



**PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
September 26, 2024**

The Council of Park City, Utah, will hold its regular meeting in person at the Marsac Municipal Building, City Council Chambers, at 445 Marsac Avenue, Park City, Utah 84060. Meetings will also be available online and may have options to listen, watch, or participate virtually. [Click here for more information.](#)

Zoom Link: <https://us02web.zoom.us/j/86240782041>

CLOSED SESSION - 2:30 p.m.

The Council may consider a motion to enter into a closed session for specific purposes allowed under the Open and Public Meetings Act (Utah Code § 52-4-205), including to discuss the purchase, exchange, lease, or sale of real property; litigation; the character, competence, or fitness of an individual; for attorney-client communications (Utah Code section 78B-1-137); or any other lawful purpose.

REGULAR MEETING - 5:30 p.m.

I. ROLL CALL

II. PRESENTATIONS

1. Consideration to Adopt Resolution 20-2024, a Resolution Proclaiming October 2024 as Domestic Violence Awareness Month
(A) Public Input (B) Action

III. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments

Staff Communications Reports

1. June Sales Tax Report
2. Park City Needs-Based Childcare Scholarship Update
3. Re-Create 248: Transit Study Project Charter Update
4. Winter 2024-25 Court Allocation Plan for Tennis and Pickleball
5. Electric Bike Updates
6. Howl-o-Ween On Main Update

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

V. CONSIDERATION OF MINUTES

1. Consideration to Approve the City Council Meeting Minutes from September 5, 2024

VI. CONSENT AGENDA

1. Request to Authorize the City Manager to Enter into a Master Lease in a Form Approved by the City Attorney's Office with CP CANYONS WFH, LLC, Not to Exceed \$200,000 per year for Two Years with an Additional Option Year to Guarantee the Availability of 24 Beds at the CVMA Housing Project Located at 1823 Ozzy Way, Park City, Utah
2. Request to Authorize the City Manager to Execute a 2nd Amendment with MC Contractors, LLC, for Gordo Remediation Excavation Services, in a Form Approved by the City Attorney's Office, Not to Exceed \$329,533 for a Total Contract Amount not to Exceed \$1,245,208

VII. OLD BUSINESS

1. Consideration to Approve Ordinance 2024-18, an Ordinance Adopting an Adjusted Budget for FY 2025 for Park City Municipal Corporation
(A) Public Hearing (B) Action
2. Consideration to Authorize the City Manager to Execute an Agreement with Calvin L. Wadsworth Construction Company, LLC., in a Form Approved by the City Attorney's Office, Not to Exceed \$1,500,000 to Reconstruct Portions of the Marsac Retaining Wall
(A) Public Input (B) Action

VIII. NEW BUSINESS

1. Consideration to Adopt Resolution No. 21-2024, a Resolution Adopting the Park City Municipal Corporation Bicycle and Pedestrian Plan
(A) Public Input (B) Action

IX. ADJOURNMENT

X. PARK CITY REDEVELOPMENT AGENCY MEETING

XI. ROLL CALL

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

XIII. NEW BUSINESS

1. Consideration to Approve Resolution RDA 03-2024, a Resolution Adopting an Adjusted Budget for FY 2025 for Park City Redevelopment Agency
(A) Public Hearing (B) Action

XIV. ADJOURNMENT

XV. PARK CITY MUNICIPAL BUILDING AUTHORITY MEETING

XVI. ROLL CALL

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

XVIII. NEW BUSINESS

1. Consideration to Approve Resolution MBA 03-2024, a Resolution Adopting an Adjusted Budget for FY 2025 for Park City Municipal Building Authority
(A) Public Hearing (B) Action

XIX. ADJOURNMENT

A majority of City Council members may meet socially after the meeting. If so, the location will be announced by the Mayor. City business will not be conducted. Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the City Recorder at 435-615-5007 at least 24 hours prior to the meeting.

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



City Council Staff Report

Subject: Domestic Violence Awareness Month

Author: Michelle Kellogg

Department: Executive

Date: September 26, 2024

Summary Recommendation

At the request of the Council, approve a resolution proclaiming October 2024 as Domestic Violence Awareness Month in Park City. Peace House is a sponsor of the proclamation. It empowers, educates, supports, and shelters victims of family violence and abuse. The Peace House provides a continuum of care for victims and their children to seek safety and work toward healing and independence. Peace House provides life-saving and life-changing support, helping those affected by abuse not only survive, but truly thrive. Peace House is proud to serve Summit and Wasatch counties for 28 years.

Background

Domestic violence does not discriminate. It touches all communities regardless of age, race, disability, gender identity or socioeconomic status. In FY2024, Peace House provided services and support to 203 Park City residents affected by domestic violence, including emergency shelter, transitional housing, therapy, case management, and legal advocacy.

Research shows that by creating communities where people are connected, supportive and care for one another, there are fewer incidents of domestic violence. Supporting Domestic Violence Awareness Month could help increase awareness of services for domestic violence victims, including therapeutic, legal, educational, housing, advocacy, and medical services, and will also provide relevant community programming in Summit County.

Exhibit

A – Domestic Violence Resolution



Resolution 20-2024

Resolution Proclaiming October 2024 as Domestic Violence Awareness Month

Whereas, domestic violence remains a pervasive issue across Park City, Summit County, Utah, the United States, and the world with implications for personal and community health; and

Whereas, domestic violence does not discriminate, touching all communities regardless of age, race, disability, gender identity, or socioeconomic status; and

Whereas, in Utah, 1 in 3 women and 1 in 5 men are physically abused by an intimate partner; and

Whereas, in Utah, 42% of adult homicides are domestic violence-related; and

Whereas, in 2023 Park City Police Department responded to 81 domestic violence and family fight calls; and

Whereas, in FY 2024 Peace House, provided 203 citizens of Park City with lifesaving and life-changing support including emergency shelter, transitional housing, legal advocacy, case management, clinical counseling, healthcare, and child advocacy services; and

Whereas, research shows that by creating communities where people are connected, supportive, and care for one another, there are fewer incidents of domestic violence; and

Whereas, every day in Park City individuals and organizations play a part in supporting people impacted by domestic violence, by providing services including therapeutic, legal, educational, housing, advocacy, and medical services; and

NOW, Therefore, Be It Resolved that Park City Mayor Nann Worel and the Park City Council on behalf of all residents of Park City do hereby proclaim October 2024 as Domestic Violence Awareness Month.

We invite the community to take action by acknowledging the various community resources and activities that help shed light on this insidious epidemic that many of our friends, families, and community members experience.

We ask that you “Be the Light” in dark times for those individuals by highlighting their strength, hope and resiliency. Together, we can make a difference and “Spark Change” in Park City and Summit County.

PASSED AND ADOPTED this 26th day of September, 2024.

PARK CITY MUNICIPAL CORPORATION

Nann Worel, Mayor

Attest:

Michelle Kellogg, City Recorder

Approved as to form:

Margaret Plane, City Attorney



Staff Communication

Subject: June Sales Tax Report
Author: Budget Team
Department: Budget
Date: September 26, 2024

June Sales Tax Update

Park City's economy experienced a very slight decline in June sales tax revenue compared to the previous fiscal year. The City's sales taxes, excluding Transit and Transient Room taxes, fell by a very modest 2.5% (-\$53,579) compared to June 2023. Transit sales taxes saw a slightly smaller decrease of 2.2% (-\$14,801), while Transient Room taxes had the smallest decline, down by 0.92% (-\$1,590).

This decline contributed to a 3% (\$35,969) reduction in the city's general fund sales tax revenues compared to June 2023. Despite this decrease, our conservative projection and forecasting principles have kept us on track, with General Fund sales tax revenues 4.5% (\$880,625) above the City's cumulative year-to-date budget and 2.7% (\$531,851) higher than the year-to-date actuals from last year.

It is important to remember that June is a relatively small month overall with regard to sales tax revenue collections, and several positive economic factors took place. For example, hotel occupancy rates remained steady compared to last year, and visitor cell phone data indicated a 9% increase in overall activity. A potential factor for the unexpected decrease in June tax revenue could be the 12% reduction in the number of tax filers.

A decline in tax filers is somewhat common and is not necessarily an indicator of fewer businesses. Each month, there are variances in which taxing entities file their taxes. For example, in May of this year, there was a 24% increase in taxing entities from the previous year.

Despite the dip in June, the fiscal year ends on a strong positive note: overall sales tax revenue rose by 2.8% (\$1,317,193) year over year.

Looking ahead, we will continue collaborating with the PC Chamber of Commerce to regularly assess a range of global, national, and local economic indicators, including consumer spending patterns and tourism activity. This ongoing analysis will help ensure that our FY25 budget and revenue forecasts align with current economic trends.

Exhibit A: FY24 June Sales Tax

June Sales Tax Update





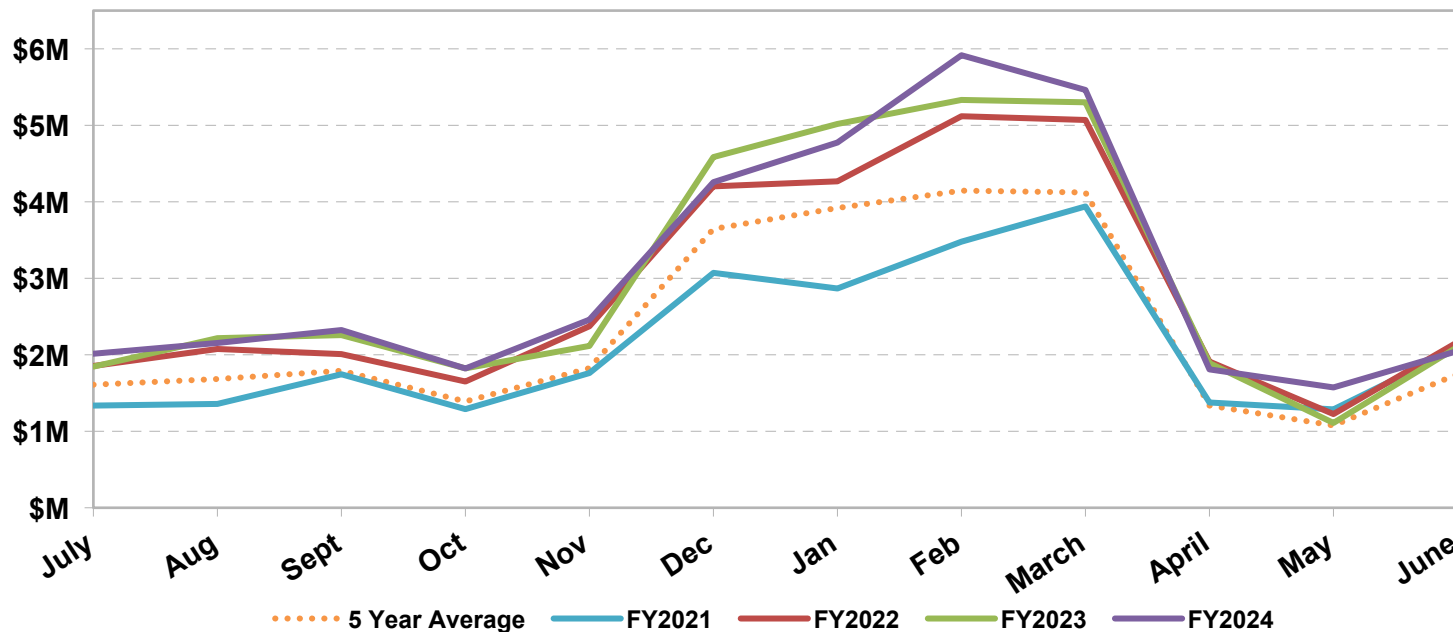
Citywide

PARK CITY

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Sales Tax Revenues through June



- Sales Taxes excluding TRT and Transit Sales Tax -2.5% vs. June FY23
- Transit Sales Tax -2.2% vs. June FY23
- TRT -0.92% vs. June FY23



