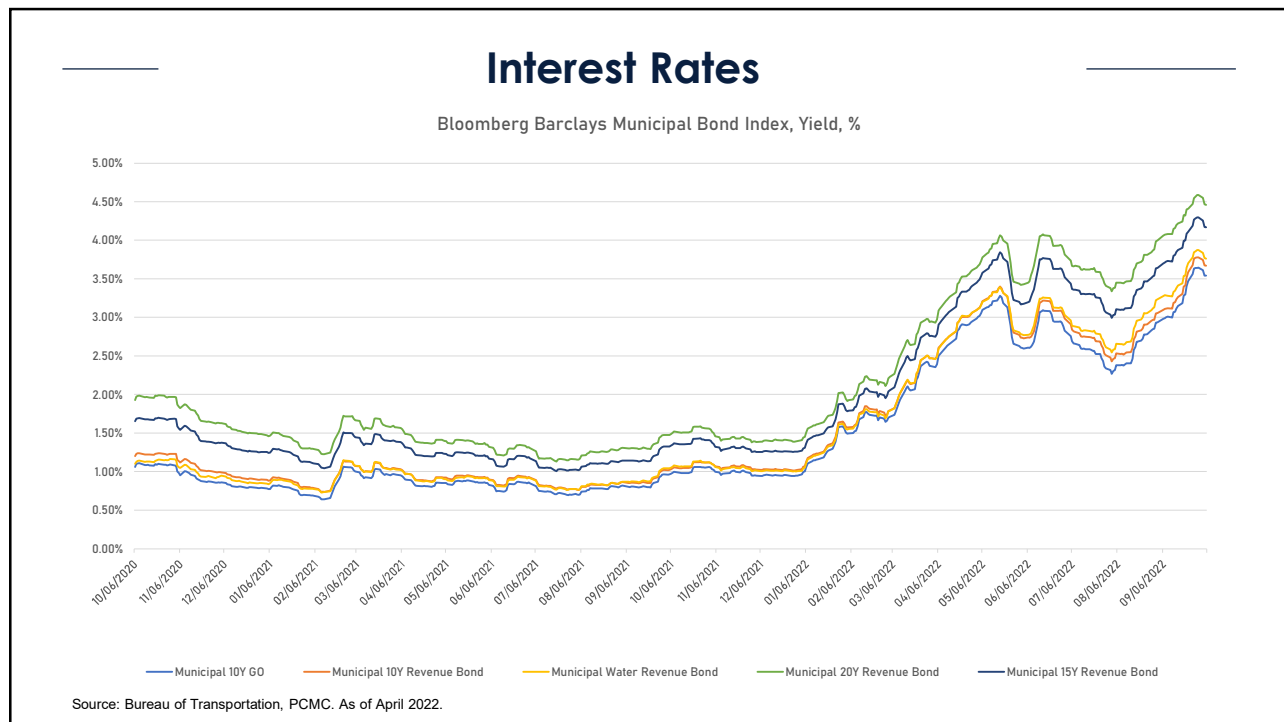


27

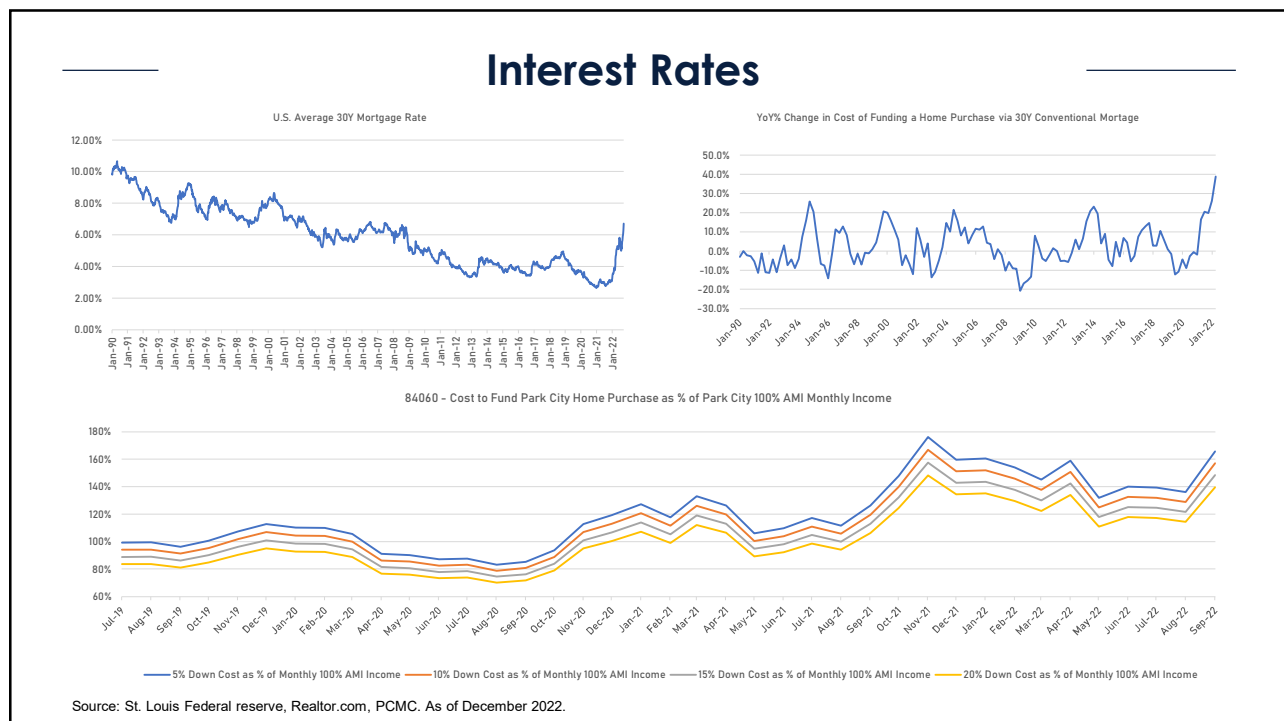


28



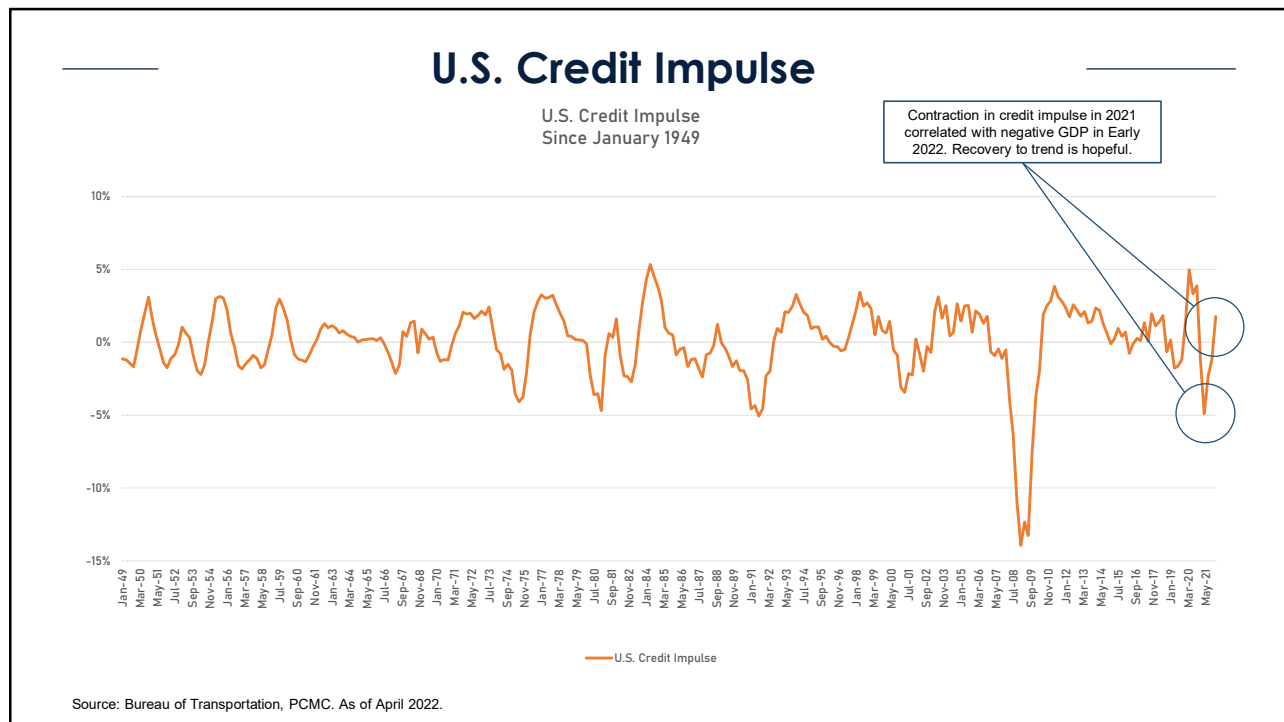


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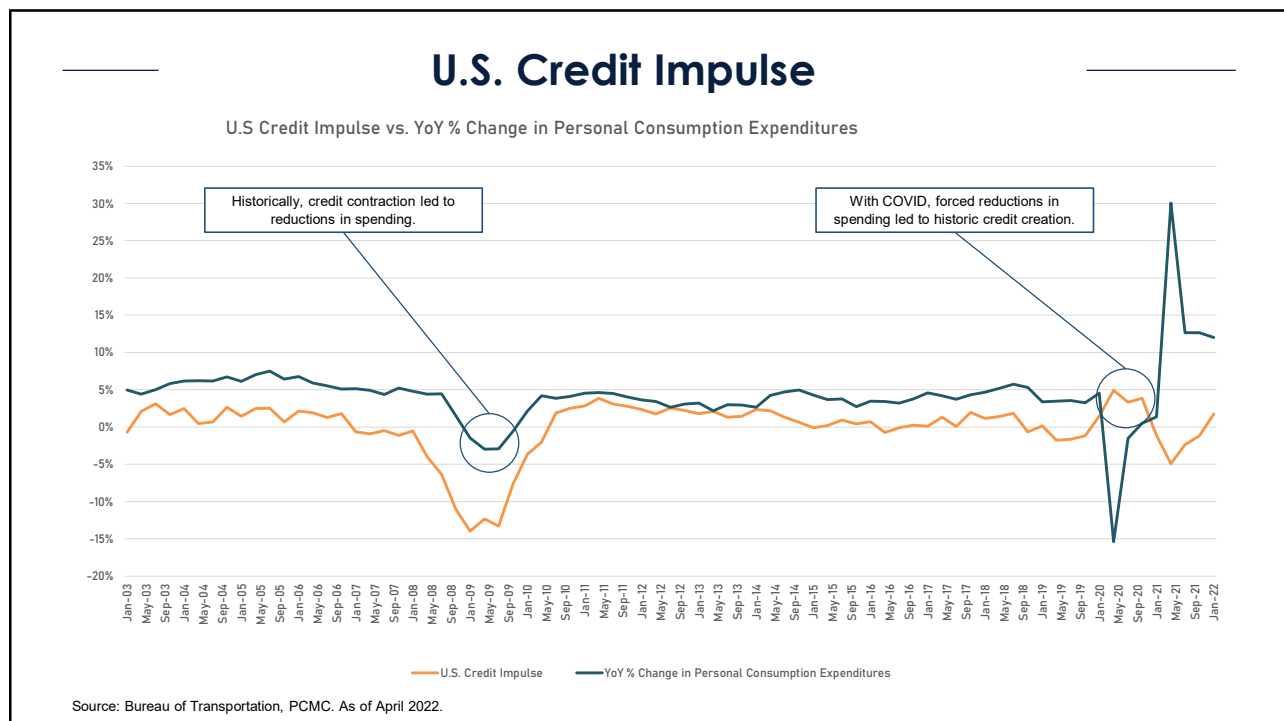


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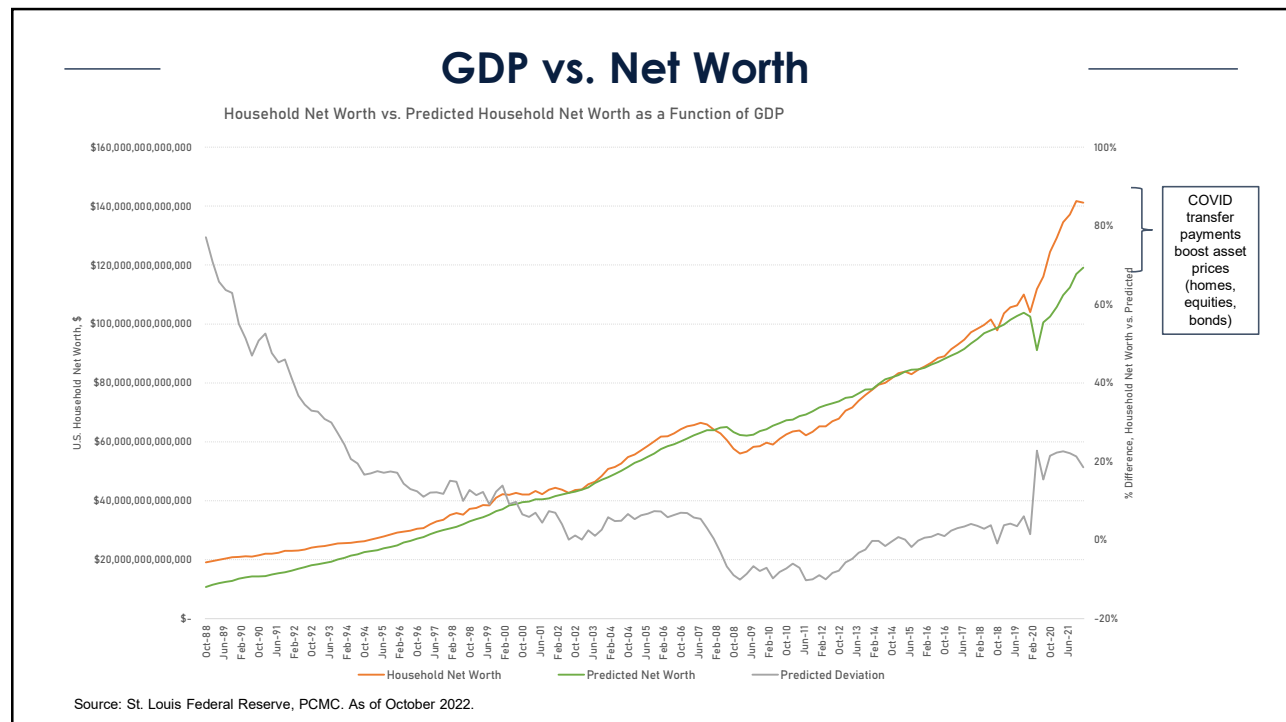




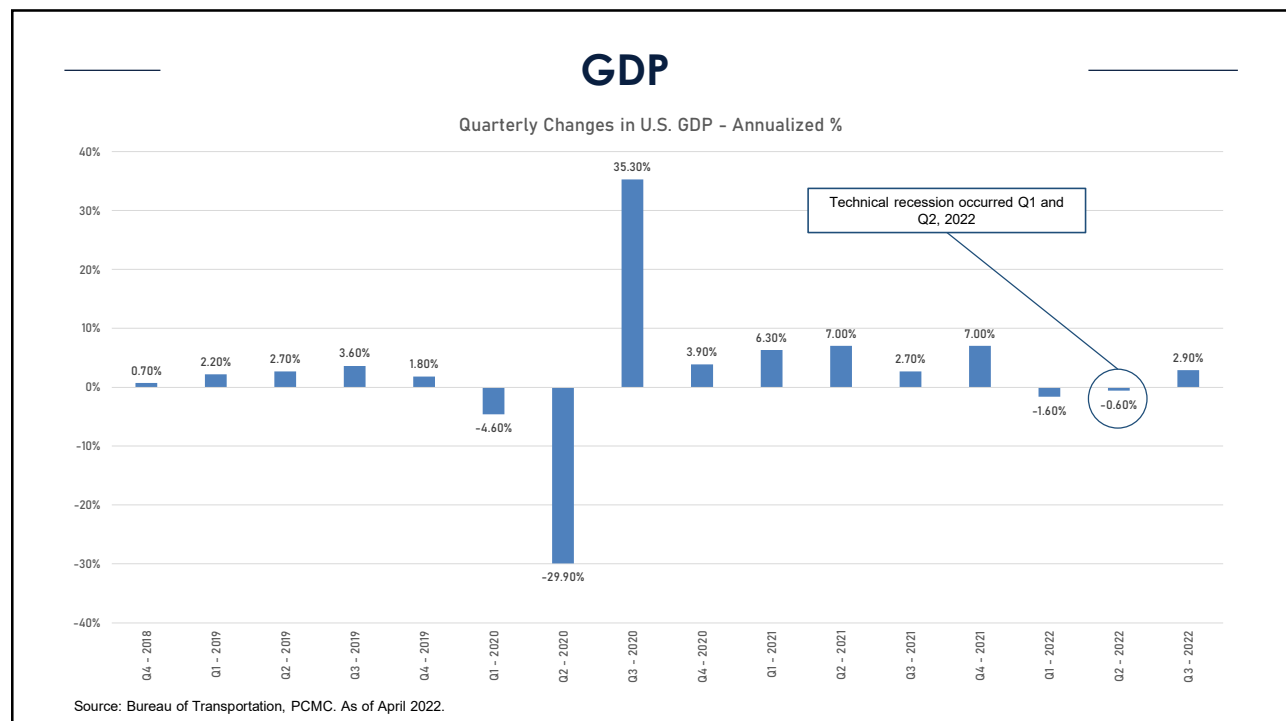
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34



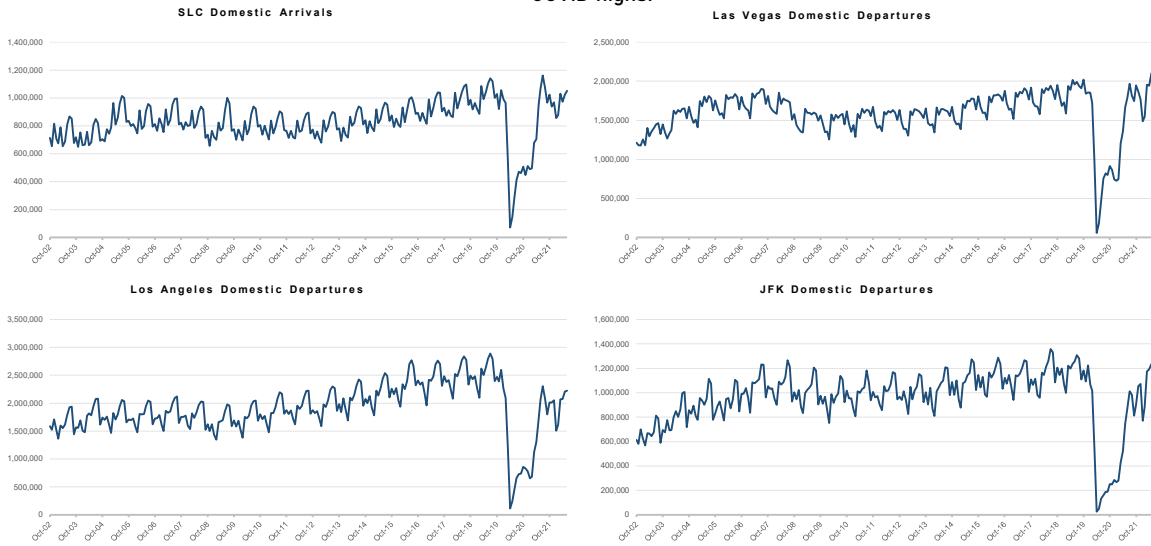
35



36

## Travel

Post-COVID air travel trends continue. Mid-sized cities have made new highs while major hubs have yet to reach pre-COVID highs.

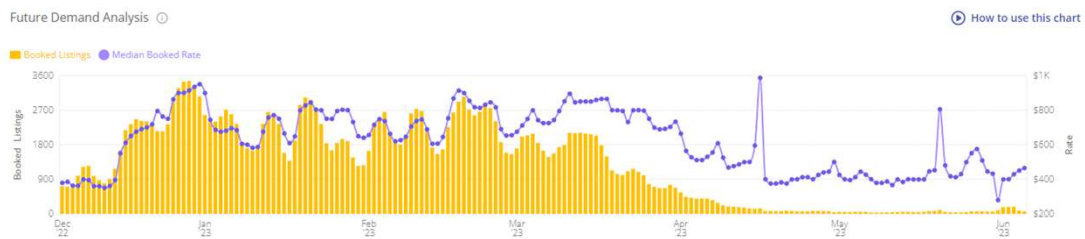


Source: Bureau of Transportation, PCMC. As of October 2022.

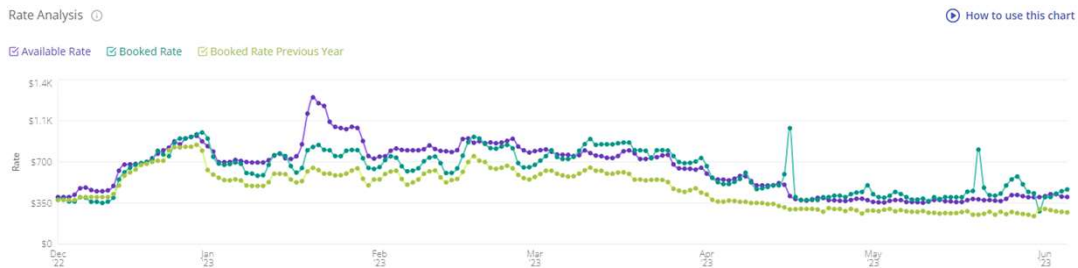
37

## Nightly Rentals

Nightly rentals maintaining pricing power, December is 75% booked already, the wave is coming.



Nightly rentals maintaining pricing power, December 2022 Average Booked Rate is 9.9% higher than 2021.

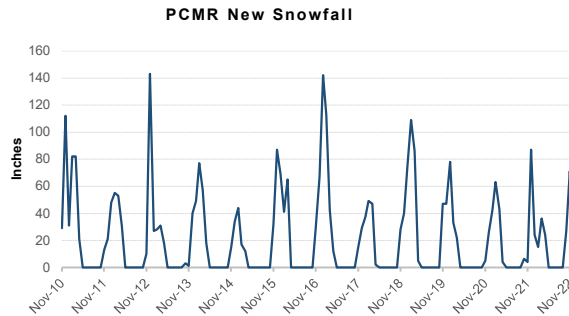


Source: PCMC, U.S. Census Bureau as of April 2022.

38

## Snow!

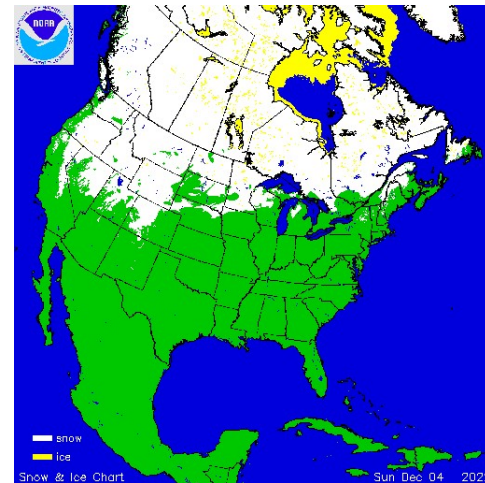
PCMC sales tax model says **1-inch of new snow is worth \$2.4M to Park City economy.**



October – December 2022 **already ~19% above** last October – December 2021 only 5 days into December.

Source: Ski Utah, NOAA, PCMC as of December 2022.

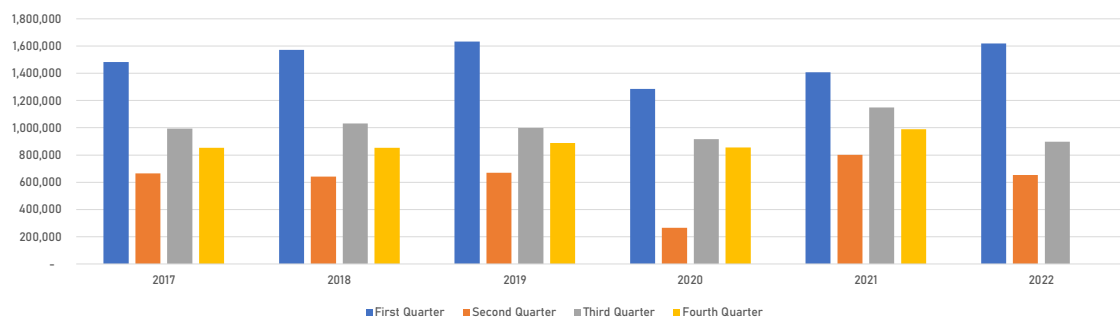
North American snow coverage as of December 5, 2022



39

## Main Street Visitor Volumes

Estimated Main Street Visitors by Calendar Year and Quarter

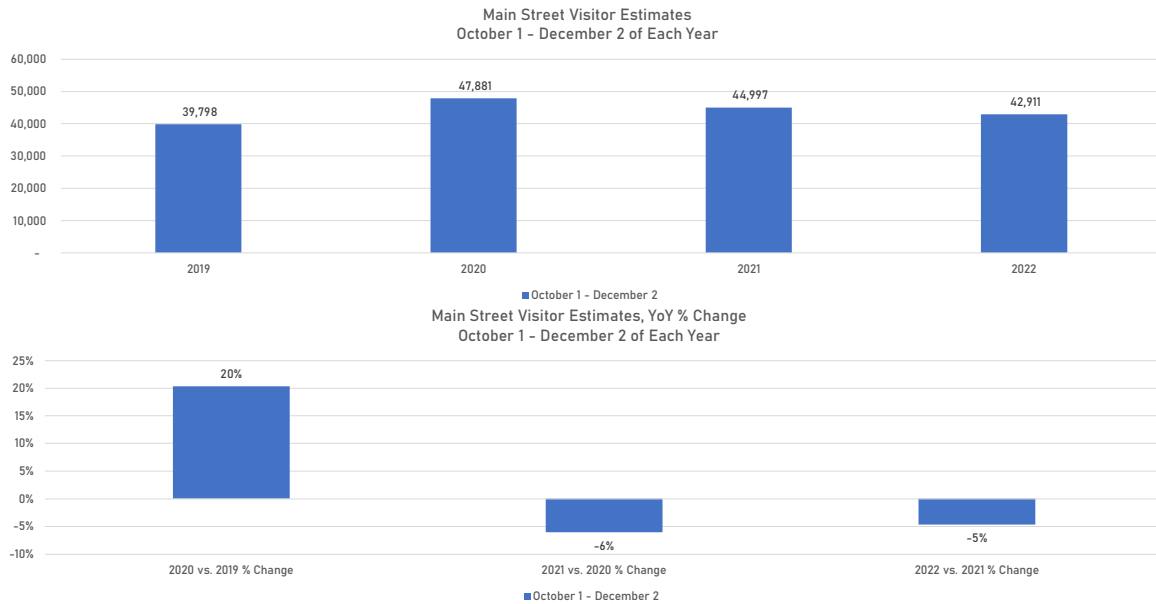


| Main Street Visitors |               |                |               |                | Main Street Visitors, YoY % Change |               |                |               |                     |
|----------------------|---------------|----------------|---------------|----------------|------------------------------------|---------------|----------------|---------------|---------------------|
| Calendar Year        | First Quarter | Second Quarter | Third Quarter | Fourth Quarter | Total Calendar Year                | First Quarter | Second Quarter | Third Quarter | Total Calendar Year |
| 2017                 | 1,483,669     | 664,793        | 993,234       | 852,531        | 3,994,227                          |               |                |               |                     |
| 2018                 | 1,571,762     | 642,480        | 1,031,749     | 852,373        | 4,098,364                          | 6%            | -3%            | 4%            | 3%                  |
| 2019                 | 1,632,822     | 668,631        | 998,866       | 887,246        | 4,187,565                          | 4%            | 4%             | -3%           | 2%                  |
| 2020                 | 1,284,664     | 264,654        | 916,523       | 854,822        | 3,320,663                          | -21%          | -60%           | -8%           | -21%                |
| 2021                 | 1,407,236     | 801,269        | 1,147,954     | 990,027        | 4,346,486                          | 10%           | 203%           | 25%           | 31%                 |
| 2022                 | 1,619,858     | 652,685        | 898,537       |                |                                    | 15%           | -19%           | -22%          |                     |

Source: Placer.ai, PCMC as of October 2022.