General Fund

Sales Tax Summary – General Fund

General Fund - Sales Tax Summary - Monthly

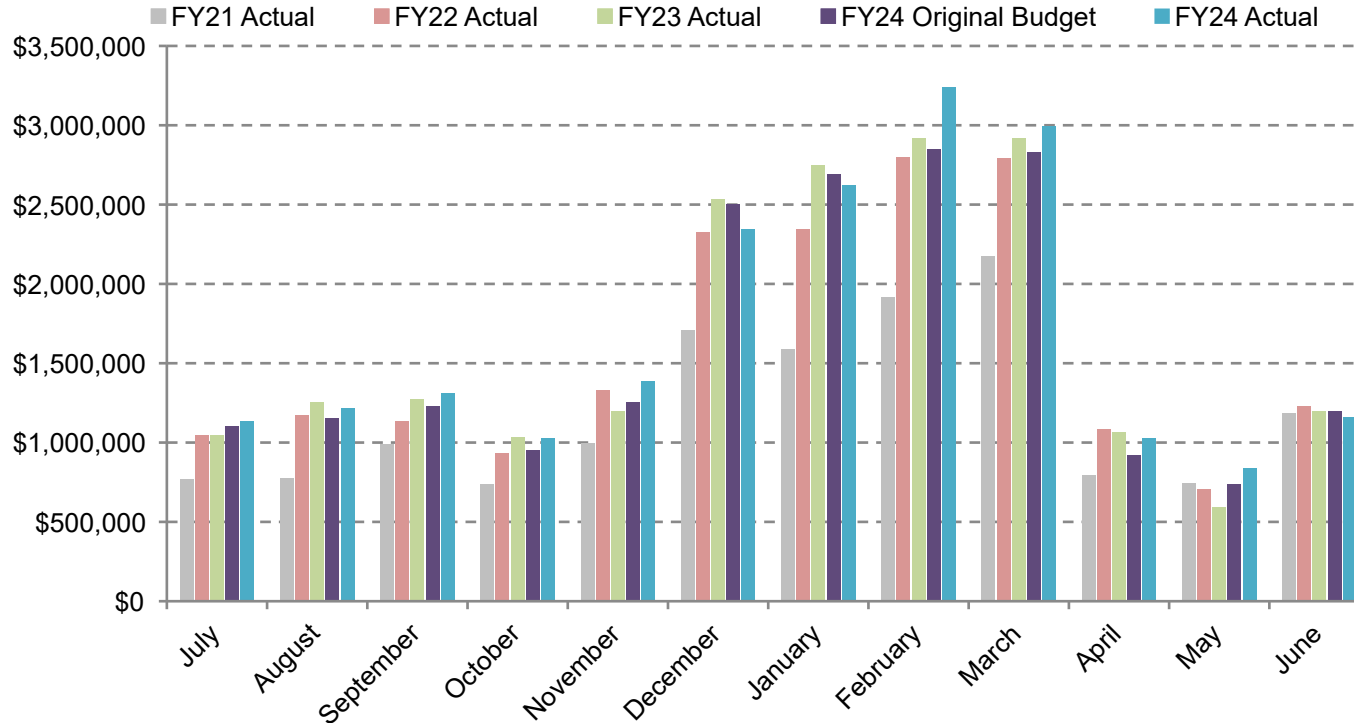
Month	FY21 Actual	FY22 Actual	FY23 Actual	FY24 Original Budget	FY24 Actual	FY24 v FY23, % Variance
July	\$767,523	\$1,047,907	\$1,046,389	\$1,104,701	\$1,135,532	8.5%
August	\$777,490	\$1,171,314	\$1,251,903	\$1,155,754	\$1,216,142	-2.9%
September	\$991,597	\$1,132,565	\$1,274,032	\$1,229,799	\$1,308,072	2.7%
October	\$735,086	\$933,913	\$1,034,057	\$954,474	\$1,030,019	-0.4%
November	\$995,487	\$1,327,690	\$1,195,346	\$1,253,138	\$1,385,504	15.9%
December	\$1,709,314	\$2,326,097	\$2,534,848	\$2,502,995	\$2,345,693	-7.5%
January	\$1,587,251	\$2,345,867	\$2,747,945	\$2,690,939	\$2,621,477	-4.6%
February	\$1,915,684	\$2,797,934	\$2,918,323	\$2,846,745	\$3,239,469	11.0%
March	\$2,175,133	\$2,789,466	\$2,914,949	\$2,830,360	\$2,995,059	2.7%
April	\$792,166	\$1,086,580	\$1,065,205	\$917,717	\$1,027,640	-3.5%
May	\$742,106	\$707,914	\$594,757	\$738,461	\$840,965	41.4%
June	\$1,186,465	\$1,228,604	\$1,194,996	\$1,198,892	\$1,159,027	-3.0%
Total	\$14,375,301	\$18,895,853	\$19,772,750	\$19,423,976	\$20,304,601	2.7%

General Fund - Sales Tax Summary - Cumulative

Month	FY21 Actual	FY22 Actual	FY23 Actual	FY24 Original Budget	FY24 Actual	FY24 v FY23, % Variance
July	\$767,523	\$1,047,907	\$1,046,389	\$1,104,701	\$1,135,532	8.5%
August	\$1,545,014	\$2,219,221	\$2,298,293	\$2,260,455	\$2,351,675	2.3%
September	\$2,536,611	\$3,351,787	\$3,572,325	\$3,490,254	\$3,659,747	2.4%
October	\$3,271,697	\$4,285,700	\$4,606,381	\$4,444,727	\$4,689,766	1.8%
November	\$4,267,183	\$5,613,390	\$5,801,728	\$5,697,865	\$6,075,271	4.7%
December	\$5,976,497	\$7,939,487	\$8,336,576	\$8,200,861	\$8,420,963	1.0%
January	\$7,563,748	\$10,285,355	\$11,084,521	\$10,891,800	\$11,042,441	-0.4%
February	\$9,479,432	\$13,083,289	\$14,002,844	\$13,738,545	\$14,281,909	2.0%
March	\$11,654,565	\$15,872,754	\$16,917,793	\$16,568,906	\$17,276,969	2.1%
April	\$12,446,731	\$16,959,335	\$17,982,997	\$17,486,623	\$18,304,609	1.8%
May	\$13,188,836	\$17,667,248	\$18,577,754	\$18,225,084	\$19,145,574	3.1%
June	\$14,375,301	\$18,895,853	\$19,772,750	\$19,423,976	\$20,304,601	2.7%

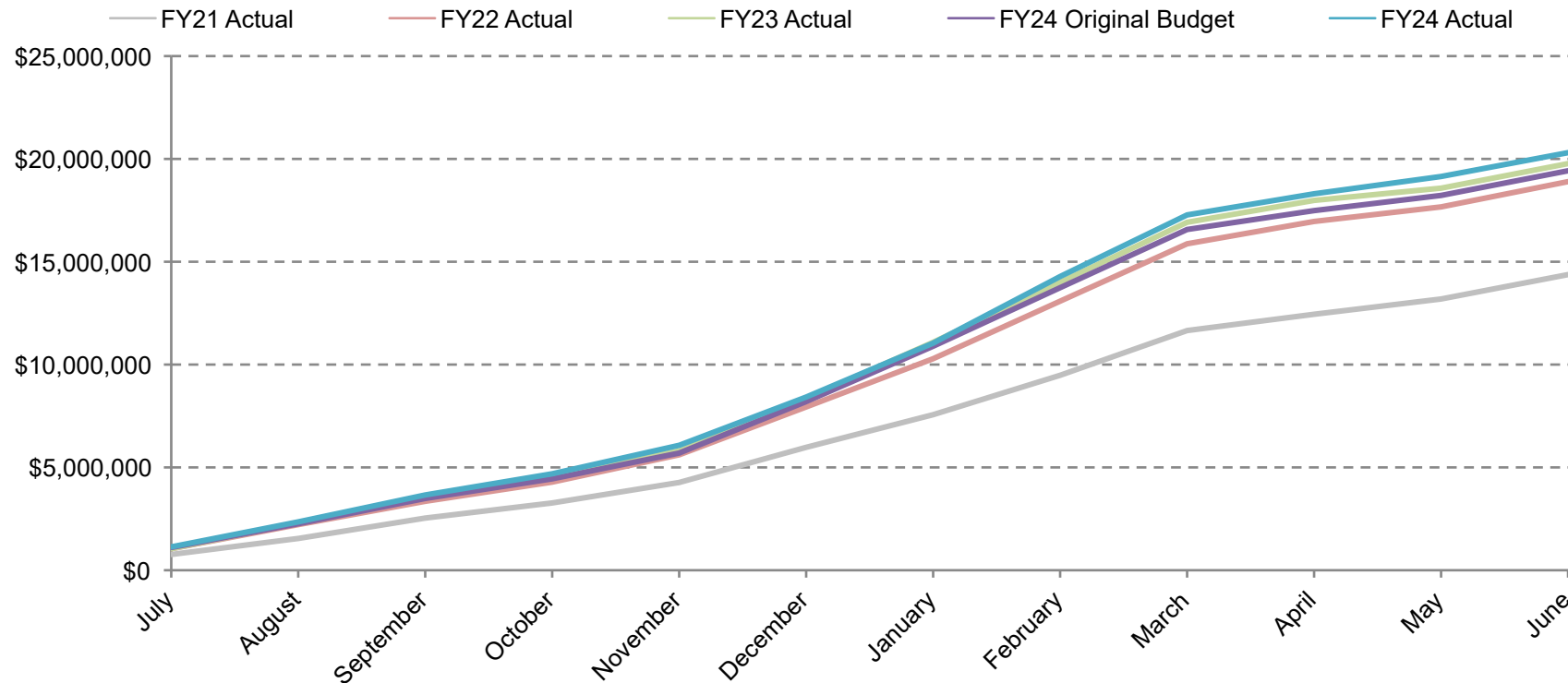
Sales Tax Summary – General Fund

General Fund Historical Sales Tax Revenues & Budgets Over Time by Month



Sales Tax Summary – General Fund

General Fund - FY24 Cumulative Annual Sales Tax Revenues Through Different Lenses





Capital Fund

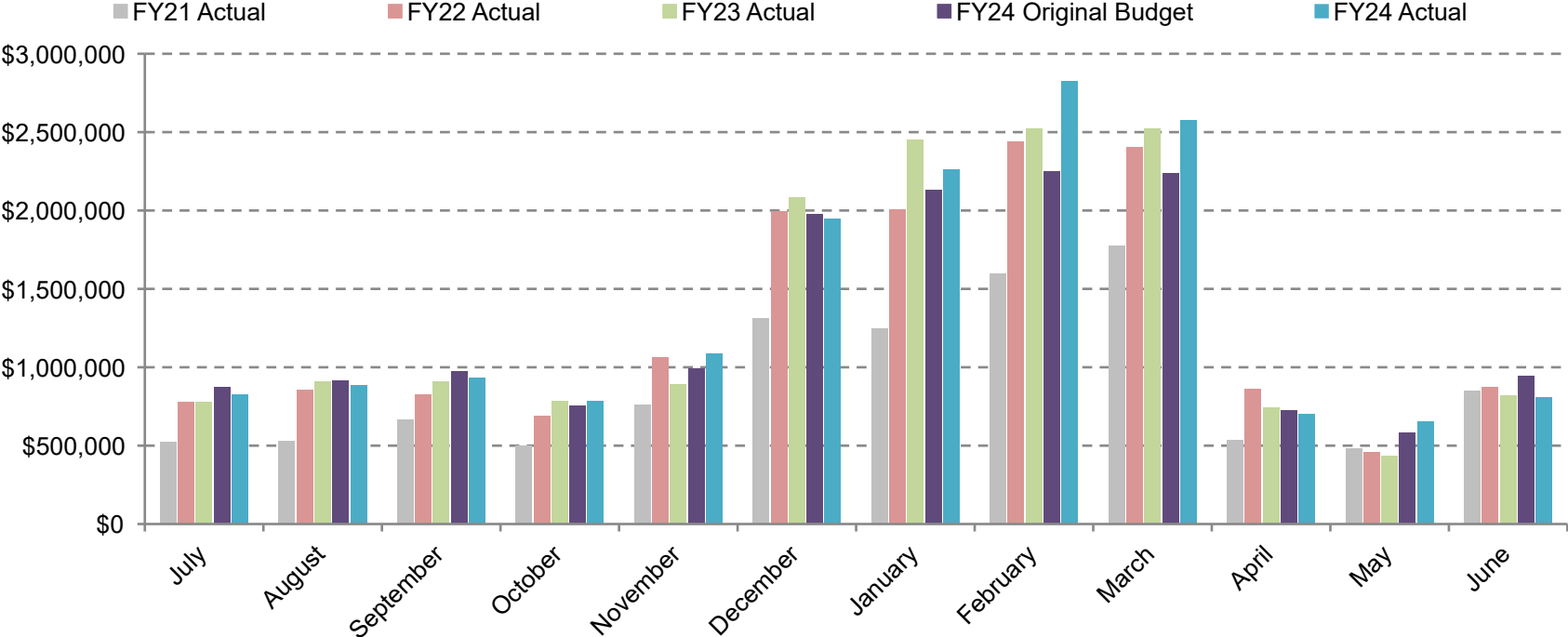
Sales Tax Summary – Capital Fund

Capital Fund - Sales Tax Summary - Monthly						
Month	FY21 Actual	FY22 Actual	FY23 Actual	FY24 Original Budget	FY24 Actual	FY23 v FY24 % Variance
July	\$522,650	\$780,132	\$781,125	\$874,360	\$829,804	6.2%
August	\$529,137	\$855,278	\$912,695	\$914,768	\$886,006	-2.9%
September	\$666,174	\$829,049	\$908,812	\$973,374	\$932,445	2.6%
October	\$502,670	\$694,081	\$783,529	\$755,457	\$785,353	0.2%
November	\$760,386	\$1,065,376	\$890,056	\$991,847	\$1,089,951	22.5%
December	\$1,313,631	\$1,996,471	\$2,082,759	\$1,981,096	\$1,949,295	-6.4%
January	\$1,246,723	\$2,009,355	\$2,452,052	\$2,129,852	\$2,262,573	-7.7%
February	\$1,601,025	\$2,443,664	\$2,525,462	\$2,253,171	\$2,827,255	11.9%
March	\$1,775,065	\$2,403,776	\$2,523,645	\$2,240,202	\$2,579,859	2.2%
April	\$535,486	\$861,933	\$747,250	\$726,364	\$701,937	-6.1%
May	\$485,197	\$458,895	\$437,932	\$584,485	\$657,542	50.1%
June	\$852,122	\$874,901	\$823,927	\$948,912	\$809,776	-1.7%
Total	\$10,790,265	\$15,272,911	\$15,869,245	\$15,373,887	\$16,311,796	2.8%

Capital Fund - Sales Tax Summary - Cumulative						
Month	FY21 Actual	FY22 Actual	FY23 Actual	FY24 Original Budget	FY24 Actual	FY23 v FY24 % Variance
July	\$522,650	\$780,132	\$781,125	\$874,360	\$829,804	6.2%
August	\$1,051,787	\$1,635,410	\$1,693,821	\$1,789,128	\$1,715,810	1.3%
September	\$1,717,961	\$2,464,459	\$2,602,633	\$2,762,502	\$2,648,254	1.8%
October	\$2,220,631	\$3,158,539	\$3,386,163	\$3,517,958	\$3,433,607	1.4%
November	\$2,981,017	\$4,223,915	\$4,276,219	\$4,509,805	\$4,523,558	5.8%
December	\$4,294,649	\$6,220,386	\$6,358,977	\$6,490,901	\$6,472,854	1.8%
January	\$5,541,371	\$8,229,741	\$8,811,029	\$8,620,753	\$8,735,427	-0.9%
February	\$7,142,396	\$10,673,406	\$11,336,491	\$10,873,924	\$11,562,682	2.0%
March	\$8,917,460	\$13,077,182	\$13,860,136	\$13,114,127	\$14,142,541	2.0%
April	\$9,452,946	\$13,939,115	\$14,607,386	\$13,840,491	\$14,844,478	1.6%
May	\$9,938,143	\$14,398,010	\$15,045,318	\$14,424,976	\$15,502,020	3.0%
June	\$10,790,265	\$15,272,911	\$15,869,245	\$15,373,887	\$16,311,796	2.8%