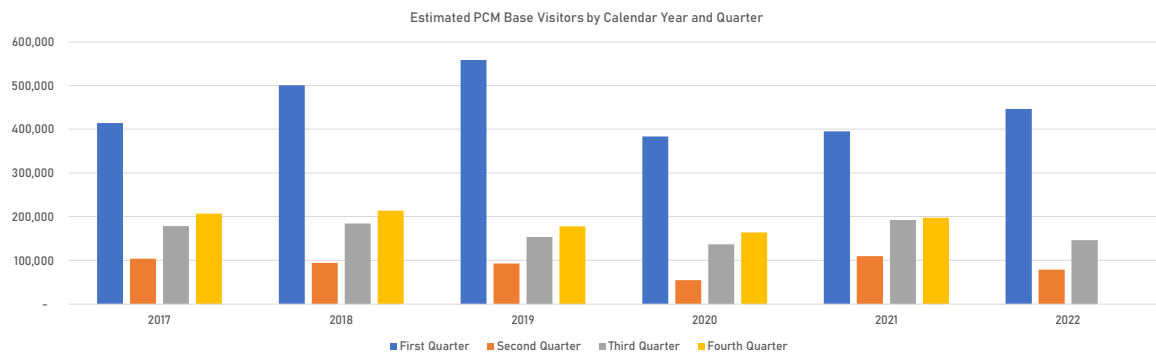
40

## Main Street Visitor Volumes – Q4 So Far



41

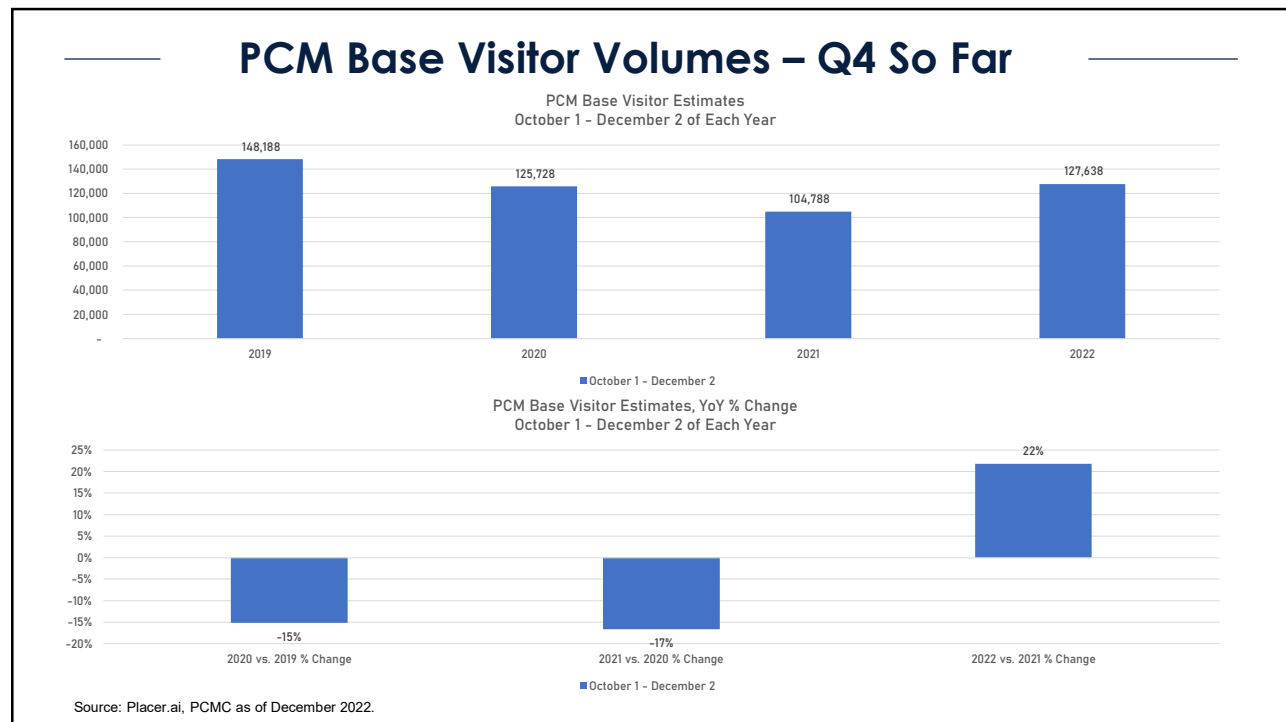
## PCM Base Visitor Volumes



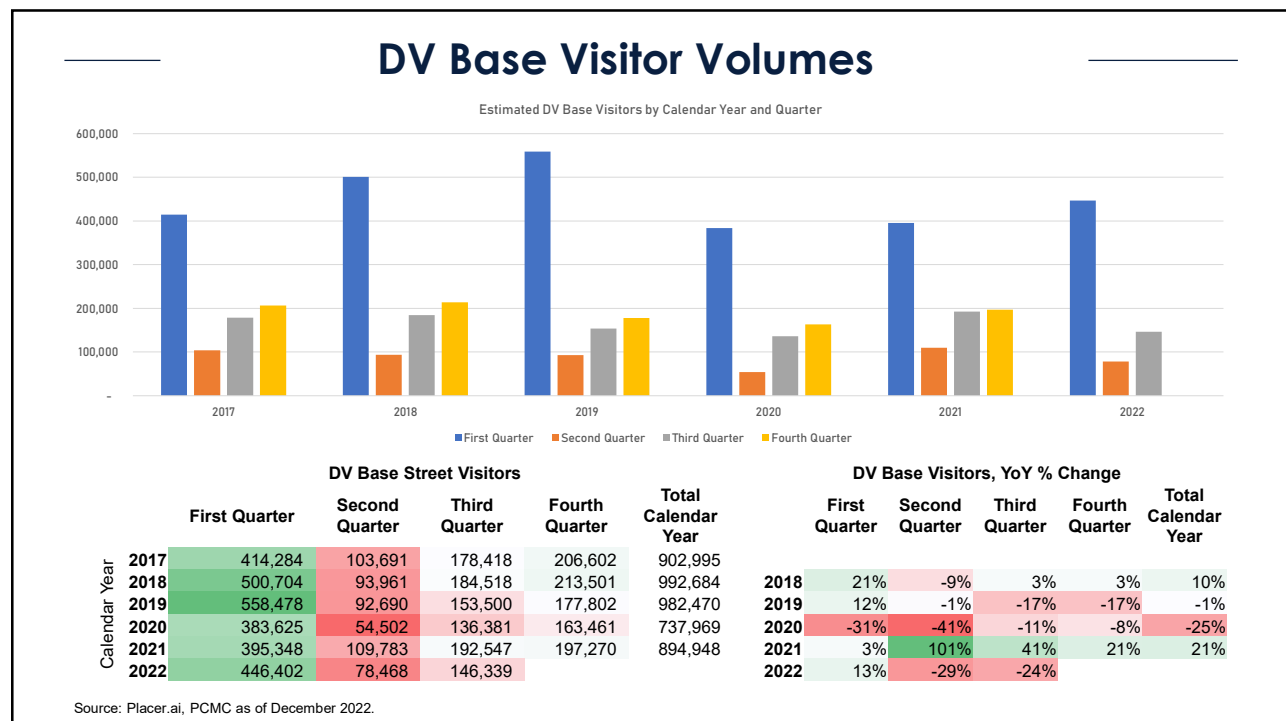
| PCM Base Street Visitors |               |                |               |                |                     | PCM Base Visitors, YoY % Change |                |               |                |                     |  |
|--------------------------|---------------|----------------|---------------|----------------|---------------------|---------------------------------|----------------|---------------|----------------|---------------------|--|
| Calendar Year            | First Quarter | Second Quarter | Third Quarter | Fourth Quarter | Total Calendar Year | First Quarter                   | Second Quarter | Third Quarter | Fourth Quarter | Total Calendar Year |  |
| 2017                     | 725,862       | 232,660        | 339,661       | 375,944        | 1,674,127           |                                 |                |               |                |                     |  |
| 2018                     | 833,655       | 256,248        | 382,665       | 458,410        | 1,930,978           | 15%                             | 10%            | 13%           | 22%            | 15%                 |  |
| 2019                     | 950,364       | 218,840        | 353,531       | 462,658        | 1,985,393           | 14%                             | -15%           | -8%           | 1%             | 3%                  |  |
| 2020                     | 690,045       | 70,694         | 262,960       | 424,190        | 1,447,889           | -27%                            | -68%           | -26%          | -8%            | -27%                |  |
| 2021                     | 915,729       | 283,886        | 381,524       | 472,013        | 2,053,152           | 33%                             | 302%           | 45%           | 11%            | 42%                 |  |
| 2022                     | 1,038,734     | 220,851        | 281,049       |                |                     | 13%                             | -22%           | -26%          |                |                     |  |

Source: Placer.ai, PCMC as of December 2022.

42

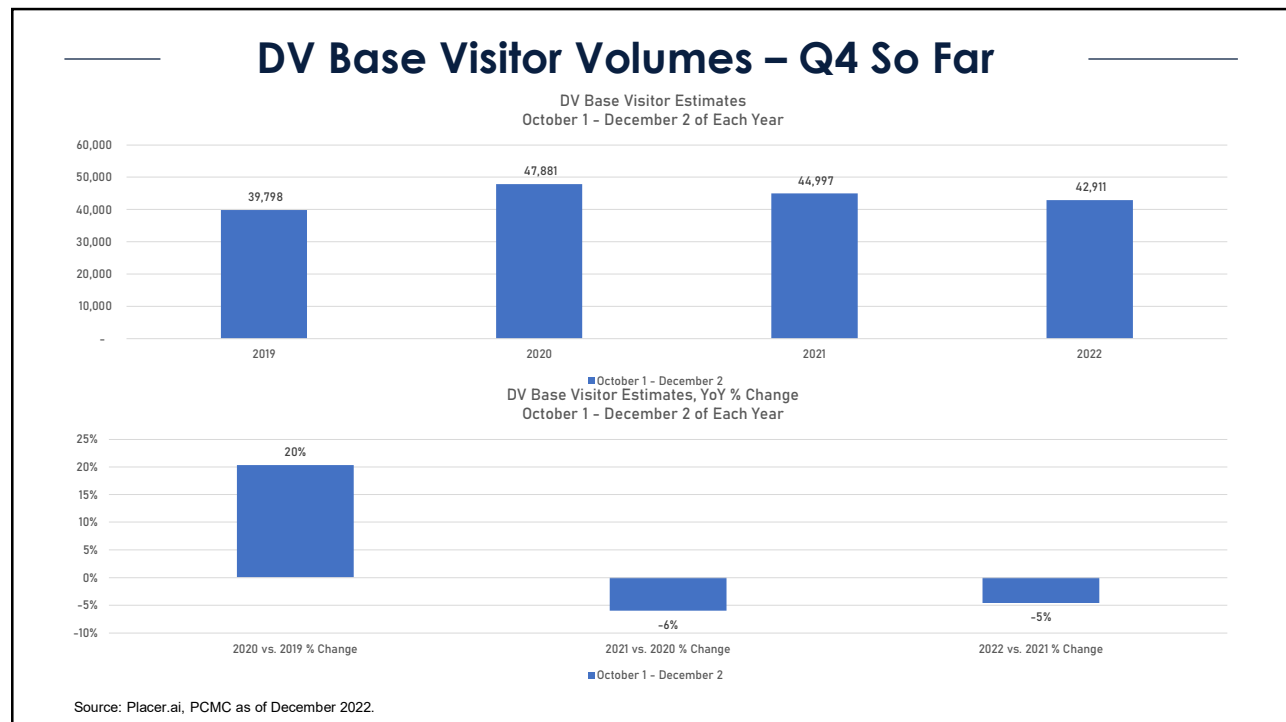


43

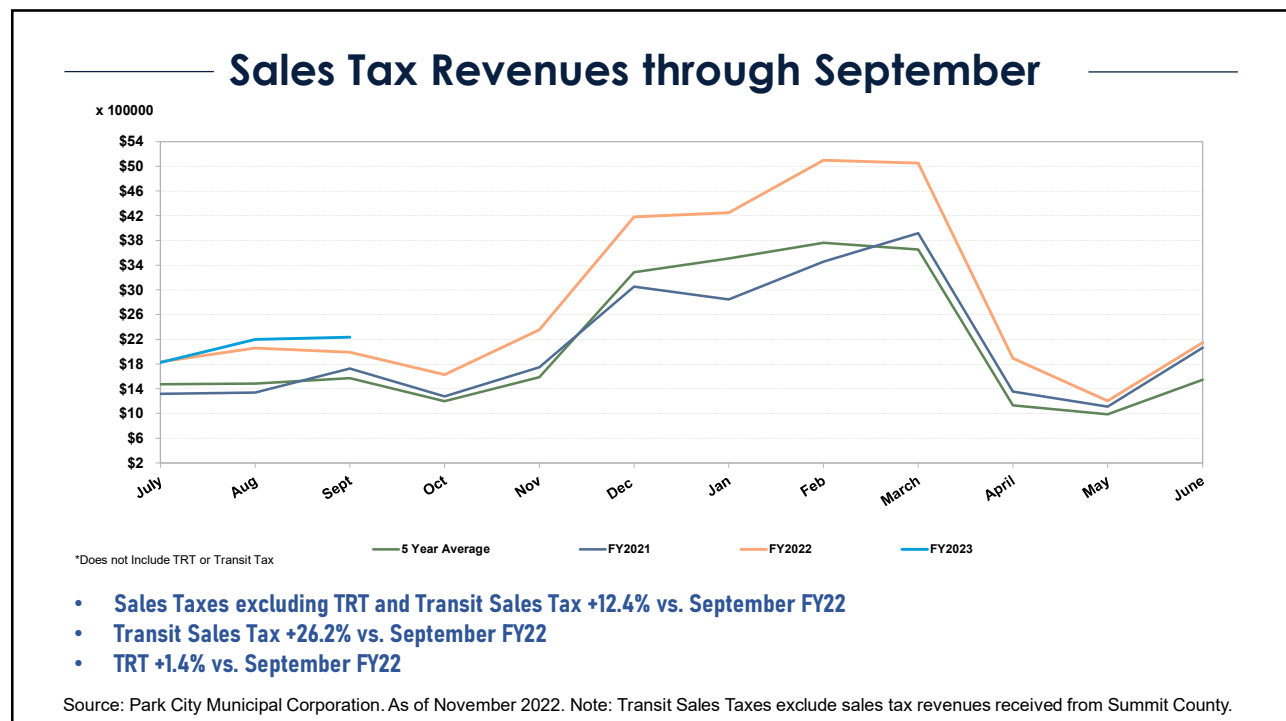


44





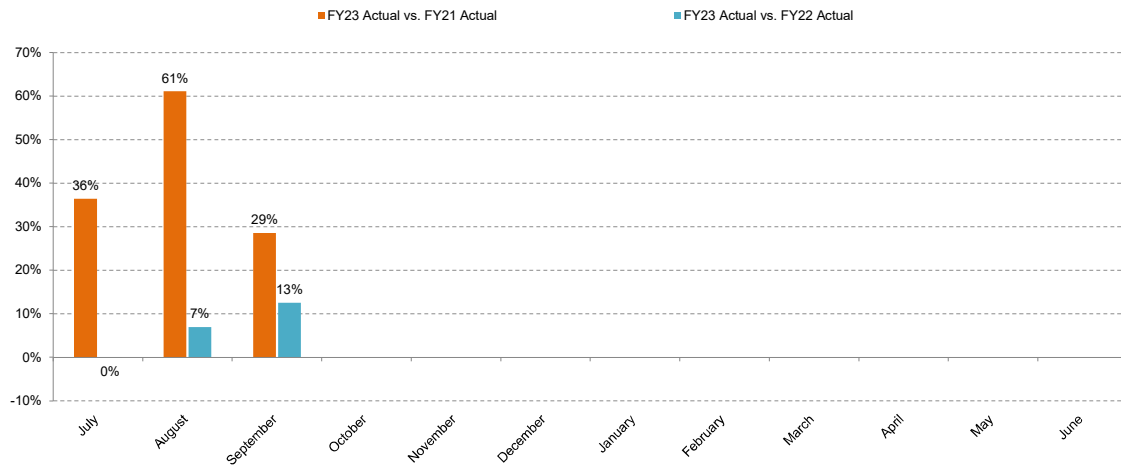
45



46

## Sales Tax Summary – General Fund

General Fund  
FY23 Sales Tax % Change from Previous Fiscal Years

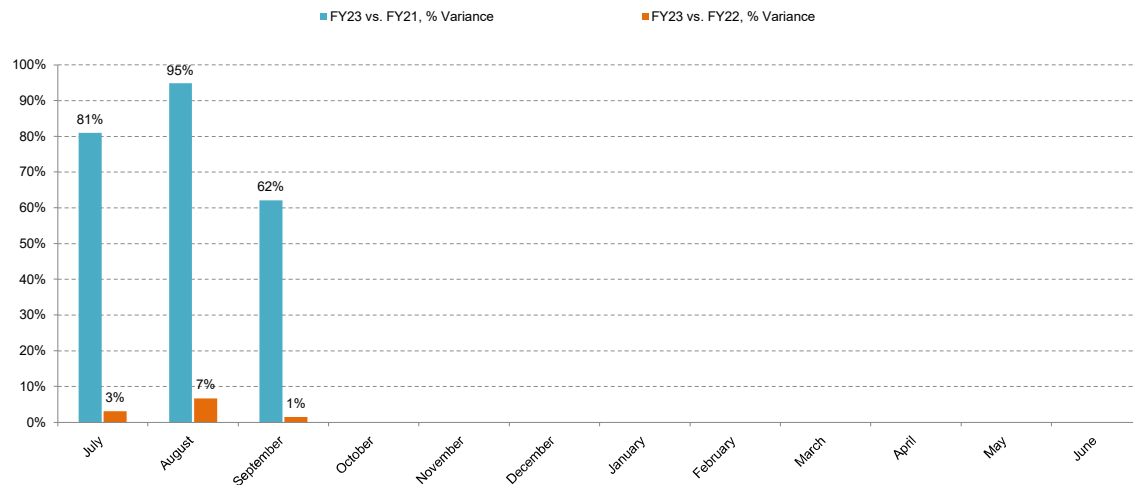


Source: Park City Municipal Corporation. As of November 2022.

47

## Sales Tax Summary – Transient Room Tax

Transient Room Tax  
% Change from Previous Fiscal Years



Source: Park City Municipal Corporation. As of November 2022.

48

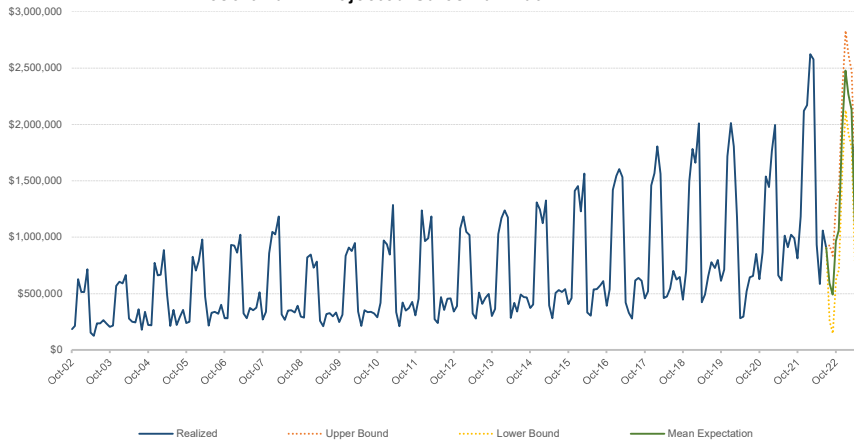
## What Does it Mean for Park City?

**2021 Realized Resort Tax**  
\$12.7M, +10.9% vs. FY20  
Actual

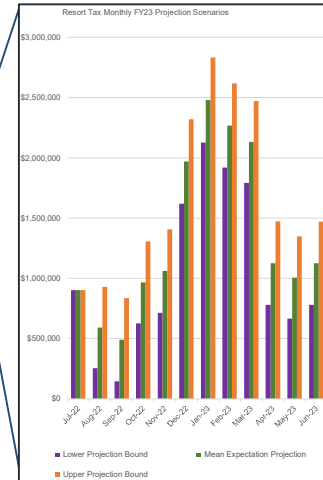
**2022 Realized Resort Tax**  
\$16.9M, +33.9% vs.  
FY21 Actual

**2023 Projected Resort Tax**  
\$16.1M, -5.1% vs.  
FY22 Actual

**Resort Tax - Projected Sales Tax Path**



Source: PCMC as of October 2022.



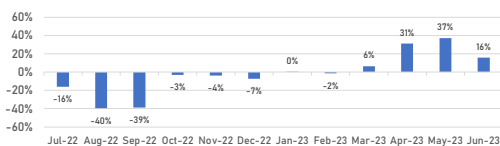
49

## FY23 Latest Projections vs. Budget

**2023 Projected Resort Tax**  
\$16.1M, -2% vs. FY23  
Original Budget

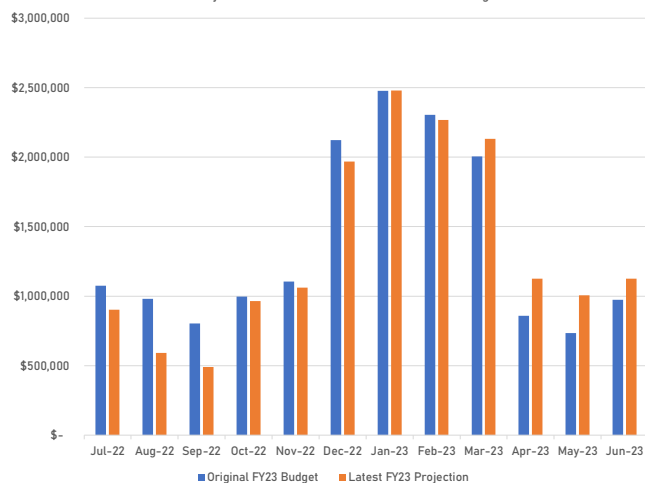
| Date         | Original FY23 Budget | Latest FY23 Projection | % Difference |
|--------------|----------------------|------------------------|--------------|
| 7/31/2022    | \$ 1,074,186         | \$ 902,754             | -16%         |
| 8/31/2022    | \$ 979,767           | \$ 592,026             | -40%         |
| 9/30/2022    | \$ 802,432           | \$ 490,510             | -39%         |
| 10/31/2022   | \$ 987,539           | \$ 965,018             | -3%          |
| 11/30/2022   | \$ 1,104,877         | \$ 1,060,696           | -4%          |
| 12/31/2022   | \$ 2,123,076         | \$ 1,989,096           | -7%          |
| 1/31/2023    | \$ 2,476,324         | \$ 2,479,592           | 0%           |
| 2/28/2023    | \$ 2,303,499         | \$ 2,268,148           | -2%          |
| 3/31/2023    | \$ 2,004,792         | \$ 2,131,791           | 6%           |
| 4/30/2023    | \$ 859,084           | \$ 1,126,337           | 31%          |
| 5/31/2023    | \$ 734,302           | \$ 1,006,337           | 37%          |
| 6/30/2023    | \$ 973,664           | \$ 1,125,954           | 16%          |
| <b>Total</b> | <b>\$ 16,433,542</b> | <b>\$ 16,118,259</b>   | <b>-2%</b>   |

Latest Projected Resort Tax Sales Tax Path vs. FY23 Original



Source: PCMC as of October 2022.