Sales Tax Summary – Capital Fund

Capital Fund
Historical Sales Tax Revenues & Budgets Over Time by Month

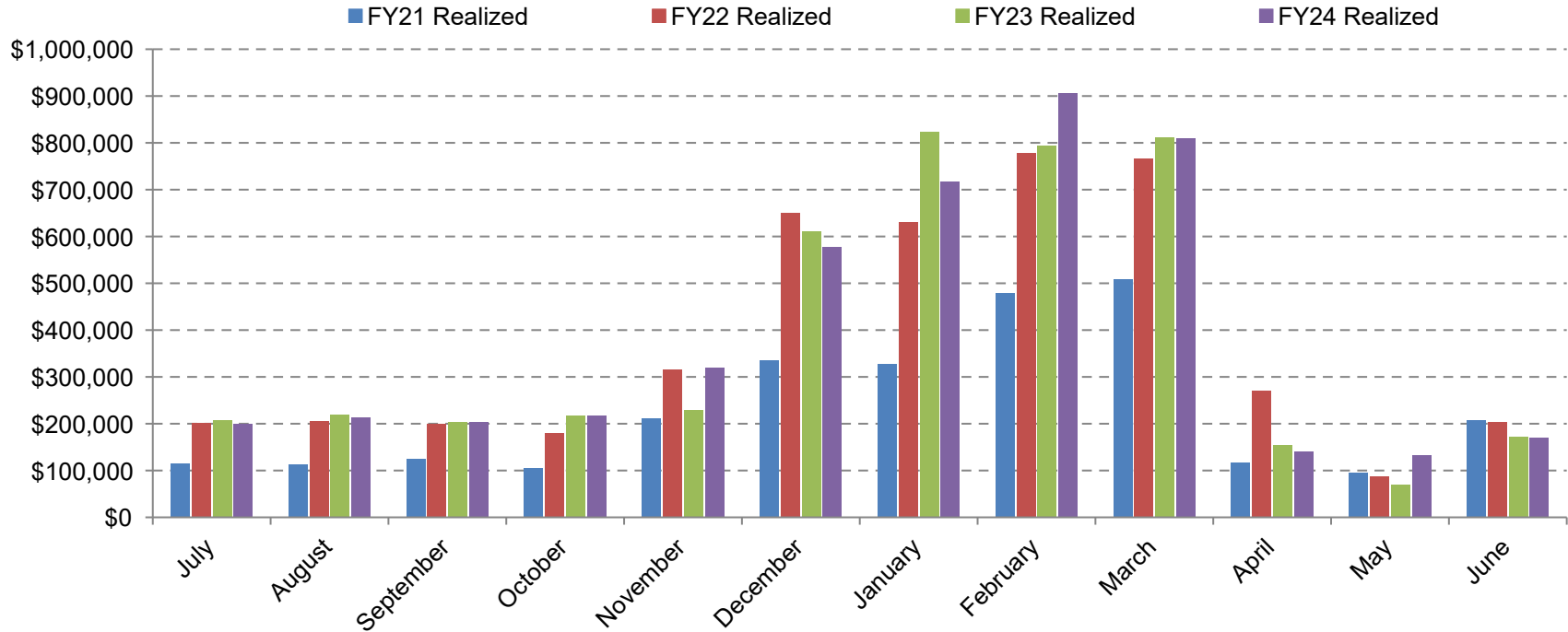


Sales Tax Summary – Transient Room Tax

Transient Room Tax						
Monthly	FY21 Realized	FY22 Realized	FY23 Realized	FY24 Realized	FY24 vs. FY23, \$ Variance	FY24 vs. FY23, % Variance
July	\$114,918	\$201,780	\$207,936	\$199,624	(\$8,312)	-4.00%
August	\$112,872	\$206,192	\$219,874	\$212,683	(\$7,191)	-3.27%
September	\$125,348	\$200,321	\$203,178	\$203,721	\$543	0.27%
October	\$104,921	\$179,897	\$217,406	\$217,701	\$296	0.14%
November	\$210,795	\$315,172	\$229,493	\$319,441	\$89,948	39%
December	\$336,374	\$650,240	\$611,583	\$577,710	(\$33,873)	-6%
January	\$328,467	\$630,062	\$823,076	\$717,139	(\$105,938)	-13%
February	\$479,315	\$778,153	\$793,379	\$906,424	\$113,045	14%
March	\$509,063	\$767,199	\$811,367	\$809,258	(\$2,109)	-0.3%
April	\$116,391	\$270,230	\$154,497	\$141,257	(\$13,240)	-8.6%
May	\$94,854	\$87,896	\$69,124	\$132,111	\$62,987	91.1%
June	\$208,432	\$203,021	\$172,713	\$171,123	(\$1,590)	-0.92%
Total	\$2,741,751	\$4,490,163	\$4,513,625	\$4,608,192	\$94,567	2.10%

Sales Tax Summary – Transient Room Tax

Transient Room Tax Historical Revenues Over Time by Month





Transportation Fund

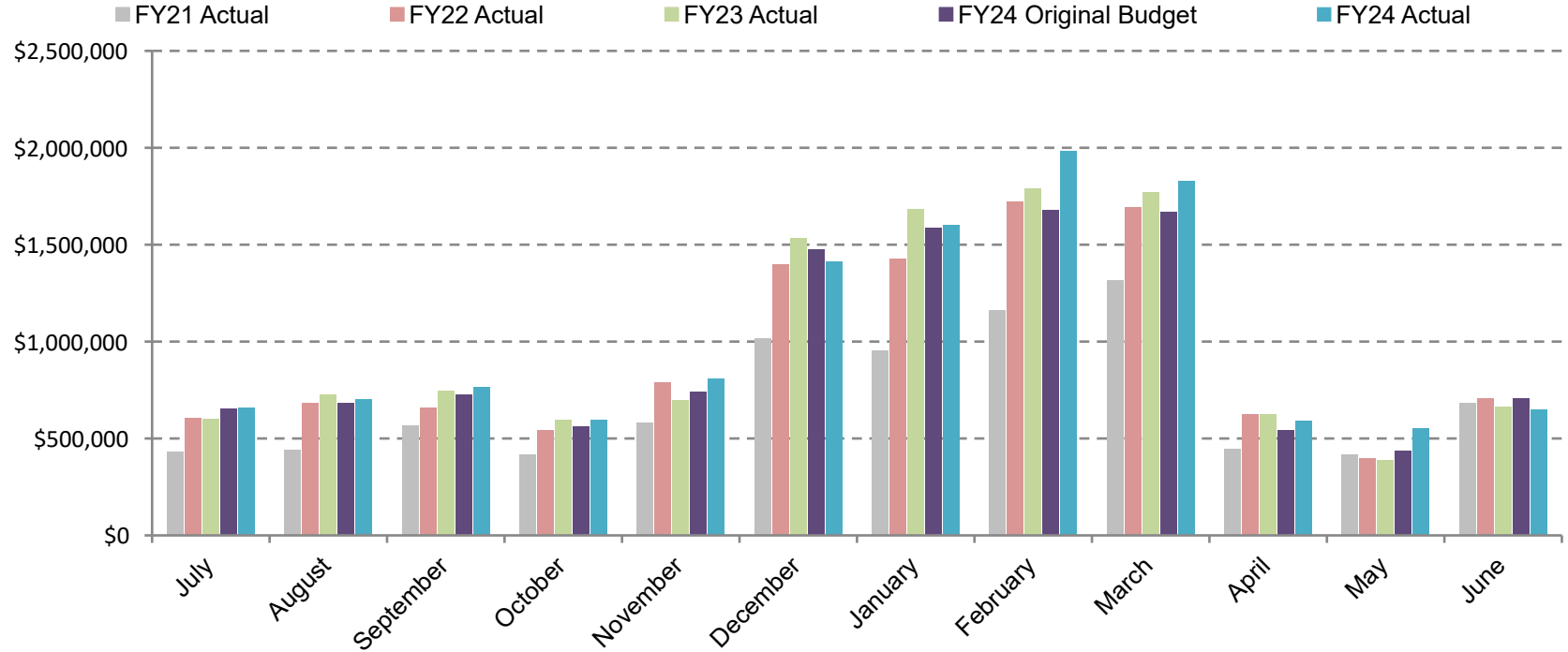
Sales Tax Summary – Transportation Fund

Transportation Fund - Sales Tax Summary - Monthly						
Month	FY21 Actual	FY22 Actual	FY23 Actual	FY24 Original Budget	FY24 Actual	FY23 v FY24 % Variance
July	\$431,048	\$608,068	\$602,675	\$652,677	\$661,242	9.7%
August	\$441,580	\$684,973	\$725,764	\$682,840	\$704,641	-2.9%
September	\$570,321	\$658,907	\$745,081	\$726,587	\$764,144	2.6%
October	\$419,670	\$543,457	\$597,809	\$563,920	\$598,531	0.1%
November	\$583,067	\$789,506	\$697,635	\$740,376	\$810,870	16.2%
December	\$1,019,746	\$1,398,686	\$1,534,675	\$1,478,814	\$1,414,574	-7.8%
January	\$955,215	\$1,429,096	\$1,684,835	\$1,589,855	\$1,602,769	-4.9%
February	\$1,164,026	\$1,723,761	\$1,789,446	\$1,681,908	\$1,985,796	11.0%
March	\$1,316,569	\$1,695,248	\$1,773,311	\$1,672,227	\$1,830,842	3.2%
April	\$446,180	\$626,520	\$623,780	\$542,204	\$591,697	-5.1%
May	\$416,661	\$398,109	\$387,835	\$436,296	\$555,334	43.2%
June	\$684,361	\$709,106	\$665,815	\$708,327	\$651,013	-2.2%
Total	\$8,448,444	\$11,265,438	\$11,828,660	\$11,476,031	\$12,171,452	2.9%

Transportation Fund - Sales Tax Summary - Cumulative						
Month	FY21 Actual	FY22 Actual	FY23 Actual	FY24 Original Budget	FY24 Actual	FY23 v FY24 % Variance
July	\$431,048	\$608,068	\$602,675	\$652,677	\$661,242	9.7%
August	\$872,628	\$1,293,041	\$1,328,439	\$1,335,517	\$1,365,883	2.8%
September	\$1,442,949	\$1,951,949	\$2,073,520	\$2,062,104	\$2,130,027	2.7%
October	\$1,862,619	\$2,495,405	\$2,671,329	\$2,626,024	\$2,728,558	2.1%
November	\$2,445,687	\$3,284,912	\$3,368,963	\$3,366,400	\$3,539,428	5.1%
December	\$3,465,433	\$4,683,598	\$4,903,638	\$4,845,215	\$4,954,002	1.0%
January	\$4,420,648	\$6,112,694	\$6,588,472	\$6,435,070	\$6,556,770	-0.5%
February	\$5,584,674	\$7,836,455	\$8,377,918	\$8,116,977	\$8,542,566	2.0%
March	\$6,901,243	\$9,531,703	\$10,151,230	\$9,789,205	\$10,373,408	2.2%
April	\$7,347,422	\$10,158,223	\$10,775,009	\$10,331,408	\$10,965,105	1.8%
May	\$7,764,084	\$10,556,332	\$11,162,845	\$10,767,704	\$11,520,439	3.2%
June	\$8,448,444	\$11,265,438	\$11,828,660	\$11,476,031	\$12,171,452	2.9%

Sales Tax Summary – Transportation Fund

Transportation Fund Historical Sales Tax Revenues & Budgets Over Time by Month





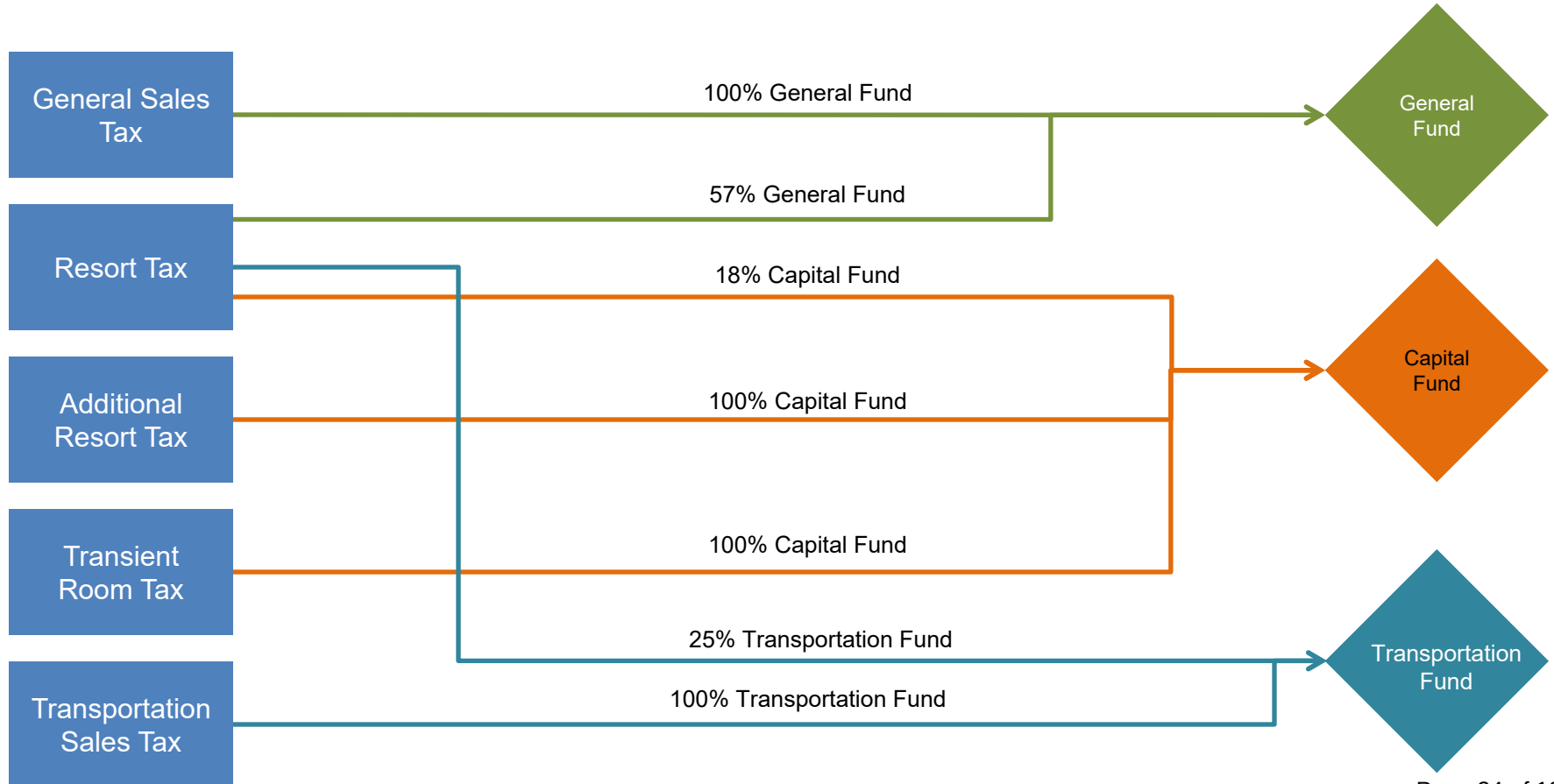
Appendix

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Where Do Our Sales Taxes Go?