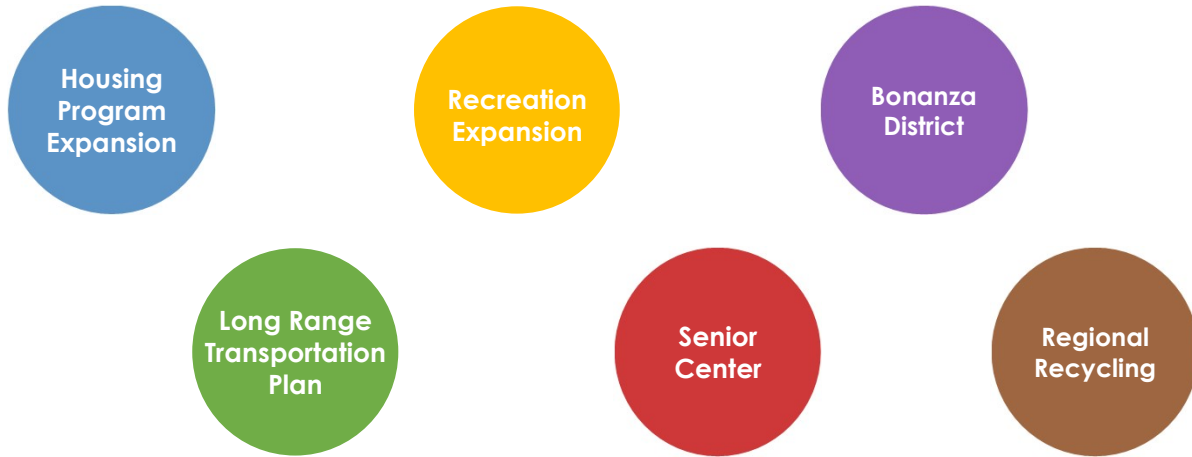
Latest Projected Resort Tax Sales Tax Path vs. FY23 Original



50

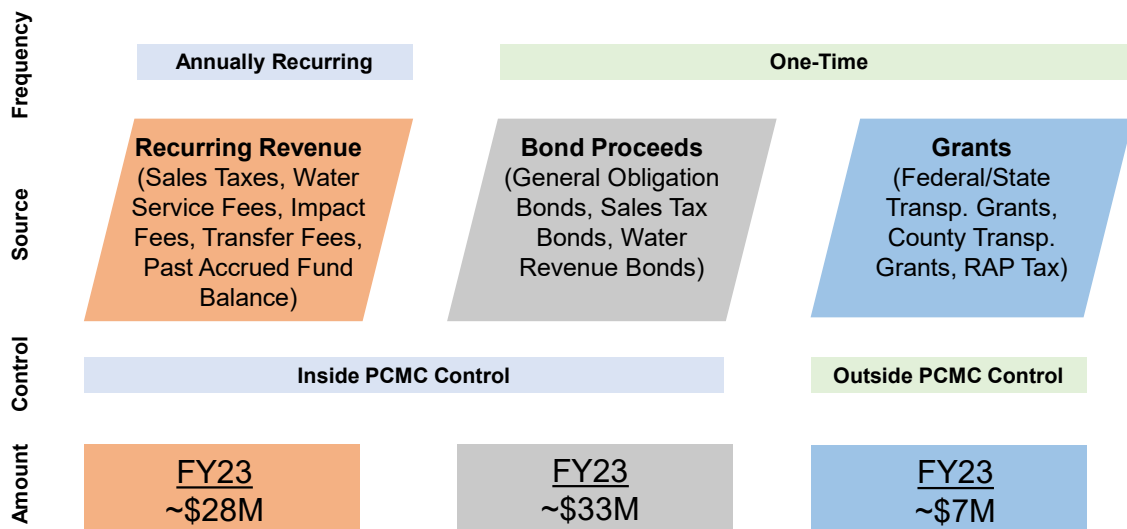
## Flexible Sales Tax Revenue Raising Capacity & Competing Capital Priorities

### Unfunded Large Capital Initiatives

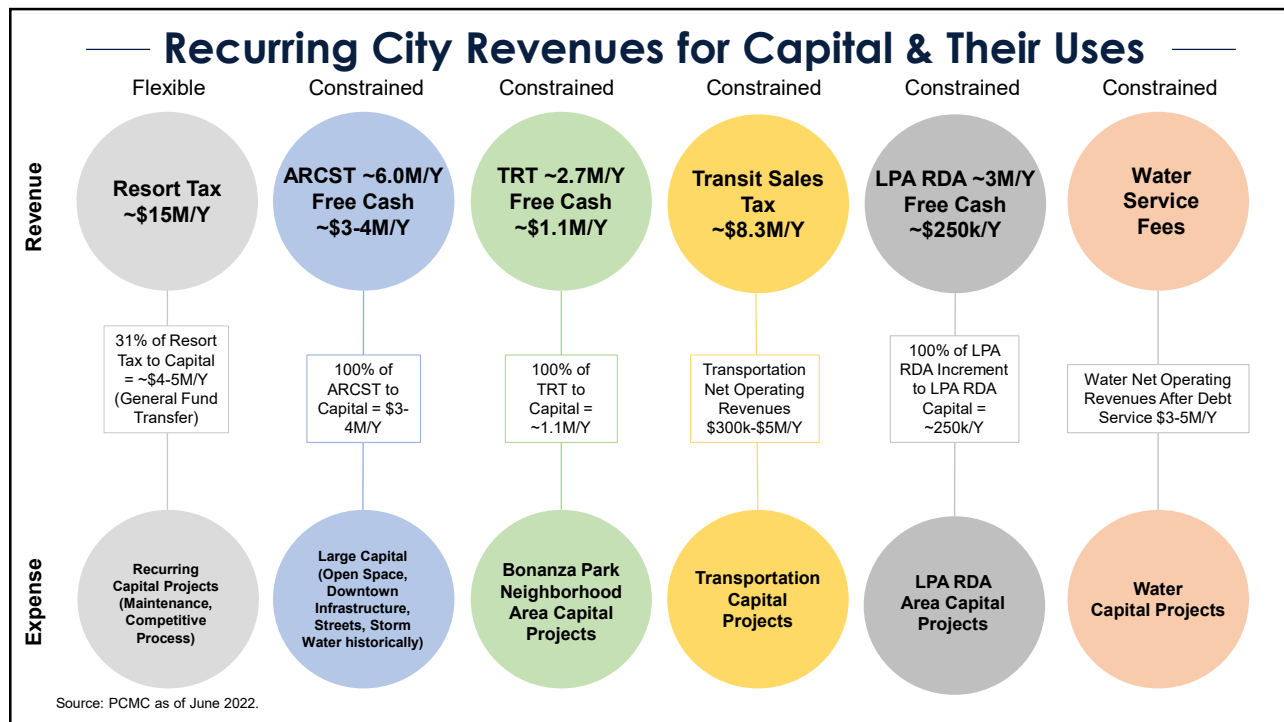


51

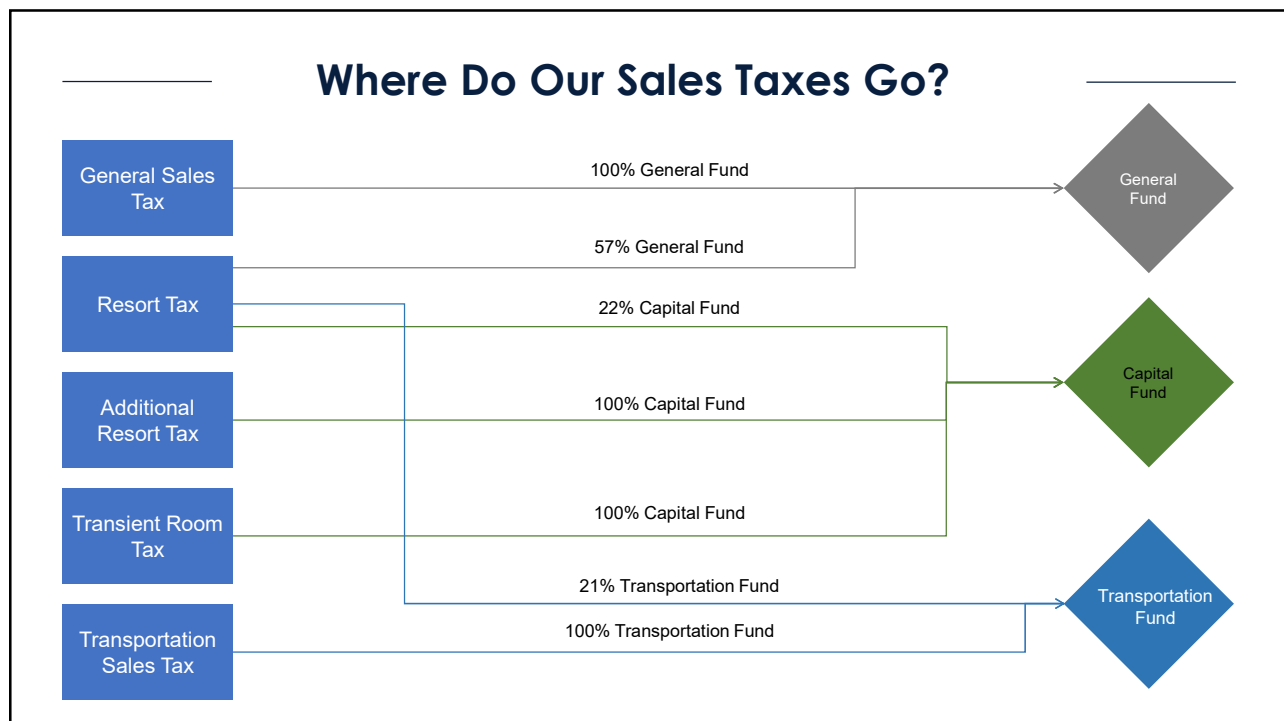
## Characteristics of Revenue for Capital



52



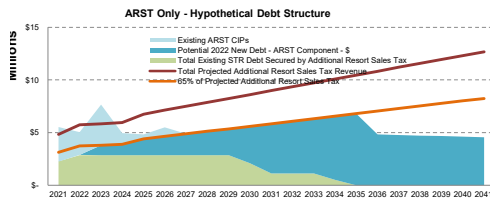
53



54

## Additional Opportunity 1: ARST

### Debt Capacity



**~\$45-50M over 20 yrs  
@ 65% of Gross Revenue**

### Historical Use

- Open Space Acquisition
- Historic Park City, Main Street & Downtown Projects
- Old Town Street Improvements
- Storm Water

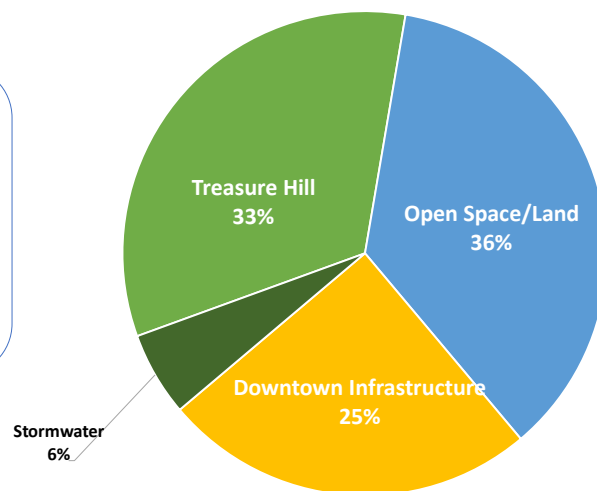
### Potential Future Use

**100% Flexible at Council Discretion**

55

## Additional Resort Sales Tax

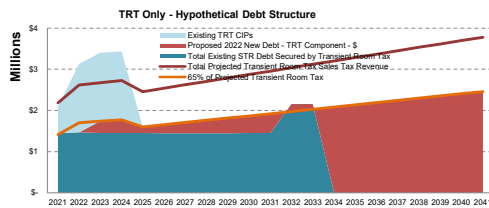
- Adopted 2012 with Intended Uses
- \$5.2M (5-year avg)
- \$2.6M/year debt service
- \$42.5M Expended



56

## Additional Opportunity 2: TRT

### Debt Capacity



~\$13-15M over 20 yrs  
@ 65% of Gross Revenue  
~\$17-20M over 20yrs  
@ 75% of Gross Revenue

### Historical Use

#### Arts & Culture

- Adopted 2017
- \$2.7M (3-year avg)
- \$1.4M/year debt service
- \$22.2M Expended

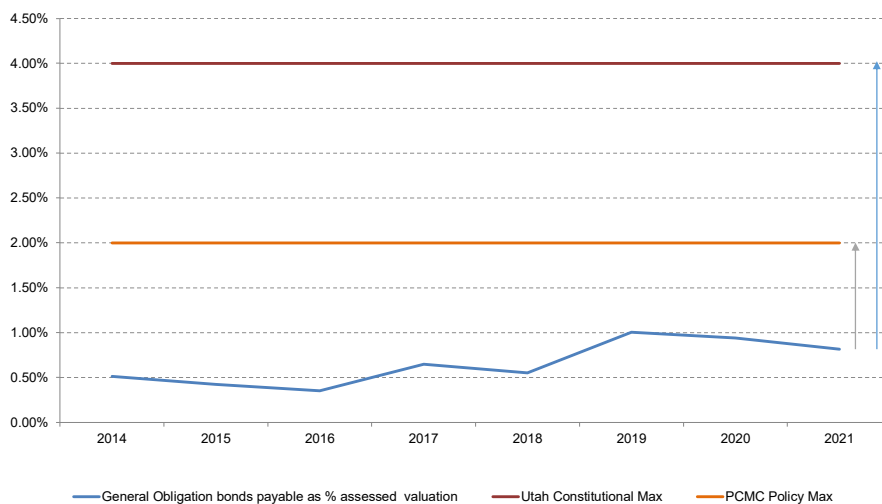
### Potential Future Use

100% Flexible at Council Discretion

57

## Additional Opportunity 3: GO Bond

GO Debt Payable as % of Assessed Value



\$324M to Utah  
Policy Max

\$121M to PCMC  
Policy Max

58

## Operating Revenues Opportunities

### Property Tax

- Ad valorem tax on the value of a property
- Council discretion through Truth in Taxation