City Council Staff Report



Subject: Childcare Needs-Based Scholarship Program
Author: Michelle Downard
Department: Executive
Date: September 26, 2024

Summary

Review a programmatic performance update on the Childcare Needs-Based Scholarship Program created in 2024 by PCMC.

Scholarships have been provided consistent with the Council's intent to support lower-income Park City households and the workforce with young children. The Program has directly increased DWS Childcare Assistance participation and approved 80 PCMC household scholarships with 92 children enrolled.

Background

After careful consideration ([November 17, 2022](#), [May 11, 2023](#), [May 25, 2023](#), [June 1, 2023](#)), the City Council made a one-time \$1,000,000 allocation ([June 22, 2023](#)) to create a needs-based childcare assistance program in FY24. A working group was established to recommend program criteria reflective of previous City Council policy discussions and using an [Early Childhood Alliance Assessment](#).

Additional public policy discussions took place on [July 27, 2023](#), [August 22, 2023](#), [October 26, 2023](#), [November 16, 2023](#), and [November 30, 2023](#), and the City Council approved a Funding Administrator contract with [Upwards](#).

On [March 14, 2024](#), and [May 16, 2024](#), the Council received an update on the communications campaign, application status, scholarships awarded, and onboarded childcare providers. Challenges included coordinating scholarships with other childcare subsidies and initial scholarship calculations. In general, the initially awarded scholarship amounts were modest and gradually increased until a substantial jump due to the start of the school year.

Analysis

In March 2021, the American Rescue Plan provided \$24 billion in funding to the childcare industry. Stabilization funds formally expired on September 30, 2023. During the 2023 calendar year, 17 childcare providers in Summit County received \$2,000,038 of federal childcare stabilization. In October 2023, ongoing childcare stabilization payments were reduced by 50% and end September 2024.

Summit County

On June 3, 2024, the Summit County Childcare Program was launched, funded by [Summit County's \\$130,000 allocation](#). PCMC collaborated with Summit County to help

them access Upwards, allowing area residents one program administrator. Like Park City, Summit County retains the right to adjust the programmatic and qualifying scholarship criteria to distribute county funds. However, thus far, the County program has mirrored the City's for county residents and workforce (but not duplicate scholarships). The Park City Community Foundation generously agreed to pay for the administration fee for Upwards.

Park City Childcare Scholarships

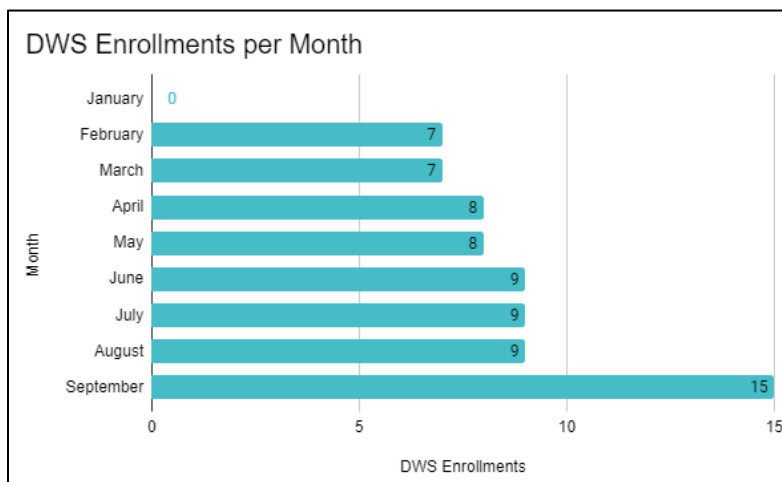
PCMC's communication campaign continues and includes the Park City Newsletter and social media platforms, with additional support from the PC School District, local childcare providers, numerous nonprofits, and the PC Chamber of Commerce.

Upwards established a [website](#) to process scholarship applications. In addition, as a supplement, [PCMC](#) and the [Park City Community Foundation](#) established websites about the Program and directed applicants to the Upwards website to apply.

Since January 1, 2024, the launch involved some early successes, challenges, and lessons learned. However, we have established a solid program that supports households needing affordable childcare.

Households identified as potentially eligible must apply for DWS Childcare Assistance, which is funded by Federal, State, Local Municipality, and other local sources. The Program has directly increased participation in DWS Childcare Assistance.

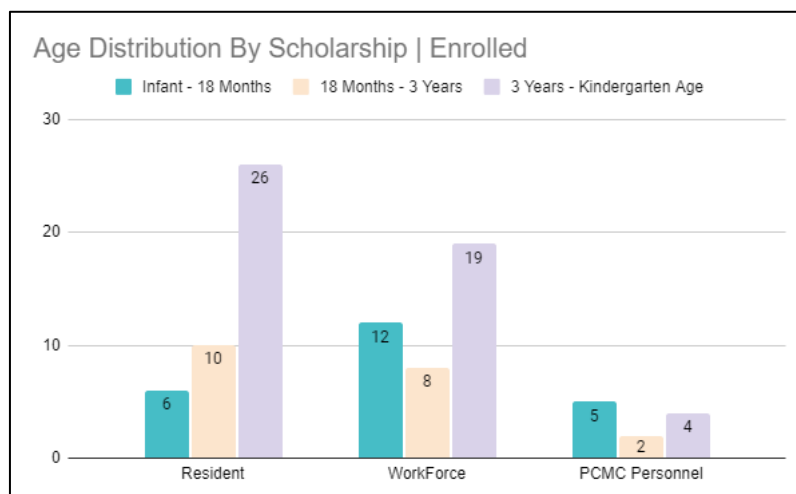
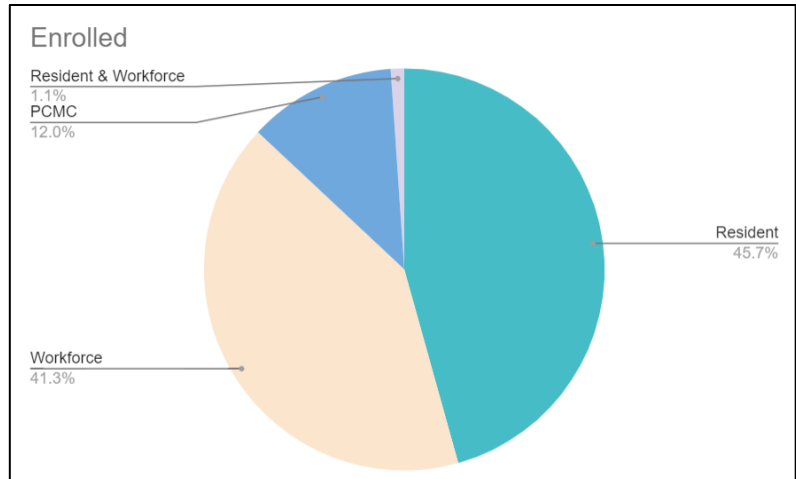
The Program does not regulate how support is provided from other sources. For example, local childcare providers who offer scholarships or subsidies have been asked to consider providing support in a manner complementary to the Program, allowing households to benefit from participating while still requiring the household to contribute to the cost of childcare.



As of September 13, 2024, 27 participating childcare providers were awarded Park City scholarships to 80 households, with 92 children enrolled! Scholarships are awarded to 42 Park City residents, 38 Park City workforce, 1 Park City resident and workforce, and 11 PCMC employee children. Additional Park City scholarship data is provided below.

Participating Providers

27 Childcare providers participate in the program: Alpine Adventures Academy I, Alpine Adventures Academy II, Holy Cross Ministries, Deer Valley Childcare, Little Adventures Children's Center, Love and Learning, Stepping Stones, PC Tots, PC Tots Too, Thriving Day Academy, Back to Basics, Small World Center, South Davis Hospital Child Care Center, Little Miners Montessori, Creekside Kids, Peek Program, Mountain Sprouts Children's Center, Lil Oaklies Childcare, Jeremy Ranch Elementary Preschool, McPolin Elementary Preschool, Parley's Park Elementary Preschool, Trailside Elementary Preschool, Jeremy Ranch Elementary After School Program, McPolin Elementary After School Program, Parley's Park Elementary After School Program, and Trailside Elementary After School Program.

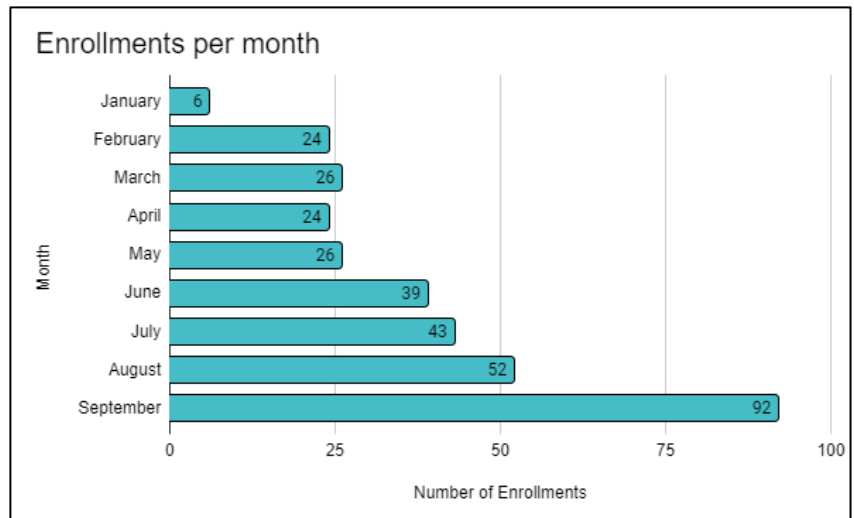


172 Applications Received

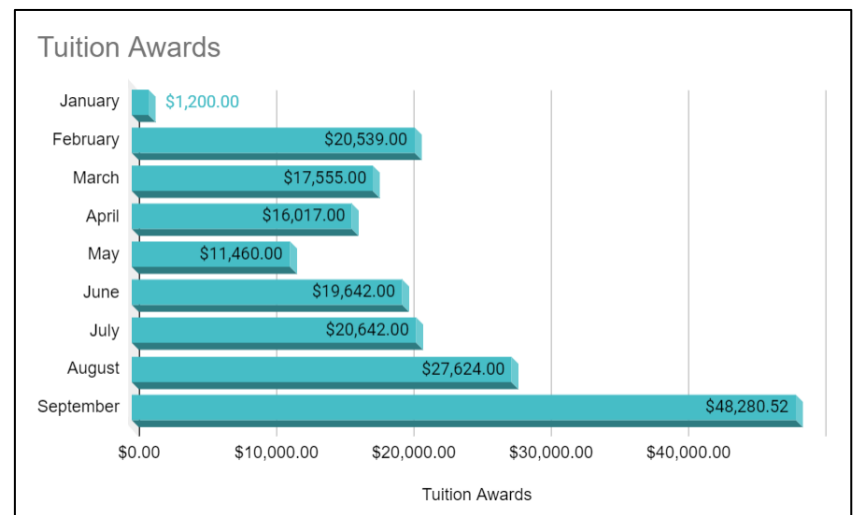
- 13 PCMC (11 Children Enrolled, 1 withdrew from childcare, 1 non-participating provider, 2 unresponsive)
- 18 Denied (8 Exceed the AMI, 4 Live and work outside Summit County, 4 Providers outside Summit County, 2 Unborn Children)
- 8 No Childcare Placement
- 2 Withdrew Application
- 3 Unresponsive after informed of their 10%
- 4 in Progress for McPolin Preschool
- 1 in progress for Trailside Preschool
- 2 in progress for Holy Cross Ministries
- 41 Incomplete (Missing Documentation or Unresponsive)
- 80 Applications Approved (92 children enrolled)

Scholarships Awarded

As anticipated, scholarships increased in September in correlation with the start of the new school year and the opening of the PCSD Preschool. As of September 13, 2024, \$182,960 in scholarships were distributed to qualified households, leaving \$817,040 of the allocated \$1,000,000 still available for distribution.



When the Program was established, based on the uncertainty of the number of applications to anticipate and the complexity of starting a new program, the programmatic and qualifying criteria effectively focused on the greatest need: lower-income Park City households and the



workforce with young children. Scholarships have been provided consistent with the Council's intent to support households with the highest need for affordable childcare. The Program has also directly increased DWS Childcare Assistance participation in Summit County.

Programmatic and Qualifying Criteria

At any time, the Council may consider program adjustments. Program adjustments could include amending the definition of affordable households, amending scholarship amounts, and amending provider incentives.

EXHIBIT

A Programmatic and Qualifying Scholarship Criteria

Childcare Needs-Based Scholarship Program Criteria

1. Resident Childcare Tuition Scholarship

- a. Requirements
 - i. At least one parent is a Park City resident;
 - ii. Children up to kindergarten eligibility age;
 - iii. A household income of less than 100% Summit County AMI;
 - iv. Child enrolled in a regulated childcare provider located within Summit County; and
 - v. Households must contribute 10% of the household income to childcare per month (aggregate, not per child).
- b. Scholarship Available
 - i. PCMC scholarship will cover the remaining childcare expenses up to actual costs, but no more than \$1,700 monthly tuition per child per month, however,
 - 1. Households who are identified as potentially eligible (as identified by the administrator) must apply for DWS Childcare Assistance or any other federal or state-funded program; and
 - 2. The scholarships will not be provided for childcare expenses awarded federal or state assistance.

2. Workforce Childcare Tuition Scholarship

- a. Requirements
 - i. At least one parent is a Park City resident or works within Park City;
 - ii. Children up to kindergarten eligibility age;
 - iii. A household income of less than 100% Summit County AMI; and
 - iv. Child enrolled in a regulated childcare provider that is located within Summit County.
- b. Scholarship Available
 - i. \$200 per child per month; or

3. Full-time PCMC Employee Children Tuition Scholarship

- a. Requirements
 - i. At least one parent is an employee of Park City Municipal
 - ii. Children up to kindergarten eligibility age;
 - iii. and
 - iv. Child enrolled in any regulated childcare provider (not limited to providers located in Summit County).
- b. Scholarship Available
 - i. \$200 per child per month.

4. Regulated Childcare Provider Incentive to Serve Children Enrolled in DWS Childcare Assistance

- a. Requirements
 - i. Children up to kindergarten eligibility age;
 - ii. Park City resident or workforce child enrolled in DWS Childcare Assistance; and
 - iii. A regulated childcare provider located within Summit County.
- b. Incentive available
 - i. \$300 per child per month.

City Council

Staff Communications Report

Subject: Re-create 248: Transit Study Project Charter Update
Author: Julia Collins, Transportation Planning Manager
Conor Campobasso, Senior Transportation Planner
Department: Transportation Planning
Date: September 26, 2024

Background

The SR-248 corridor is one of two vital corridors for residents, employees, and visitors traveling to and from Park City. On an average winter day in 2023, the SR-248 corridor carried almost 20,000 vehicular trips.

As Park City aims to avoid increasing vehicular congestion or adding more parking downtown, a transit-focused solution is being explored through a comprehensive transit study. Our goal is to enhance reliable and express transit services along the SR-248 corridor, efficiently moving travelers to and from park-and-ride lots and areas outside the City to locations within town (economic centers, residential areas, and resort bases).

On [June 28, 2024, the City Council](#) authorized the Transit Study, including an Alternatives Analysis (AA) to meet federal funding requirements. This marks a shift from previous assessments focused on personal vehicles. The study is the first step in the federal process, leading to an Environmental Analysis (EA) required by the Federal Transit Administration (FTA) and essential for federal funding eligibility.

Project Charter

The City and the Utah Department of Transportation (UDOT), (collectively, the Project Partners) collaborated on a project charter (Exhibit A) to formalize a shared vision, goals, and processes for advancing the SR-248 Transit Study project. The Charter serves as a mutual agreement, outlining the roles and responsibilities of both parties, key milestones, and decision-making frameworks. It also establishes a foundation for collaboration, sets clear objectives for transit enhancement and congestion mitigation, and identifies the resources and timelines required to achieve these goals.

The Charter further specifies the future solution must meet the following objectives:

- **Improve movement east and west along SR-248, connecting Park City's Main Street and focusing on transit services.** Residents, commuters, and visitors express frustration with SR-248 during peak times. Residents in adjacent neighborhoods also indicate that their quality of life is negatively impacted by congestion, noise, air, and access across the corridor.
- **Ensure existing corridor capacity is maintained for UDOT.** Ensure that UDOT safety and mobility goals are met by maintaining the current through lanes for automobiles, as transit solutions are explored through this process.

- **Make transit between Park City and the surrounding region a viable transportation option, reducing single occupancy vehicle trips and improving transit reliability and travel time.** Elevating transit to become faster and more reliable is crucial. Park City is geographically constrained, and traditional roadway solutions such as widening are not broadly supported by the community. Identifying transportation solutions to mitigate congestion and travel delays is necessary to ensure a high quality of life for residents and visitors and ensure Park City's resiliency and sustainability goals are met.
- **Develop a preferred alternative process eligible for federal funding (FTA).** The Project Partners will support and advance a streamlined and actionable Alternatives Analysis (AA) that can seamlessly transition into the National Environmental Policy Act (NEPA) process to develop a project(s) eligible for federal funds.

By signing the Charter, we commit to working together and ensuring that all stakeholders are aligned in moving the project forward efficiently. The Charter will also guide the Project's progression, ensuring that key goals are met while respecting the disparate needs of residents, commuters, and visitors.

Next Steps

Following Council direction, the Mayor will sign the Charter followed by UDOT's Region 2 Director, Robert Stewart. Once both parties sign, the Re-create 248 Project Charter will be finalized and ready to use during project development, guiding the next phases of the transit study.

The Transportation Planning Department will return to the City Council in November with a progress update on the study.

Exhibits

Exhibit A: Draft SR-248 Project Charter

Re-create 248 Study Charter

Introduction

SR-248 in Park City is one of two UDOT corridors that serve as regional connectors and connect visitors, employees, and residents to core destinations, essential services, recreation, ski resorts, and more. Park City (PCMC), in partnership with the UDOT, is committed to transit-forward solutions on SR-248 that support community goals and objectives while maintaining the vehicle capacity of the existing road network. As project partners, we agree to **Re-create 248** between Quinn's Junction and SR-224, including the connection to the Old Town Transit Center via Bonanza Drive, future SR-224 BRT, and a portion of Deer Valley Drive/SR-224 (Figure 1).

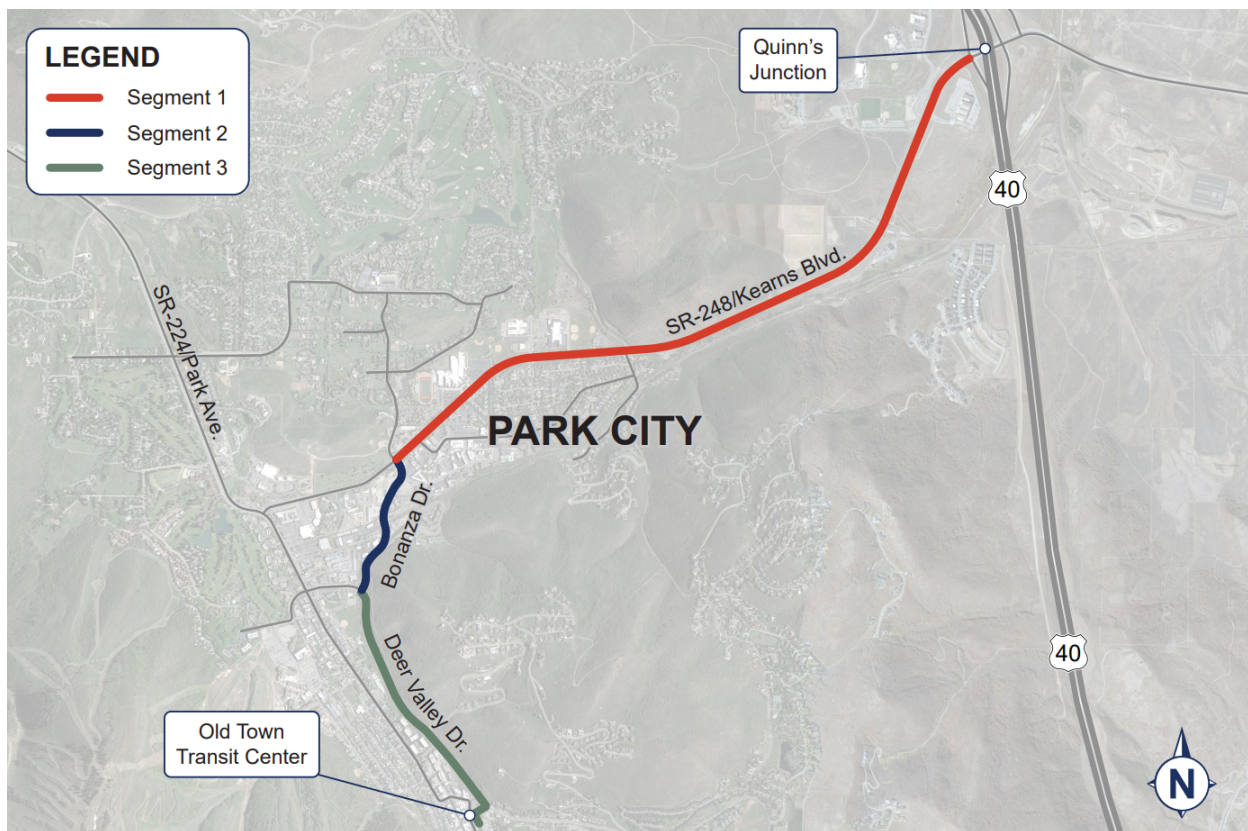


Figure 1. Re-create SR-248 Study Area Map

Challenges

Re-create 248 is not the first attempt to address problems along the corridor. Previous efforts attempted to improve traffic congestion, improve transit services and walkability, add placemaking, and protect and connect adjacent neighborhoods and the School District Campus. Over \$15 million in investments over the past 5 years were spent to improve operations. And despite multiple studies (Figure 2), no corridor-wide transit-forward solution has been identified.



Figure 2. Timeline of Relevant SR-248 Planning Studies

Due to regional growth, the Project Partners recognize that finding solutions to manage future transportation needs is pressing. Park City's goals, through the Park City Forward Transportation Plan, are to address transportation demand growth by providing reliable and express transit options through operational and capital investments, which are more urgent than ever.

The transportation needs along this corridor are, however, challenging. The physical environment has relatively extreme limitations, as demonstrated by the current "bottleneck" constrained by steep rocky terrain, protected wetlands, open space, and legacy soils. Any solution will require trade-offs, and Project Partners agree to work together to balance these trade-offs as priorities are determined to develop transit solutions with clearly defined benefits and impacts.

Project Goals



General project goals include a durable planning and decision-making process that identifies a preferred transit solution and enhances mobility choices for all users. This process will identify and evaluate both benefits and tradeoffs of various solutions. The proposed solution should meet the following objectives:

- **Improve movement east and west along SR-248, connecting Park City's Main Street and focusing on transit services.** Residents, commuters, and visitors express frustration with SR-248 during peak times. Residents in adjacent neighborhoods also indicate that their quality of life is negatively impacted by congestion, noise, air, and access across the corridor.
- **Ensure existing corridor capacity is maintained for UDOT.** Ensure that UDOT safety and mobility goals are met by maintaining the current through lanes for automobiles, as transit solutions are explored through this process.
- **Make transit between Park City and the surrounding region a viable transportation option, reducing single occupancy vehicle trips and improving transit reliability and travel time.** Elevating transit to become faster and more reliable is crucial. Park City is geographically constrained, and traditional roadway solutions such as widening are not broadly supported by the community. Identifying transportation solutions to mitigate congestion and travel delays is necessary to ensure a high quality of life for residents and visitors and ensure Park City's resiliency and sustainability goals are met.
- **Develop a *preferred alternative* process eligible for federal funding (FTA).** The Project Partners will support and advance a streamlined and actionable Alternatives Analysis (AA) that can seamlessly transition into the National Environmental Policy Act (NEPA) process to develop a project(s) eligible for federal funds.

Timeline



Roles and Responsibilities



Re-create 248 is led and funded by PCMC with support, participation, and guidance from UDOT (henceforth known as the Project Partners, or the Partners), with support from stakeholders, including:

1. The **Technical Advisory Committee** includes staff from PCMC, UDOT, PC Transit, High Valley Transit, Summit County, and the Mountainland Association of Governments. This group advises on technical issues, provides data and information, and reviews technical deliverables.
2. The **Stakeholder Working Group** includes groups with interests throughout the study area, such as the PC School District, PC Chamber of Commerce, and others. This group provides insights on local and regional issues and provides feedback at key milestones during the AA study.

Building Consensus Towards Re-create 248



The project partners agree that **Re-create 248** must result in a clear preferred transit alternative or set of projects for implementation. As required by the NEPA process, the project team will develop projects and policies by engaging with the groups listed in the “Roles and Responsibilities” section and the public at large.

In order of preference, there are three ways for **Re-create 248** to achieve this result:

1. **Full consensus:** this is the preferred path, where both Park City and UDOT fully support the study's recommendation(s).
2. **Qualified consensus:** Members of Park City and UDOT may not unanimously agree on the recommendation(s) but accept them. They may also offer conditions that would make the recommendation(s) more acceptable.

3. **No consensus:** if Members of Park City and UDOT cannot reach full or qualified consensus on recommendation(s), the respective owner agencies will make an executive decision on the next steps moving forward for each corridor segment (SR-248, Deer Valley Drive, and Bonanza Drive).

_____ Date:

Nann Worel

Mayor of Park City Municipal

_____ Date:

Robert Stewart

UDOT Region 2 Director



City Council Staff Communications Report

Subject: Tennis & Pickleball Court Allocation Winter 24/25

Author: Cole Johnston, Racquet Sports Division Manager

Department: Recreation

Date: September 26, 2024

Background

The Park City Recreation Department consistently balances the often-competing interests of different user groups that seek access to the same or limited recreation facilities. This report focuses on the considerable growth in competing demands for indoor tennis and pickleball court availability in Park City.

Over the past several years, the PC Recreation Team has sought to creatively balance the sometimes-competing interests for indoor tennis and pickleball court time and availability. As stated previously, Park City was one of the first municipality in the state of Utah to construct outdoor public pickleball courts in 2012, and we have a very large program, complete with (indoor and outdoor) camps, clinics, tournaments, and professionals.

While an indoor pickleball facility remains under consideration by way of a request for proposals, indoor pickleball courts have been overlayed on the tennis courts inside the PC MARC Tennis Bubble for several years. In addition, the Recreation Advisory Board (RAB) has given court availability policies a great deal of consideration and, working with staff, recently put together a court-usage sub-committee to dive deeper into the different options and industry best practices.

This year, the committee had representatives from both the tennis and pickleball communities, the RAB, the Council liaison to the RAB, and the PC MARC Racquet Sports Division Manager. The Committee met five times over six months and discussed different court allocation options in length.