### Fees

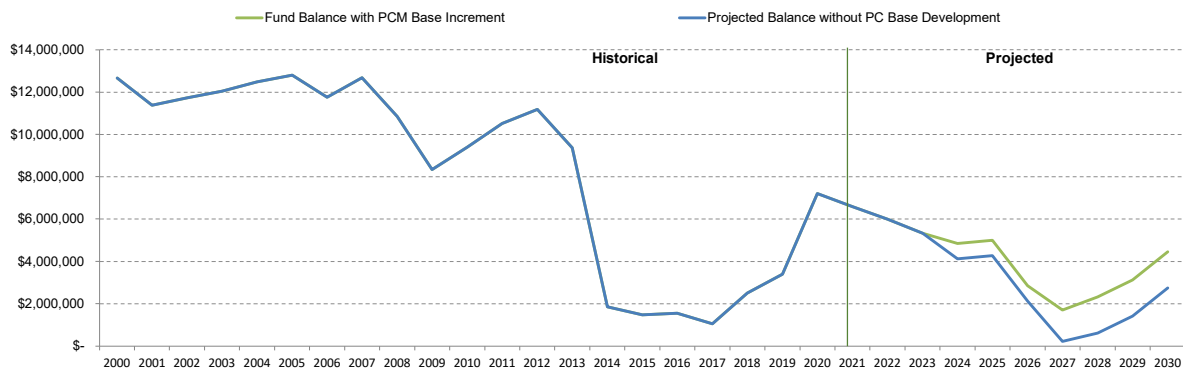
- Recreation, Building, Planning, Engineering, Parking, etc.
- Council discretion annually during budget

59

## Lower Park Avenue RDA

- An update to our fund balance model indicates fund balance is sustainable, yet fully levered as previously noted
- Potential tax increment from Park City Mountain base development has the potential to benefit RDA fund balance and create slightly more flexibility in the long-term

Lower Park RDA - Historical & Projected Fund Balance Over Time



60



## Additional Opportunity 4: Special Financing Tools



**CRA**

### Community Reinvestment Agency

- Redistributes property tax within geographic boundary based on new growth
- Other governmental entities must authorize



**PID**

### Public Improvement District

- Creates a new property tax within geographic boundary
- City authorizes

**Proceeds from special financing deals are 100% dependent on creating new asset growth and the corresponding resulting assessed value of the new asset**

61

## Transportation Revenue Opportunities



**Transit  
Sales Taxes**



- **\$5M/year received directly for operations**
- **\$2.5M/year received from Summit County for ops**
- **\$2.5M/year apply through Summit County annually (capital only)**



**Grants**

- **Federal and state grants**
- **Over \$30M planned in next 5 yrs**
- **Continually applying**

62

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## Summary

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- 1. Is Council comfortable with the Budget Timeline as presented?**
- 2. Are there any topics that Council wants to add for discussion leading into the budget adoption?**
- 3. Any questions or concerns on the economic outlook?**

---

# Interlocal Agreement

PCSD, SBSRD & PCMC

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# Acronyms

**PCSD:** Park City School District

**PCMC:** Park City Municipal Corporation

**SBSRD:** Snyderville Basin Special Recreation District aka Basin Recreation

**TMJHS:** Treasure Mountain Junior High School

**EHMS:** Ecker Hill Middle School

**PCHS:** Park City High School



# HISTORY

**1990:** PCMC and PCSD enter into a 30-year Lease and Agreement for joint use of school facilities for recreation. This led to the development of the PCHS, TMJHS and North 40 Fields.

**1996:** SBSRD and PCSD enter into a 30-year Lease Agreement. This led to the development of the fields at EHMS, expanded locker rooms and public access to the aquatic facility.

**2000:** SBSRD takes over the administration of youth baseball, basketball and fall soccer.

**2003:** PCMC removes fee differentials for those that reside outside of the city limits.

**2004:** PCMC and SBSRD enter a 50-year Interlocal Cooperative Agreement for a regional ice facility

**2007:** PCMC, PCSD and SBSRD enters a 5-year Interlocal Agreement for joint use of facilities for recreation. This agreement was renewed in 2012 and 2019.



# Why the 3-Party Agreement?

- Creates consistency and set expectations between agencies on the management and operation of recreation facilities.
- Equitably distributes field usage and sets maintenance standards for fields based on a tier system.
- Site specific agreements that outlines the management and operation of recreation facilities. These include information on scheduling priority and overall management guidelines.
- The interlocal agreement is referred to regularly by all three entities to answer questions related to the operation of facilities.

# Highlights of the agreement

- Defines Stakeholders as having no less than 75% of the league or club as residents of the PCSD & SBSRD boundaries.
- Outlines a Regional Recreation Committee & Fields and Facilities Committee
- Outlines that there cannot be fee differentials for PCSD, PCMC, and SBSRD residents for recreational programs and facilities.
- Jurisdictions may set an early registration period for their own constituents before opening registration to all jurisdictions.
  - Out of the three jurisdictions, this has only been used by PCMC to prioritize registration for Summer Day Camp.



# Highlights of the agreement

- **Exhibit A:** List of Stakeholders
- **Exhibit B:** Tier System for Parks Maintenance
  - **Tier 1** is used mainly for games and are maintained to the highest standards such as the PCHS Baseball Field
  - **Tier 2** these fields are used for a variety of purposes for both athletic & community events. These include City Park, PCSD Fields & Park City Sports Complex.
  - **Tier 3** playability & turf quality are secondary. These include Library Field, Prospector Park and Rotary Park.
  - **Tier 4** are synthetic turf fields that can be scheduled for play during inclement weather





# Highlights of the agreement

- **Exhibit C:** 17 Individual Site-Specific Agreements that can be edited and changed by the owning jurisdiction but cannot be in conflict with existing longer term Interlocal Agreements.

**Each site-specific agreement outlines:**

- Who owns and leases the site
- Who maintains it
- Hours of use – when PCSD gets access and when PCMC/Basin gets access
- Who schedules the site
- How improvements are made and who is responsible for them
- Compensation agreement
- Guidelines for events

# Highlights of the agreement

**Exhibit D:** Interagency Field Use Policies were established to guide Parks & Recreation personnel in field management practices.

- Overarching policy that outlines items such as scheduling priorities, cancellation policies and field use regulations.



# Highlights of the agreement

## **Exhibit E: PCMC/PCSD Lease and Agreement, November 1990**

- The current addendum gives the City sole discretion to extend the Agreement for 16 years by providing notice to the district of intent by November 8, 2023.
- The City spent \$1 million to help develop the playing fields at PCHS, TMJHS, and North 40. The City's Parks Department also maintains and waters the playing fields. In return, the City schedules the facilities for community and recreational programming and receives 300 hours of free PCSD gymnasium time. At the time of the agreement, the only fields in the area were at City Park.
- PCMC has received gymnasium hours this winter at TMJHS from 7 to 9 p.m. The hours are limited due to PCSD programming.
- PCMC should engage the PCSD on the future Agreement to ensure it is meeting the needs of each jurisdiction and aligns with the evolution of Park City.



# Highlights of the agreement

## **Exhibit F:** SBSRD/PCSD Lease and Joint Use Agreement, December 1996

- Outlined roles and responsibilities for the development and ongoing operation of the athletic fields and aquatics center at EHMS between SBSRD & PCSD.

## **Exhibit G:** PCMC/SBSRD Inter-local Agreement for Regional Ice, August 2004

- Outlined roles and responsibilities for the development and ongoing operation of the ice arena between SBSRD & PCMC.
- Exhibit G1: 2009 Letter of Consent modifying and reallocating funds between the Expansion Fund and the Capital Facilities Replacement Reserve Fund.
- Exhibit G2: This establishes protocols for the shared use of event flooring between Park City Ice Arena and Basin Recreation Fieldhouse.



# Highlights of the agreement

## **Exhibit H:** Jurisdiction Boundary Map

- Outlines the boundary of PCSD, PCMC & SBSRD. The SBSRD includes Promontory which is outside of the PCSD boundary.

**Exhibit I:** Preservation Easement between PCMC and Summit Land Conservancy for the Library Field (1255 Park Ave). This was entered into on November 14, 2017.



# Questions/Comments



# UPPER MAIN STREET INTERSECTION IMPROVEMENTS

City Council Update  
December 8, 2022

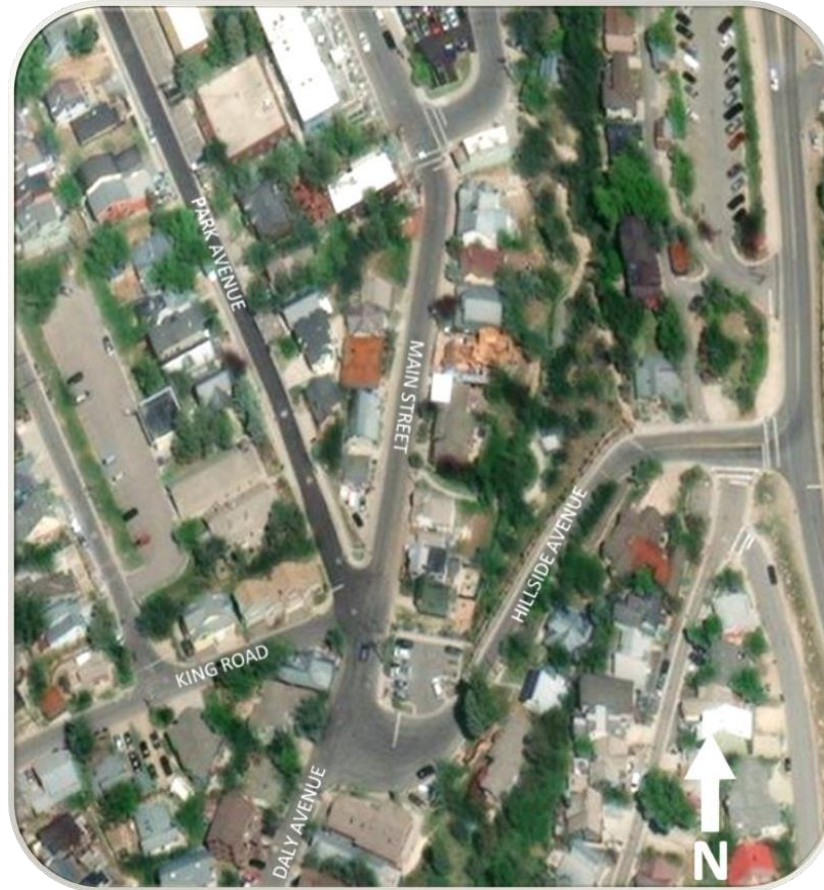


PARK CITY

1884

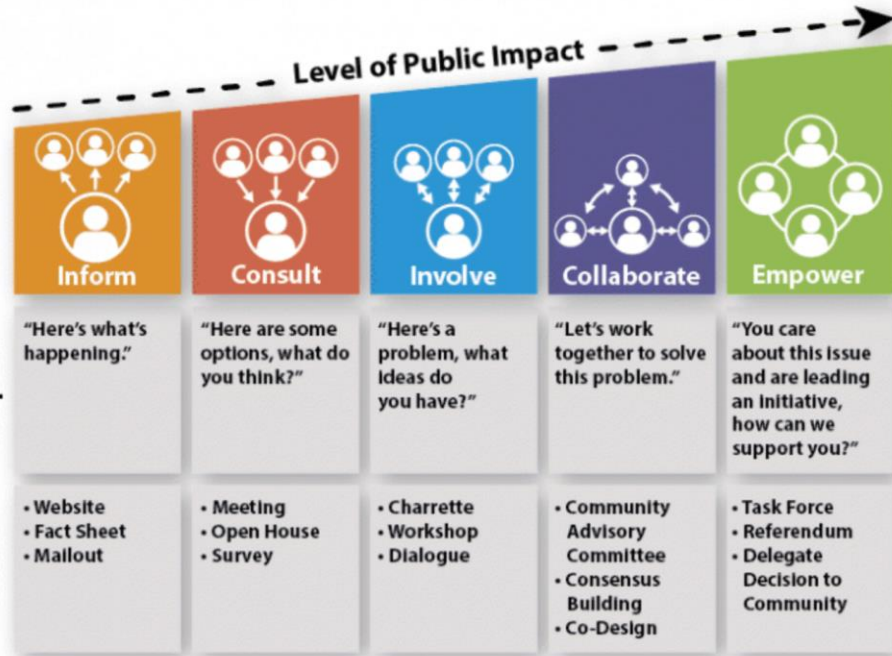


# AREA OVERVIEW





# PUBLIC INVOLVEMENT STRATEGY



Adapted from the IAP2 spectrum of public participation

## Collaborate

- Focus group comprised of 40 Upper Main area residents - Upper Main/Daly/Park/King - and business representatives
- Six meetings: May – November 2022
- Interactive project website on Engage Park City platform
- Additional consultation with City departments – Parking, Planning, Police, Public Works, Transit, Transportation Planning

# WHAT WE HEARD: CHALLENGES



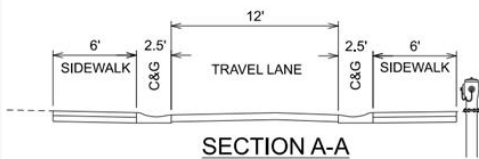
- Lack of separation between the residential and commercial areas
- Commercial traffic uses the neighborhoods for access
- No separation exists between cyclists and pedestrians, and vehicles
- Diverse users in the area with minimal knowledge of area, rules, etc.
- Large vehicles with large turning radius cause damage to signs, properties, etc.
- Lack of resources for enforcement