The subcommittee recommends increasing the number of hours for pickleball availability for pre-booking in the bubble but not interfering with the traditional and historical tennis programming for leagues, clinics, and private and group lessons.

Court Management Plan

Based on the subcommittee's recommendation, recreation will implement the following pickleball schedule in the bubble, which dedicates an additional 84 hours of court time per week to pickleball. Despite this additional court time allocation, we believe the demand from some pickleball players will continue to exceed the additional offering.

Day	Times	Comment
Monday	6 -10 a.m.	Previously, court time ended at 8 a.m.
Tuesday	6 - 8 a.m. 2:30 - 4:30 p.m. 6:30 – 9 p.m.	Afternoon hours are new this winter season.
Wednesday	6-10 a.m.	Previously, court time ended at 8 a.m.
Thursday	6 – 8 a.m. 2:30 – 4:30 p.m. 5:30 – 9 p.m.	Afternoon hours are new this winter season
Friday	6 – 8 a.m. 3 – 9 p.m.	Previously court time started at 5 p.m.
Saturday	7 – 9 a.m. 5 – 9 p.m.	Morning hours are new this season
Sunday	1 – 9 p.m.	Same as in previous years

- Tennis will continue to have access to the bubble outside of the hours indicated above.
- Tennis and Pickleball will continue to be scheduled separately, with no side-by-side play at this time.

Releasing Court Time

- This is unchanged from last season other than unused pickleball time will be released.
- The Recreation Department will give 48 to 120 hours of advance notice of unused tennis and pickleball times.
- Courts will be released on:
Monday @11 a.m. for play Wednesday- Saturday
Thursday @ 11 a.m. for play Sunday- Tuesday

The Recreation Department will continue to offer Open-Play Pickleball in the gymnasium on Tuesday, Thursday, and Friday, from 10 a.m.-12 p.m. This is included with a facility pass or by paying the daily drop-in fee.

Fees

Tennis and Pickleball will pay \$36 (\$72 non-resident) hourly fee per court. Historically, pickleball has paid 50% less per court in the winter than tennis as it was considered excess time and not utilized by tennis.

The operational plan is supported by RAB and the Court Allocation Subcommittee.



City Council Staff Communications Report

Subject: Electric Bike Updates
Author: Luke Cartin
Department: Lands and Sustainability
Date: September 26, 2024

Summary

This report provides an update on City Council direction regarding e-bikes, as outlined at the June 28th meeting.

Multi-Use Pathway Speed Limits:

- Following Council's direction, Trail Rangers have installed over 25 signs recommending a 15-mph speed limit on popular multi-use pathways like Rail Trail, Poison Creek, and Mcleod Creek. These signs are also posted throughout Snyderville Basin.

Signage:

- Updated signs for singletrack trails were received last week and are being installed by Trail Rangers and Mountain Trails throughout early fall. (Exhibit A).

Communication:

- City Website: The Trails and Open Space [website](#) has been updated with clear and easy-to-understand information on e-bike regulations. This includes the updated code, details on allowed uses of singletrack trails, and how to obtain a courtesy tag.

Deer Valley Connector Trail:

- Working with partner organizations, the Trails team has identified and will be opening a new e-bike friendly route connecting over Deer Valley. This route is being clearly marked and will tentatively open by 9/25. (Exhibit B).

Public/Private Trails Map:

- As requested by the Council, a draft map showing both publicly and privately managed trails within the city is under development with Legal and our community partners. Staff will continue refining and finalizing this map throughout the winter months.

Ordinance:

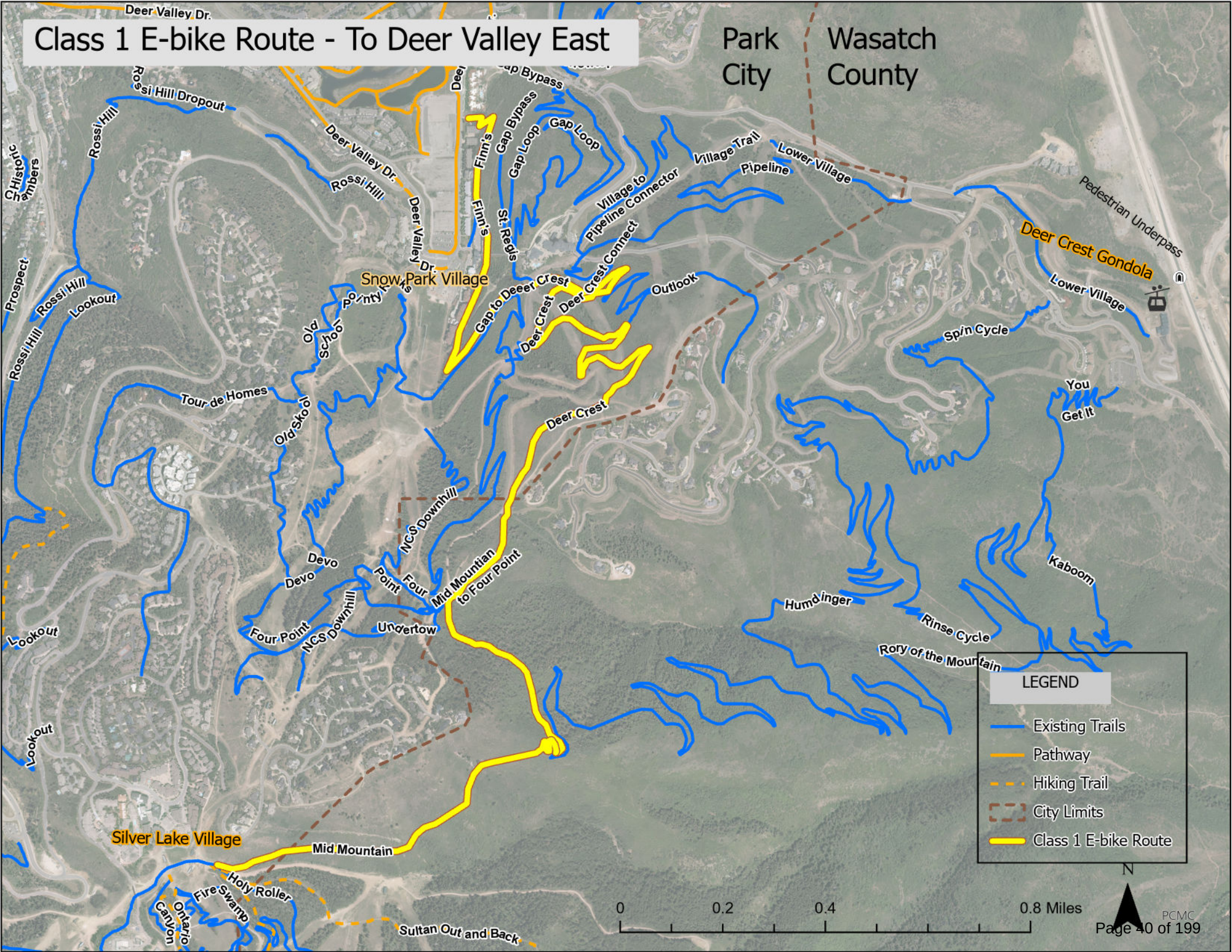
- Language was updated in [Park City Municipal Code 10-1-4.5](#) updating the penalty to an infraction.

Deer Valley Dr.

Class 1 E-bike Route - To Deer Valley East

Park
City

Wasatch County



LEGEND

Existing Trails

Pathway

- Hiking Trail

City Limits

Class 1 E-bike Route

N

C

0.2

0.4

0.8 Miles

PCMC

Page 40 of 199



City Council Staff Report

Subject: Howl-O-Ween On Main Request

Author: Jenny Diersen

Department: Special Events

Date: September 26, 2024

Summary

Based on a request from the Historic Park City Alliance (HPCA) (Exhibit A), and with the holiday nearly a month away, we recommend that the City's Special Events Team (the City) become the Applicant for the locally focused Howl-O-Ween event on Main Street.

Background

Over the last decade, the City has made significant changes regarding Special Events to create a better balance, mitigate impacts, and provide predictability to the community regarding the event calendar (Peak and Local Times). Howl-O-Ween On Main is a Community-Identifying Event and is one of Park City's local signature events. It is often cited as an important element to our community's character and culture, and one of the many ways that Park City continues to represent the fun and funk of our ski town, attracting locals and regional visitors alike, with support from small businesses.

The event began in the 1980s as an idea from several merchants on Main Street who wanted to do something fun and give back to the community. Over the years, it has evolved and increased significantly in popularity, attracting around 6,000 to 10,000 people depending upon the day of the week the event is held and the weather. The HPCA acknowledges the importance of this event in our community and requests that the City take responsibility for this civic activity instead of them. One of the HPCA's concerns is that their organization is not well-equipped to take on the risk, liability, and accompanying insurance and related financial impacts.

We have worked closely with the HPCA to increase mitigation and coordination with the City. Specifically, we increased mitigation in our residential neighborhoods and created a transportation demand strategy, which includes increasing transit and implementing paid parking with offsite free parking to incentivize alternative modes of travel. We also decorate the transit center working with the Public Art Advisory Board and the Transit Team puts significant effort into transforming their buses and drivers into the "Frankenbus" during the event.

Analysis

Howl-o-ween On Main's current programming and operations do not need to be changed or modified with the City becoming the event Applicant. The event is relatively simple, and the City is already responsible for all of the essential operations. Park City's Historic Main Street is closed to vehicular traffic from 3:00 to 6:00 p.m. and open to people and (leashed) dogs of all ages, allowing for trick-or-treating with creative costumes.

In the past, the HPCA has completed the Special Event Application, provided the necessary insurance and hold-harmless agreements, coordinated a few vendors, and communicated the City's transportation mitigation plan to Main Street merchants.

Historically, a few vendors have participated in this event, including KPCW (reporting from the street and interviewing attendees), KSL's Kids for Books Program (providing books and encouraging reading programs), and pet adoption groups such as Nuzzles and Co. We recommend that the City coordinate these vendors and merchants will continue to participate individually and at their own cost.

This event is not proactively marketed because it is well-known locally, regionally, and even nationally, yet not something we are seeking to grow in size. In 2023 for example, Travel & Leisure Magazine named Park City one of the top three locations in the country to celebrate Halloween. The City develops outreach information regarding transportation and Old Town impacts, which is communicated to our local news outlets. The HPCA communicates impacts to merchants per the [Agreement](#) it has with the City.

The City would continue to be responsible for all the other operations, including reviewing and issuing a permit, removing parking, coordinating offsite parking, increasing transit services, closing roads, placing bollards, and hiring residential mitigation.

The shift to the City as the Applicant can be handled within the current workload for the Special Event Department and does not require an event planner. (In contrast, the much larger and more complex Miners Day and Fourth of July events do require a separate event planner).

Funding

Total costs are estimated at \$21,185 and covered within existing budgets. A breakdown of these costs are below.

City Service Fees are estimated at \$17,916 and include slight increases based on updated Special Event Application Fees and Police Fees adopted as part of the FY25 Budget.

Howl-O-Ween On Main City Service Fee Estimate	Estimated Costs
Special Event Application Fee (Level 4 CIE)	\$384
Parking Services – Parking Removal	\$3,440
Parks Department	\$648
Transit Operations	\$2,144
Public Safety	\$10,300
Equipment (VMS and Barricades)	\$1,000
Total Estimated City Services	\$17,916

There is also a cost to obtain the services of Kane Security (estimated \$2,269) to help with paid parking, bollard installation, and residential area protection management. The City has paid for this cost for many years to proactively protect our residential areas from event-related vehicle traffic.

We reviewed the potential of the City becoming the Applicant with the Utah Risk Management Association (URMA) and our insurance broker, Moreton. At their recommendation, we are obtaining an additional special events policy to cover the event, which should cost less than \$1,000 and within current budgets.

The Park City Fire Department has traditionally waived its standby fees for Howl-o-ween On Main. If that changes, the cost for the coverage is estimated at \$600 for 2 EMTs and a UTV (4-hour minimum).

Exhibits

Exhibit A Howl-O-Ween On Main Request from HPCA



September 17, 2024

RE: Halloween on Main

On behalf of the HPCA, we respectfully submit the following request for consideration:

I am writing to address the insurance and liability concerns associated with hosting Halloween on Main. While the HPCA aims to see the continuation of this wonderful longstanding community event, hosting an event open to the public, which draws 10,000+ people to Main Street, exposes our organization to potential claims we do not have the bandwidth to support.

Given these concerns, we propose that the city take on the responsibilities of permitting and insurance, similar to the arrangements for the 4th of July parade and Miner's Day celebrations. We suggest collaborating with the city to host this event, with the city overseeing permitting, insurance, and other logistical efforts, such as street closures, as they have done previously. The HPCA will support the event and the city by handling communication with businesses in the historic district and supporting the City with any participating vendors (e.g., KPCW).

We look forward to the possibility of collaborating with the city to host a safe and successful community event. Please feel free to contact me to arrange a meeting or discuss any questions.

Sincerely,

Monty Coates

Monty Coates
HPCA Board President



PARK CITY COUNCIL MEETING MINUTES - DRAFT

**445 MARSAC AVENUE
PARK CITY, UTAH 84060**

September 5, 2024

The Council of Park City, Summit County, Utah, met in open meeting on September 5, 2024, at 3:15 p.m. in the City Council Chambers.

Council Member Toly moved to close the meeting to discuss property and litigation at 3:15 p.m. Council Member Dickey seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Rubell and Toly

EXCUSED: Council Members Ciraco and Parigian

Council Members Ciraco and Parigian arrived at 3:17 p.m.

CLOSED SESSION

Council Member Ciraco moved to adjourn from Closed Meeting at 5:20 p.m. Council Member Toly seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Dickey, Parigian, Rubell and Toly

REGULAR MEETING

I. ROLL CALL

Attendee Name	Status
Mayor Nann Worel Council Member Bill Ciraco Council Member Ryan Dickey Council Member Ed Parigian Council Member Jeremy Rubell Council Member Tana Toly Matt Dias, City Manager Margaret Plane, City Attorney Michelle Kellogg, City Recorder	Present

None	Excused
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II. PRESENTATIONS

1. Consideration to Adopt Resolution No. 18-2024, a Resolution Welcoming the 2024 Visiting Delegation from Courchevel, France:

Linda Jager, Communications Manager, indicated Park City welcomed a delegation from Courchevel, France, last week and they were shown the best of Park City. Penelope Harte, a senior at Park City High School, read the resolution in French.