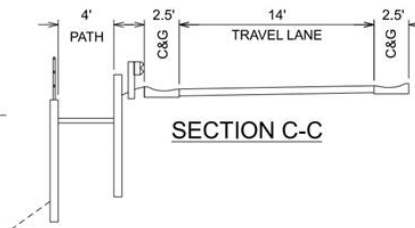
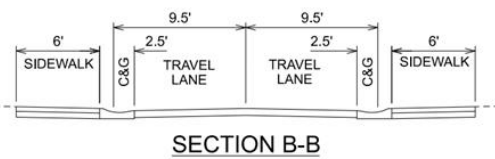
## UPPER MAIN ROADWAY IMPROVEMENTS - PHASE 1

## Upper Main Overview

- Main to Swede is primary movement
- Pavement texture changes separating commercial and residential zone
- 6' sidewalk on both sides of Upper Main narrows travel way
- Intersection separation slows turning movements
- Trolley turnaround at Hillside
- Sidewalks provide multiple connections



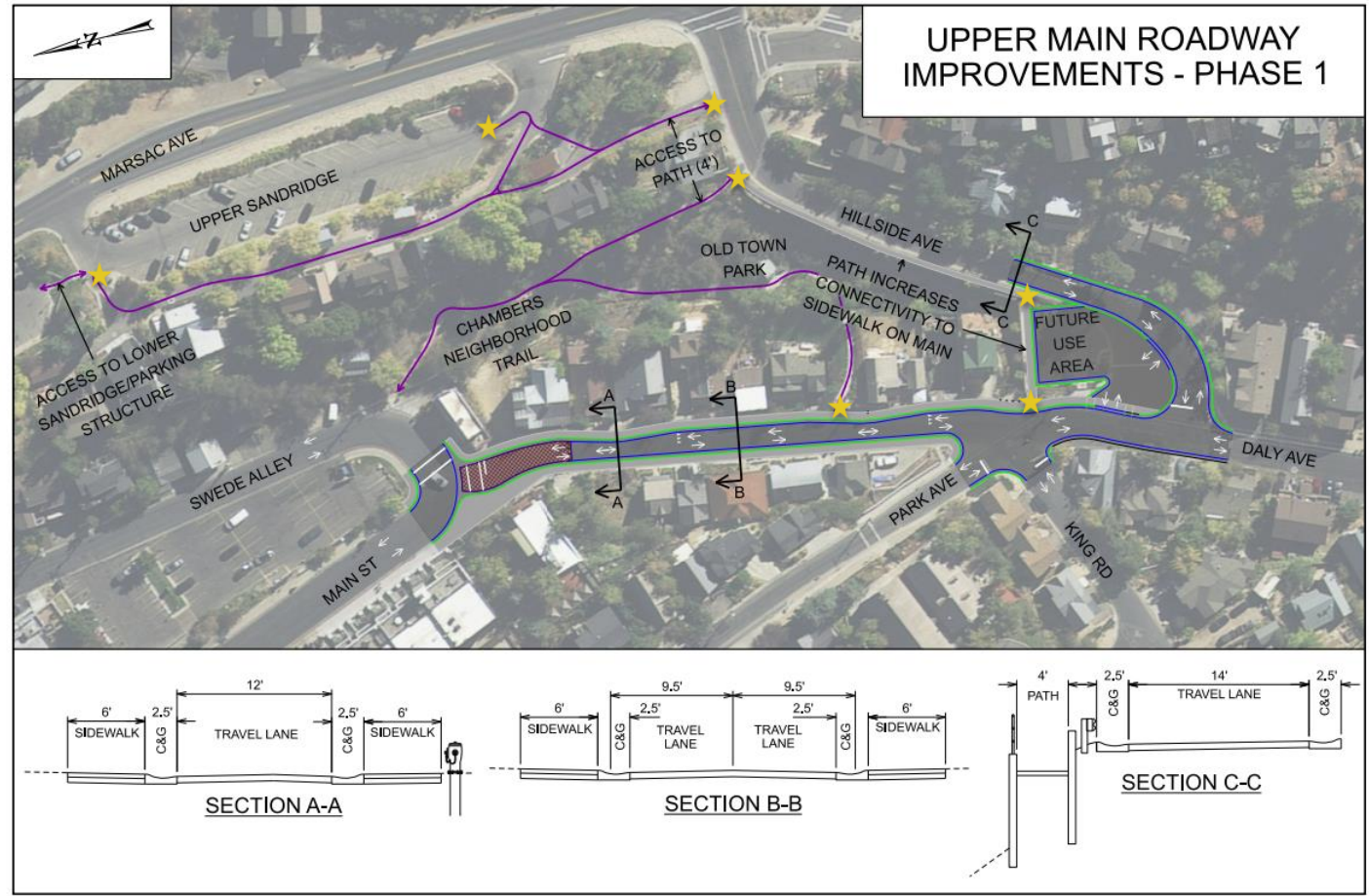
*Narrowed Lane slows traffic*





# Hillside Sidewalk

- Create connection from Main street to Chambers Neighborhood Trail and Upper Sandridge Parking Lot
- Separated sidewalk takes pedestrians off roadway
- 4' sidewalk and grade does not meet ADA requirements
- Creates path from parking lot to Trolley area
- Creates connections to neighborhoods east of Marsac Ave
- May be costly
- The Upper Main project can be completed with or without the sidewalk at Hillside



UPPER MAIN ROADWAY IMPROVEMENTS - PHASE 1

# OUTCOMES

| Goals                                                                        | Concept Addresses to Provide Desired Outcomes                                                                                                                                                                                                                                                                                                                                                                                                                   |
|------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Provide Balanced Separation of Neighborhood &amp; Commercial Land Use</b> | <ul style="list-style-type: none"><li>✓ <b>Make Swede easier to access</b></li><li>✓ <b>Limit visitor traffic to commercial area</b><ul style="list-style-type: none"><li>• Provide access to commercial properties</li></ul></li><li>✓ <b>Limit commercial vehicles in residential neighborhoods</b></li><li>✓ <b>Create a distinctive boundary between commercial and residential areas</b></li><li>✓ <b>Identify turnaround for large vehicles</b></li></ul> |
| <b>Improve Walkability</b>                                                   | <ul style="list-style-type: none"><li>✓ <b>Provide wider sidewalks (accommodate accessibility and snow)</b></li><li>✓ <b>Designate clear walking paths</b><ul style="list-style-type: none"><li>• Improve and maintain sidewalks year round</li></ul></li><li>✓ <b>Provide connections</b></li></ul>                                                                                                                                                            |
| <b>Control Speed Through the Area</b>                                        | <ul style="list-style-type: none"><li>✓ <b>Provide appropriate signage</b></li><li>✓ <b>Incorporate traffic calming applications</b></li><li>✓ <b>Slow turning movements</b><ul style="list-style-type: none"><li>• Protect houses and vulnerable properties – looking into bollards</li></ul></li><li>✓ <b>Provide additional signage to minimize cut through traffic</b></li></ul>                                                                            |
| <b>Provide Reliable Transit to Minimize Vehicles in the Area</b>             | <ul style="list-style-type: none"><li>✓ <b>Accommodate trolley through upper Main</b></li></ul>                                                                                                                                                                                                                                                                                                                                                                 |

## PHASE II: SWEDE & MAIN



- Discussions with Focus Group identified multiple concepts for Swede & Main without consensus
- The effort at Swede & Main requires a larger city discussion due to potential impacts and cost
- Additional conversations can take place to address potential solutions in a broader context

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## RECOMMENDATION

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As a result of the feedback received, the Project Team recommends bifurcating Upper Main Street improvements into two phased capital projects:

- **Phase I:** Construct improvements on the location's south end and minor redesign of Main Street & Swede Alley in the summer of 2023. The primary purposes are to provide a balanced separation of the neighborhood, and commercial land uses and to improve pedestrian safety and active transportation connectivity.
- **Phase II:** Further evaluate improvements at the intersection of Main Street & Swede Alley for pedestrian safety, placemaking, and traffic patterns. The Project Team proposes to continue engagement focused at the Main and Swede intersections and revisit improvements at a future date to continue a larger community discussion.



# COUNCIL FEEDBACK

- **Does Council support bifurcating the Upper Main Street Project into a two-phased approach?**
  - If yes, does Council support the preferred design alternative and project schedule for Phase 1?
  - If not, does Council prefer delaying the project to study further alternatives at the Swede Alley & Main Street intersection to try to gain consensus?





An aerial photograph of a mountain town, likely Park City, Utah, covered in a thick layer of snow. The town's buildings, mostly in shades of brown, tan, and green, are densely packed in the valley. In the background, steep, snow-covered mountains rise under a clear blue sky. The overall scene is serene and wintry.

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# Vacation Policy

HR Update Effective 1.1.23

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## Employee Value Proposition

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In balancing our Employee Value Proposition, creating a place where an employee can “Love Where You Work”, an important element is the balance of total compensation – cash compensation, tangible benefits and intangible benefits. The City, with your support, has made great strides with overall cash compensation. At this time, we are focusing on tangible benefits. Additional benefits will be proposed for FY24 through the budget process.



# Vacation

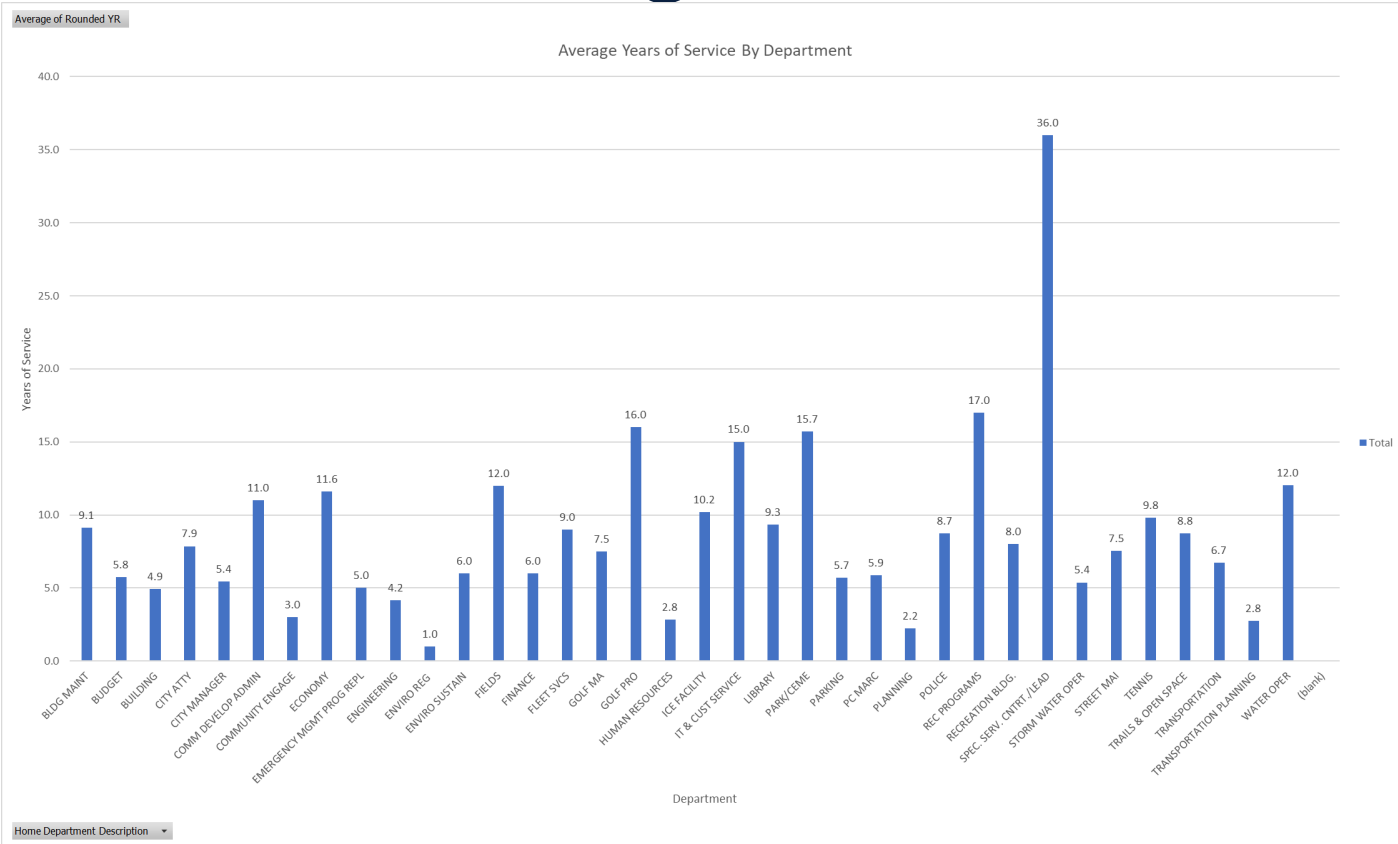
Current

| <u>Total Years of Service</u>          | <u>Hours Earned Per Month</u> | <u>Hours Earned Per Year</u> | <u>Days Earned Per Year</u> | <u>Maximum Accrual</u> |
|----------------------------------------|-------------------------------|------------------------------|-----------------------------|------------------------|
| <u>Less than 5 years</u>               | <u>8 hours</u>                | <u>80</u>                    | <u>10</u>                   | <u>192</u>             |
| <u>5 years but less than 10 years</u>  | <u>10 hours</u>               | <u>120</u>                   | <u>12</u>                   | <u>240</u>             |
| <u>10 years but less than 15 years</u> | <u>12 hours</u>               | <u>144</u>                   | <u>18</u>                   | <u>288</u>             |
| <u>15+ years</u>                       | <u>16 hours</u>               | <u>192</u>                   | <u>24</u>                   | <u>288</u>             |

Proposed

| <u>Total Years of Service</u>          | <u>Hours Earned Per Month</u> | <u>Hours Earned Per Year</u> | <u>Days Earned Per Year</u> | <u>Maximum Accrual</u> |
|----------------------------------------|-------------------------------|------------------------------|-----------------------------|------------------------|
| <u>Less than 5 years</u>               | <u>10 hours</u>               | <u>120</u>                   | <u>15</u>                   | <u>320</u>             |
| <u>5 years but less than 10 years</u>  | <u>12 hours</u>               | <u>144</u>                   | <u>18</u>                   | <u>320</u>             |
| <u>10 years but less than 15 years</u> | <u>14 hours</u>               | <u>168</u>                   | <u>21</u>                   | <u>320</u>             |
| <u>15 years but less than 20 years</u> | <u>18 hours</u>               | <u>216</u>                   | <u>27</u>                   | <u>320</u>             |
| <u>20+ years</u>                       | <u>20 hours</u>               | <u>240</u>                   | <u>30</u>                   | <u>320</u>             |

# Average Tenure



# Vacation Policy

A tool to recruit mid-career employees by crediting professional service into total years of service

Fiscally neutral in budgeting; vacation rollover accounted for in accounting accruals year to year.