Courchevel Mayor Pachod stated it was a pleasure being in Park City to celebrate the strong bond between the cities. He and his colleagues were welcomed to Park City and they thought the hospitality they received was amazing. He thanked Mayor Worel and staff for their work. He looked forward to the future and the experiences it would bring. He noted the International Olympic Committee (IOC) chose both Courchevel and Park City to host the Winter Olympics. As a token of his appreciation for this partnership, he presented an artwork on a helmet from an artist in Courchevel and noted it was the same gift given to the winter ski competition champions in Courchevel. This was a symbol of the deep friendship between Courchevel and Park City.

Mayor Worel opened public input.

Tina Quayle, 84098, stated she was part of the origination of the sister city relationship. She was amazed that both cities would host the Olympics for a second time.

Mayor Worel closed public input.

Council Member Parigian moved to adopt Resolution No. 18-2024, a resolution welcoming the 2024 visiting delegation from Courchevel, France. Council Member Toly seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Dickey, Parigian, Rubell and Toly

2. Public Financing Tools Presentation by Gilmore Bell Public Finance Law Firm:

Jed Briggs, Budget Manager, and Randy Larsen, Zions Public Finance, presented this item. Briggs stated this was a good time to look at financing tools with the upcoming developments in the City's future. He indicated the state created several new financing tools for cities. Larsen reviewed financing projects were historically funded with general obligation bonds by having an election to see if voters would pay for a bond in their property taxes. Revenue bonds were issued against future sales tax. Tax increment financing (TIF) would increase taxes in just the project area. Assessment bonds were on new growth and that growth would pay the bond.

Larsen explained Public Infrastructure Districts (PID) and indicated it was governed by a separate board. The separation was so the district would own all the debt. The PID could only be created by cities, counties, or state land development authorities. It would require the consent of 100% of property owners within the PID boundaries. This district could finance public infrastructure projects. In the PID charter, the city could mandate the function and scope. The new revenue stream could come from a limited property tax, an assessment fee, or a TIF. Larsen further explained the governance of a PID.

Larsen indicated an infrastructure financing district (IFD) was created to do an assessment. The assessment would need to be paid off before the certificate of occupancy would be issued. Benefits of IFD included a 30-year amortization, qualifying for Commercial Property Assessed Clean Energy (CPACE) authority, and could be used for private utilities. Briggs noted the bonding capacity was lower for IFDs.

Larson explained a Community Reinvestment Agency (CRA) could be created but must have approval by the school district. Other TIF type tools included Housing and Transit Reinvestment Zones (HTRZ)-transit oriented development, First Home Investment Zone (FHIZ) – affordable housing, and Home Ownership Opportunity Zones (HOPZ) – affordable housing. The benefit of these were that they didn't need the approval of the school district.

Council Member Parigian asked if all the bonds would go through the financial institutions, to which Larsen stated banks could finance projects. For larger projects, they would benefit from a security creating competitive investment with a rating and a lower interest rate.

III. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments:

Council Member Parigian indicated the Recreation Advisory Board (RAB) chose a developer for the pickleball facility. Council Member Rubell indicated the Fire District Administrative Board was doing well and they had a new fire truck. He also thanked the Transit team for the bus rodeo competition. Council Member Rubell asked what could be done to inform constituents on taxes imposed on residents. There was talk around town on tax increases and the need for affordability. He noted the City had never raised property taxes, and requested a discussion on transactional taxes and what could be done about that. He also wanted to discuss why property taxes had doubled in recent years. The Council agreed to that discussion.

Council Member Ciraco indicated he attended the bus rodeo and got to drive a bus. He attended the Utah League of Cities and Towns (ULCT) annual conference and stated it was great to meet other elected officials and listen to the presentations offered. He thanked everyone for coming out for Miners' Day. He indicated September was Suicide Prevention Month and he asked those suffering to reach out and talk to someone. Council Member Toly participated in the ribbon cuttings at Bonanza Flat and the art

1 piece on the Rail Trail. She also hosted the Courchevel delegation. Mayor Worel noted
2 she attended the ribbon cuttings for the Rail Trail and Lucky Ones Coffee Shop. This
3 Saturday another ribbon cutting was scheduled at the bike park. She noted she pushed
4 the new fire truck into the station today and it was great.

5
6 **Staff Communications Reports:**
7

8 **3. China Bridge Parking Structure Condition Assessment:**

9 Council Member Rubell asked that capital investment projects in the Main Street area
10 be looked at with the Main Street Area Plan (MSAP) in mind. John Robertson, City
11 Engineer, indicated the China Bridge project was a maintenance project and so it was
12 different than new capital projects. Council Member Dickey indicated Robertson was in
13 all the MSAP meetings and he would not go in his own direction. Council Member
14 Rubell thought the report reflected future problems. Robertson explained the report
15 reflected direction on what needed to be done now to keep the parking structure safe
16 and operational. Council Member Rubell asked for a revised report that laid out what
17 needed to be done now and what would be done in the next five to 10 years.

18
19 Council Member Parigian asked why the two projects were added together to reach the
20 total amount. Robertson stated the temporary solution was \$250,000 and the full
21 replacement option was \$400,000. Those numbers reflected the specific wall
22 replacement and not the extenuating work needed and contingencies. He placed a
23 higher number to the project to allow for those contingencies. The spreadsheet in the
24 report was erroneous though. As a result of the errors, Council Member Parigian
25 wondered if any of the numbers were accurate. Robertson stated a third party analyzed
26 the numbers and made a recommendation of the proposed number.

27
28 **1. Main Street Area Plan Meeting Recap - August 14, 2024:**

29 Council Member Rubell asked for another update with a succinct timeline with the key
30 activities combined with what was listed on the website. Many people wanted to be
31 involved but couldn't attend everything. He also asked how the process would work
32 moving forward so people would know what to expect. Council Member Dickey felt that
33 was a good request and noted the committee would come to Council and seek direction
34 on what the Council wanted to see moving forward. Diersen added that they would
35 know the next steps after the next committee meeting and would have a sense on
36 whether additional committee meetings were needed or if they could launch into the
37 public outreach phase. Council Member Rubell stated the resorts weren't represented
38 on the committee and asked if they were involved. Council Member Dickey indicated the
39 resorts weren't involved but the Chamber and HPCA were part of the committee.
40 Diersen added the resorts would be part of the outreach portion of the project. As the
41 committee developed concepts, they would approach the resorts for feedback. Council
42 Member Dickey stated there were a lot of interests missing in the committee due to the
43 fast track of the process, but they would be reaching out to touch all groups.

44
45 **2. 2024 Fitch Rating:**

IV. 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.

Tracy Harden 84060 expressed concern about the corner of Park Avenue and Kearns, and the lack of progress being made with the Yarrow Hotel project. The team was sent back to revamp the plan for the fourth or fifth time. The developers wanted to make this area more walkable and functional. They wanted to improve the property, but they were going around in circles with the Planning Commission. The Planning Commission was focused on code. This had been going on for two and a half years. She asked that the Council step forward and bring the Planning Commission and development team together to discuss this. She felt the project needed leadership, collaboration, and compromise.

Mayor Worel closed the public input portion of the meeting.

V. CONSIDERATION OF MINUTES

1. Consideration to Approve the City Council Meeting Minutes from August 15 and 22, 2024:

Council Member Rubell moved to approve the City Council meeting minutes from August 15 and 22, 2024. Council Member Toly seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Dickey, Parigian, Rubell and Toly

VI. CONSENT AGENDA

1. Request to Authorize the City Manager to Execute a Contract with ClearCompany, LLC., a Human Resources Management System Provider, in a Form Approved by the City Attorney's Office, Not to Exceed \$119,840 for Three Years with the Option to Renew for an Additional Two Years:

2. Consideration to Approve the Acquisition of 44 Artworks for Phase 3 of the EmPOWERment Project in a Form Approved by the City Attorney:

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

RESULT: APPROVED

AYES: Council Members Ciraco, Dickey, Parigian, Rubell and Toly

VII. OLD BUSINESS

1. Discuss Ranked Choice Voting (RCV) as a Possible Voting Method for the 2025 Mayoral and City Council Election:

Michelle Kellogg, City Recorder/Election Official, and Kelleen Potter and Josh Daniels, Utah Ranked Choice Voting, were present for this item. Kellogg reviewed the last time RCV was discussed, the Council had requested public outreach before discussing the item further. The outreach was held throughout the month of May and efforts included creating an RCV webpage on the City website, having a table at the Spring Projects Open House, articles in KPCW and The Park Record, website links, and invitations for the public to go to the website to take a survey and participate in a mock RCV election in all social media publications, including the newsletter, City e-Briefs, and other communications. Kellogg noted that in spite of these efforts, there was minimal public participation with the survey and mock election.

Of the responses to questions in the survey, Kellogg reviewed that many of those in favor of trying RCV liked it because candidates would need to appeal to a broader base of voters, multiple choices represent voter preferences, a ranked system seemed fairer, and no primary election would be required. Many of those who were opposed to RCV expressed concern that RCV had additional complexity, there was a lack of trust for this method, and they preferred traditional voting methods.

Kellogg displayed a possible election timeline for 2025 if the Council chose to move forward with the RCV voting method. She recommended a higher level of outreach in January and February, passage of a resolution authorizing the use of RCV in March, followed by additional outreach to notify the public of the change, which would include no primary, the change in dates for candidate filing from June to August, and to explain and promote the RCV ballot.

Council Member Rubell asked if proportional voting method was considered by the legislature and voted down. Daniels indicated there was some interest, but the bill didn't get drafted in time so it didn't receive full consideration. Council Member Rubell asked if it would be considered in the next session, to which Daniels stated anything could happen but there hadn't been a modification to the options to add that option at this time. Council Member Parigian noted the House wanted to kill the pilot program, but failed, although the pilot was scheduled to end in 2026. He asked if the 2025 RCV election would just be a one-off. Potter stated they were working with the sponsor to end the sunset date or extend the pilot since there were cities using RCV.

Daniels stated any decision made would have tradeoffs. He thought the tradeoff of eliminating the primary election would be more engagement from voters since there was a lower primary election voter turnout than in the general election. He also thought in a multi-winner race, people could bullet vote and waste their other votes. With RCV, there was not an incentive to vote for only one name. He thought up to 25% of voters strategized when using the traditional voting method.

Potter indicated a group of professors at Utah Valley University had been studying RCV and they observed that voters in cities using RCV had 15% more votes counted, due to bullet voting by non-RCV city voters. They were also working on a study showing the take aways from the past four election cycles where RCV had been used.

Council Member Parigian asked how the votes were redistributed in the RCV method, to which Daniels stated it worked as if there were three elections and the ballots would be counted three times in sequence. Council Member Dickey asked if there was evidence that RCV benefited incumbents. Daniels stated there was less time for campaigning, but incumbents had the advantage no matter what method of voting was used. Potter added that usually people researched candidates right before they cast their ballots and they didn't spend months researching them. Council Member Parigian asked if RCV promoted additional candidates running for office. Daniels stated some cities did RCV because they wanted to eliminate the primary. The number of candidates filing usually was an outcome of issues going on in the city.

Mayor Worel opened public input.

Aaron Davidson, Utah County Clerk, ran RCV elections for five cities within Utah County. Lehi had an RCV primary because there were 17 candidates. Davidson tallied their general election ballots for three open seats as if they used the traditional voting method. The results showed the first place RCV winner not winning any seat under the traditional method and the fourth-place candidate who was eliminated received the most votes of any candidate and would have won a seat if the traditional voting method was used. He said RCV was a nice idea but there were complexities that people couldn't figure out. He noted in 2022, a new law was passed by the legislature saying an entity couldn't use funds to run an election if they were donated by anyone other than a government entity. The dilemma was that the "free" RCV software was a donation from RCV. He sent an email to the State Election Director in the Lt. Governor's Office pointing out the conflict. He got a response that said Utah County got the software before the law went into effect. But if another county used the software, they would be in violation of the law.

Megan McKenna knew there were pluses and minuses to any process, but she supported RCV. She remembered the last City election and many voters struggled with how to vote. She thought RCV would bring a more representative voice for the community.

Mayor Worel closed public input.