Maintain hardship cash out.

Maintain cash out for resignation/retirement in good standing.

# Questions?





# 161 PARK AVENUE

## PLAT AMENDMENT

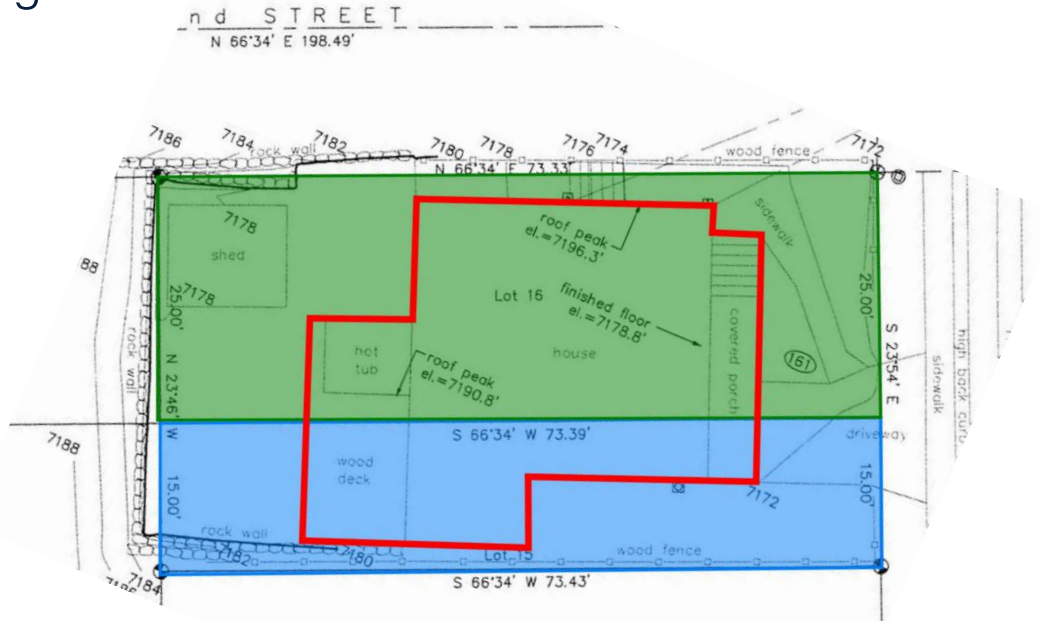
CITY COUNCIL  
DECEMBER 8, 2022  
PL-22-05346

PARK CITY  
1884



# BACKGROUND

- Landmark Historic Structure – Historic Sites Inventory
- Built circa 1887
- Sits on the Lot Line Common to Lots 15 and 16
- HR-1 Zoning District





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# SUMMARY

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On November 9, 2022, the Planning Commission reviewed the 161 Park Avenue Plat Amendment and forwarded a unanimous positive recommendation for City Council's consideration.



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# ANALYSIS

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- I. The proposed Plat Amendment complies with the Historic Residential (HR-1) Zoning District requirements.
  - Condition of Approval 6 – Plat shall note the Historic Structure and any new construction shall not exceed the Maximum Building Footprint of 1,244 sq. ft. (existing 935 sq. ft.)
  - Condition of Approval 7 – Any addition to the Historic Structure shall comply with the Lot Setbacks and cannot increase the non-conformity.
    - Front and Rear = 10 feet
    - Side = 5 feet each
  - Condition of Approval 8 – Any addition to the Historic Structure shall not exceed 27 feet

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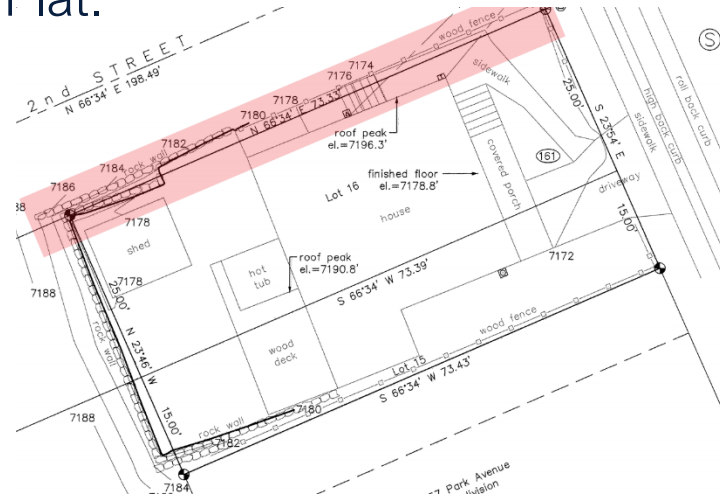
# ANALYSIS

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- II. Staff finds Good Cause for removing the Lot line common to Lots 15 and 16 because:
- A. The HR-1 Zoning Character is retained
- Preserves Historic Character
  - Encourages preservation of existing
  - Encourages construction compatible in character and scale
  - Supports General Plan (preserving integrity, mass, scale compatibility, of City's historic core—Goal 15)
  - Ensures the Historic Structure and any new construction does not exceed Maximum Building Footprint of 1,244 sq. ft.

# ANALYSIS

- II. Staff finds Good Cause for removing the Lot line common to Lots 15 and 16 because:
- B. No Public Street or ROW is vacated or amended.
- Condition of Approval 9 – Enter into an encroachment agreement with the City Engineer and record the agreement prior to recordation of Plat.
- C. No easement is vacated or amended.



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# ANALYSIS

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- III. The Development Review Committee met on September 6, 2022, reviewed the proposal, and did not identify any issues.

The Planning Department, Engineering Department, and City Attorney's Office reviewed this application.



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# NOTICE

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October 26, 2022

City's Website

Utah Public Notice Website

Property Notice

Courtesy Notice to Neighboring Properties (300 feet)

*Park Record Legal Notice*



# PUBLIC INPUT

Attached to the staff report as Exhibit E.



# RECOMMENDATION

(I) Review the proposed 161 Park Avenue Plat Amendment, (II) hold a public hearing, and consider approving Ordinance No. 2022-46, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval.







# White Pine Touring Parking Mitigation Plan

PARK CITY

1881



# Overflow Parking Area



# White Pine Touring Parking Plan



## Nordic Center Parking Plan Winter 2022-23

The White Pine Touring (WPT) center is open 7 days per week from November 19, 2022, until approximately the end of March 2023 depending on weather and snow conditions.

WPT Hosts thousands of visitors and locals every season for daily skiing, rentals, lessons, tours, and sales. WPT is celebrating its 50th Anniversary as a locally owned PC business and has successfully operated on the PC golf course for more than 30 years.

### ***Proposed Season Overflow Parking Schedule***

*We believe a simple and consistent use of the overflow parking area can balance neighborhood concerns and still provide a quality customer experience for recreationists.*

- White Pine is proposing the area be opened 10:00 a.m.-6:00 p.m. daily
- Parking will be for White Pine Touring customers only
- Parking will be signed for carpool use only (2 or more people)
- White Pine will 'open and close' the area daily, by placing a barricade across the entrance to help dissuade unapproved use
- PCMC will provide additional markers so parking does not expand beyond the 18 spaces
- PCMC will enforce the 'No Parking' when area the area is closed and ticket accordingly

### ***Adaptive Nordic Access***

The Thaynes Canyon area provides on-snow access for the Adaptive Nordic ski community. This includes sit-skiers and those who are visually impaired and participate in programs associated with the National Ability Center, the United States Paralympic team, and Shriner's Hospital.

- Three (3) parking spaces will be posted to accommodate Adaptive Nordic ski access programs daily – 9:00 a.m.-6:00 p.m.





# White Pine Touring Parking Plan

## ***Satellite Parking for Employees***

White Pine has coordinated a satellite area with limited employee parking. White Pine employees will not utilize the parking area along Thaynes Drive.

## ***Races and Special Events***

White Pine Touring Nordic Center has proudly hosted and sponsored Wasatch Citizens Series ski races for more than three decades. It is one of the longest-running and most successful cross-country ski race series in North America. White Pine has submitted a special event application for the December 31, 2022 Wasatch Citizens Series Race.

- White Pine is requesting approval to utilize the Thaynes Parking area for this event

## ***Monitoring, Coordination and Outreach***

White Pine is committed to working with PCMC staff to ensure coordination and compliance with any approved plan.

- PCMC and WPT staff will meet every two weeks throughout the winter to review any issues or logistics associated with the plan
- White Pine Touring will continue to provide outreach to their user base and programming which encourage the use of carpooling and public transportation
- Notify users who choose not to carpool to utilize the underground parking option
- Notify users to avoid parking or waiting on Thaynes Canyon Drive or within the adjacent neighborhood during pick up times as this creates traffic and safety concerns
- Notify users of other trailhead and access options, including the parking area on SR-224, Meadows Drive and the Farm
- WPT will contact city if there is a need to use the Thaynes area for heavy equipment maintenance, drop-off/pick-up and ensure any permits required will be obtained

## ***Winter Grooming and Operations***

Should the overflow area be considered as proposed, the area needs to be groomed daily to maintain a solid and safe surface throughout the season. If left unpacked or ungroomed, the area will not be feasible for use. Ability to provide this overflow option is provided in conjunction with previous operational changes with the intent to limit impacts on adjacent neighborhoods.



# White Pine Touring Parking Plan



## ***White Pine Touring Community Programs***

**Park City Nordic Ski Club Youth Program** | every Tuesday, Wednesday, Thursday, and some Friday afternoons, January-March, ~100 per day private vehicles (youth and coaches)

**YSA Get Out and Play/Activ8 Youth Program** | every Friday afternoon, January and February, ~35 per day bus and volunteers/coaches

**USA Nordic Ski Team** | as needed or requested – also resident athletes

**USA Paralympic Nordic Team** | as needed or requested – also resident athletes

**The Utah Nordic Alliance Youth Program** | as needed or requested

**University of Utah Nordic Ski Team** | 1-2x per week, December-March and as requested

**University of Utah TRAILS: Adaptive Nordic Program** | 1-2x per week Adaptive Nordic local and visiting skiers

**Solomon Fund** | four Sundays, January-March, Community partnership sponsored local families through Park City Community Foundation, WPT, and UOLF

**Continue Mission - Veterans Health Program** | Adaptive Nordic Veterans Group, Wednesdays, January-March

**USA Nordic Combined team** | 1-2x per week – also resident athletes

**Wasatch Citizens Series** | 35-year host site ~230 Athletes, 50% local youth

**Western USA IMD Youth Nordic Teams** | as requested (UT, ID, WY, CO)

**Park City Senior Center** | as needed – pass program

**Park City Betties Women's Nordic Ski Club** | 1-2x per week, December-March, ~60 per day private vehicle

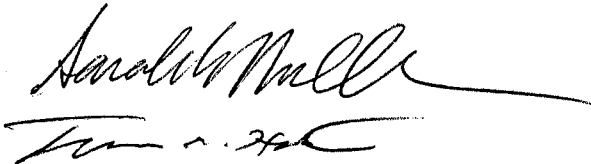
12/07/22

Dear Park City City Council,

We write in support of Whitepine Touring Center parking. Park City has marketed itself as a Mecca for winter sports. People visit and even relocate here to participate in winter sports including cross country skiing, one of the healthiest and least environmentally impactful winter sports there is. It seems it would be in Park City's best interest in serving the local community, school children, and visitors as well, to make as much parking available as possible. Even the proposed mitigation plan limits parking after 2pm which severely hampers parking for local skiers like us who want to get out and ski at the end of a work day.

We use the Whitepine Touring Center many times per week. This year, with parking limited as it is, we spend much more time driving around looking for a spot and sitting with the car idling, than we ever have in past years. Here is an example of how more parking would positively impact the local neighborhood: yesterday 12/6/22 I went to pick up Tom after his skiing. He wasn't quite finished and there was no parking, so I drove loops around the adjacent neighborhood until he was finished. No parking resulted in more traffic on neighborhood roads.

Sincerely,

The block contains two handwritten signatures. The first signature is in cursive and appears to read 'Sarah Millham'. The second signature is also in cursive and appears to read 'Tom Horton'.

Sarah Millham  
Tom Horton

3348 Buckboard Drive  
Park City, Utah 84098