Council Dickey noted many people in the last election told him they only voted for him, and he didn't want to see the gaming in elections. He also thought the campaign season lasted for months, whereas candidates in France and other countries campaigned for a couple of weeks. Council Member Toly stated it cost a lot to run for office in Park City and that was a barrier to entry for candidates. She wanted to bring down barriers by

1 having a shorter campaign season and not having a primary election was part of that.
2 She also noted the Council didn't normally make big decisions in an election year
3 because of election pressure. She supported moving forward with RCV.
4

5 Council Member Ciraco studied RCV to find what the compelling reason would be to
6 change the voting method. People could vote their ballot however they chose, whether
7 for one candidate or three candidates. He thought whatever the method, voters would
8 find ways to game the system. He asked for data on the City's last four elections to see
9 what the bullet vote was. He didn't think there was much difference filing for office in
10 June or August. He didn't spend any advertising money until the primary was over. He
11 supported continuing the conversation and fact-finding.
12

13 Council Member Rubell liked diversity of thought and wanted different opinions on a
14 council. This form of RCV was too easy to stack the deck. If the pilot expired in 2026 he
15 didn't want to go through all the work to change the method in 2025. He favored the
16 proportional voting method, so he would defer support to see if the pilot was extended
17 or if other methods were introduced. Council Member Parigian felt Council was an
18 important position and he worked hard to win a seat. He knocked on doors and needed
19 the time to talk to people. He spent very little money on his campaign. He didn't want to
20 use RCV as a one-off. Council Member Toly saw spending great amounts of time as
21 another barrier to entry to be on Council. She wanted to make the process easy.
22 Council Member Dickey stated the way for the law not to expire would be to do it. He felt
23 using RCV at the local level would pave the way for it to grow to national elections.
24

25 Mayor Worel appreciated having a primary and noted it was a good tool to see where
26 her support was and where she needed to focus her efforts. It was a very long process,
27 so she could see the advantage of not having a primary election. There was time for the
28 Council to authorize RCV if they chose. They could wait to see what the state legislature
29 did and then bring the topic back for discussion in March, 2025. Council Member Dickey
30 thought March would be too late to introduce this to the community since the election
31 would be a few months away.
32

33 Council Member Toly suggested reviewing the UVU study once it was published.
34 Council Member Ciraco wanted to hear from RCV opposers so the discussion would be
35 more balanced. Council Member Rubell didn't want to put time and effort into RCV if it
36 was going to be short-lived. Council Member Ciraco did not want to implement the RCV
37 method with it sunseting. The majority of Council asked for another discussion in a
38 couple of months after reviewing the study. Mayor Worel asked for a presentation on
39 the study at that time.
40

41 **2. Consideration to Authorize the City Manager to Execute a Construction**
42 **Agreement, in a Form Approved by the City Attorney's Office, with Silver Spur**
43 **Construction to Construct the Main Street Water Line Replacement Project**
44 **Phases II & III, Not to Exceed \$3,689,058.90; and Approve a Request from the**
45 **Historic Park City Alliance for Proposed Mitigation Plans:**

Griffin Lloyd, Public Utilities Engineer, presented this item and reviewed the Main Street waterlines were being replaced beginning this spring and he noted there had been four waterline breaks this year from areas that hadn't yet been replaced. The first phase had been completed. During construction they met with the Historic Park City Alliance (HPCA) and from the conversations they learned businesses wanted the project schedule to be accelerated and for the sidewalks not to be impacted in the month of June. There was a proposal to do some more work this fall by replacing main lines. Then in early spring they would work on laterals to the sidewalks, so those would be completed by June. The following spring they would come back for any follow-up. HPCA approved of the proposal with a similar parking mitigation, which allowed parking throughout the historic district as well as parking within the construction area at night. The businesses with dining decks supported the proposal. Lloyd reviewed the public outreach for the project. They would pave every Friday and the project would end when colder weather set in.

Mayor Worel opened public input. No comments were given. Mayor Worel closed public input.

Council Member Parigian stated covering the hole and then opening it up created waste. Lloyd stated they were trying to mitigate dust. This fall, they would pave four inches deep for the winter instead of six inches. Then in the spring it would be replaced. Council Member Toly asked if the project would stop with bad weather in October. Lloyd stated paving every Friday would allow minimal cleanup for the events in October and it would be easy for the project to stop if they saw bad weather. Council Member Dickey stated he received feedback from HPCA and other organizations and they all complimented the City and noted how easy it was to communicate with staff about the construction process. Council Member Ciraco agreed. Council Member Parigian thought it was great to expedite the project.

Council Member Dickey moved to authorize the City Manager to execute a construction agreement, in a form approved by the City Attorney's Office, with Silver Spur Construction to construct the Main Street Water Line Replacement Project Phases II & III, not to exceed \$3,689,058.90; and approve a request from the Historic Park City Alliance for proposed mitigation plans. Council Member Ciraco seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Dickey, Parigian, Rubell and Toly

3. Consideration to Approve Ordinance No. 2024-16, an Ordinance Enacting Title 2, Chapter 7, and Moving and Amending Sections 2-4-13, 2-4-14, and 2-4-15 of the Municipal Code of Park City to Create a Consolidated Code Chapter Governing Park City's Boards, Committees, and Commissions:

Luke Henry, Assistant City Attorney, presented this item and reviewed this would create a consolidated code chapter that would create uniformity among boards and commissions. He noted land use bodies would be exempt from this ordinance. He also

asked that the ordinance be amended to replace 2-7-19(B)4 with “There should be priority for members who have experience with nonprofit organizations or who have experience delivering or accessing nonprofit services.”

Henry indicated the removal from office section would mirror the appointment process. They defined “cause” as willful misconduct or intentional failure to perform stated duties. Council Member Parigian asked what would happen if people applied for more than one board at the same time. Downard stated there was no rule to address that, but amendments could be made later. It was indicated some boards were not active and those members might want to serve on another board as well. Council Member Parigian noted the “cause” definition used the word “includes” which implied more. Plane stated this was a nonexclusive list, but it would be similar types of behavior. The code used words like this so other reasons could be incorporated into the concept. Council Member Ciraco asked if there was a provision in the code for prohibiting people who were related from serving together, to which Henry stated there was not.

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

Council Member Parigian asked that “includes” be excluded from the section. Plane noted the Summit County code dictated that any or all board members could be removed with cause. Mayor Worel asked if the Council had issue with keeping “includes” in the code. Council Member Dickey deferred to the attorney. The majority of the Council agreed to keep that phrase as it was written.

Council Member Parigian referred to the amendment in the Nonprofit Advisory Board section. Jasperson stated the language clarified who could be on the committee, but this part was the experience they were looking for. This would communicate to applicants who could serve on board as well as who benefited from them. Council Member Ciraco clarified that this language helped generate interest in the community. Council Member Parigian asked if it needed to be in the code since applicants would submit a resume that would show their experience. Jasperson indicated the intent was to clarify who preference would be given to. He noted some other boards put that in their language and some didn’t.

Council Member Toly moved to approve Ordinance No. 2024-16, an ordinance enacting Title 2, Chapter 7, and moving and amending Sections 2-4-13, 2-4-14, and 2-4-15 of the Municipal Code of Park City to create a consolidated code chapter governing Park City’s Boards, Committees, and Commissions as amended. Council Member Ciraco seconded the motion.

RESULT: APPROVED AS AMENDED

AYES: Council Members Ciraco, Dickey, Parigian, Rubell and Toly

4. Consideration to Waive an Impact Fee and a Development Fee for the Voluntary Affordable Housing Portions of the Studio Crossing Development, Not to Exceed \$1,913,012, in Accordance with Municipal Code Section 11-12-15:

J.J. Trussell, Deputy Building Official, and Justin Keyes, representing the developer, presented this item. Keyes reviewed the staff report which highlighted the help the City gave for affordable housing. He reviewed the history of the project and asserted there were over 300 units in various stages of construction in the City because of the Council's priority of affordable housing. For Studio Crossing's 208 units, this fee waiver would amount to approximately \$9,000 per unit, which was below the fee waiver per unit for other affordable housing developments.

Council Member Dickey asked about the 23 additional units above the original 185 from the original plan. Keyes stated the plan had the same amount of square footage but more units. When the plans were finalized, there was room to add more units. Council Member Dickey stated an average unit equivalent (AUE) was the measurement for affordable housing and asked if there were more AUEs with the additional units. Keyes stated the AUE square footage was the same, but the actual unit number was higher. He noted adding units was more expensive to construct. They didn't add density per the agreement, but they added units within the density.

Council Member Parigian asked if the Planning Commission gave this development any concessions during the planning process. Keyes stated Commissioner Kenworthy told them they had to get units below 80% AMI or he wouldn't vote for the project, so they added some units below 80% AMI. Council Member Parigian asked if there was bias in choosing people for the units that were 80% AMI and the units that were 120% AMI. Keyes explained their housing mitigation plan dictated how tenants would be selected, and noted it was based geographically. He asserted the tenants with income that was closer to 120% AMI would still be charged 80% AMI rent.

Council Member Toly stated 77 units were under 80% AMI. Keyes reviewed those units were studio apartments and they were between 60%-70% AMI. Everything else was set at 80% AMI. Council Member Dickey asked if the 77 units under 80% AMI were required per the 2022 amendment to the annexation agreement. Keyes stated it was in the housing mitigation agreement. Council Member Rubell indicated 42 units were ineligible for a waiver and stated the fees that applied were the permit fees, impact fees for water, trails, and police. He asked if those fees were charged for affordable projects that weren't required by the City's housing ordinance and indicated he hoped to see consistency amongst projects. Trussell responded that projects like EngineHouse were not charged these fees. Dave Thacker, Chief Building Official, stated the impact fees were based on a per unit cost and noted the funds were used to build and maintain the trails. Council Member Rubell indicated trails built in neighborhoods didn't result in the neighbors receiving a bill to pay for them. Margaret Plane, City Attorney, stated impact fees funded new growth and they weren't charged for current needs. Thacker stated water impact fees were calculated differently than parks and open space impact fees.

1 Council Member Rubell thought it was hard to incentivize affordable housing if the City
2 charged for that development. Thacker stated that was the reason for fee waivers.

3
4 Council Member Ciraco asked if the Crandall's were financing the project. Keyes stated
5 there was financing but it was not LITEC funding. Council Member Ciraco asked if the
6 value of the land was greater with the current zoning. Keyes didn't know if the other
7 zoning was more or less valuable than the current zoning. Council Member Ciraco
8 asked what AMI the affordable housing units were set at other than the studios, to which
9 Keyes stated it was all 80%. Council Member Rubell asked if the fee waiver application
10 included the building permit, water fees, parks/open space and police, to which Trussell
11 affirmed. Council Member Rubell stated the staff recommendation was based on the
12 total units minus the required affordable units.

13
14 Mayor Worel opened the public hearing. No comments were given. Mayor Worel closed
15 the public hearing.

16
17 Council Member Dickey thought the fee waiver was not justified. Fee waivers were for
18 public or nonprofit projects for projects that would otherwise not happen. This
19 development was a deal. The developer wanted residential density and the City
20 negotiated an agreement where affordable housing would be part of the development.
21 Specific AUEs were discussed and the incentive to build the affordable housing was
22 that the developer could include market rate units. There were no fee waivers
23 negotiated at that time. He felt that was not fiduciarily wise to award the development \$2
24 million in fee waivers. Keyes clarified he sent emails in 2020 and 2021 asking about fee
25 waivers and staff told them they needed to apply for waivers when the building permit
26 was applied for. He thought it was a disincentive for private developers to build
27 affordable housing if the City denied them fee waivers. Council Member Dickey stated
28 the incentive for affordable housing was the market rate density, which would not have
29 been given without the affordable housing element. The only difference was that there
30 wouldn't be a hotel, which would have generated less traffic. He felt \$2 million to a
31 private developer didn't make sense.

32
33 Council Member Ciraco asked if the process for the fee waiver application was different
34 for EngineHouse than what was just described for this applicant. Plane couldn't give an
35 answer at this time. Council Member Ciraco wanted to be consistent with giving a
36 private developer the same treatment as a City developed property. Council Member
37 Rubell stated this was a better project for the community than a hotel and commercial in
38 that area. He supported the fee waiver. Council Member Parigian asked that they lower
39 the AMI from 80% on the affordable units. He supported the fee waiver. Council
40 Member Toly indicated the developer received some of the benefits of an affordable
41 master planned development (AMPD) even though they had a master planned
42 development (MPD). She didn't think 80% AMI rent was affordable, and she wanted to
43 give the fee waivers on the 77 units that were under 80% AMI. Another option would be
44 to only give the fee waivers to one building of 104 units. Council Member Parigian
45 asked if Toly had contemplated a partial waiver for the units that were designated for

1 80% AMI. Toly stated one building was half of the units so the fee would essentially be
2 cut in half.

3
4 Council Member Ciraco felt there was a public benefit conversation prior to this process,
5 and he thought waiving the \$1.9 million would skew the public benefit. He suggested
6 minimizing the upfront financial impact on the tenants, such as putting the \$2 million
7 towards lowering the AMI for a certain period of time. Council Member Dickey liked that
8 suggestion. Keyes re-stated he was told not to ask for fee waivers when the deal was
9 negotiated, and he didn't think this was a re-negotiation. He noted EngineHouse was
10 being developed by a private developer and they were getting \$100,000 per unit to
11 lower the AMI. This request was \$9,100 per unit. Council Member Dickey stated this
12 project didn't qualify for fee waivers per the standard. EngineHouse was a completely
13 different project which was 80% affordable and was a public/private partnership. Other
14 projects weren't allowed nightly rentals and other bonuses like this development.

15
16 Council Member Ciraco asked if the fee waiver request was a function of the market. He
17 thought interest rates would come down and they would refinance their loans. He asked
18 if the AMI for the project could be lowered. Keyes stated he was not authorized to
19 promise to lower AMIs. All the AMIs were negotiated and now those documents would
20 have to be reopened. He cautioned the Council against setting precedent to deny fee
21 waivers to private developers for affordable housing.

22
23 Matthew Crandall stated everything they get they would be reinvested into the project to
24 make it better. If they didn't get the fee waivers, some things would not be improved.
25 They had given the City \$75,000 to make improvements to the Rail Trail connection, so
26 they were investing a lot of money in the community. The City returned the money and
27 asked the developer to make the improvements and they would be doing that.

28
29 Council Member Rubell moved to waive an impact fee and a development fee for the
30 voluntary affordable housing portions of the Studio Crossing Development, not to
31 exceed \$1,913,012, in accordance with Municipal Code Section 11-12-15. The motion
32 died for lack of a second.

33
34 Council Member Dickey moved to deny waiving an impact fee and a development fee
35 for the voluntary affordable housing portions of the Studio Crossing Development, not to
36 exceed \$1,913,012, in accordance with Municipal Code Section 11-12-15. The motion
37 died for lack of a second.

38
39 Council Member Ciraco asked to hear from Gary Crandall to discuss AMIs. Matt Dias,
40 City Manager, stated Council Member Ciraco wanted to continue to work with the
41 applicant on this. Council Member Ciraco wanted a value for value conversation. He
42 would accept a public benefit if the City was not out of pocket in the long run. Plane
43 asked if Council wanted staff to work with the developer. Council Member Ciraco
44 wanted the developer to give the City a number. Dias stated there was a desire for
45 rejection of the waiver in that amount and also a discussion on the development

1 agreement and housing mitigation which had already been negotiated. Ciraco wanted to
2 adjust the fee waiver from \$0-\$2 million. Council Member Toly thought the developer
3 contributing to the Rail Trail was something that could be taken into consideration.
4 Council Member Toly suggested an impact fee discussion since they were complicated
5 and varied from fee to fee. Council Member Rubell stated the Council's job was to set
6 policy and understand how the policy applied to the situation.

7
8 Council Member Parigian moved to approve the original \$1,666.45 fee waiver proposed
9 on August 15. Council Member Rubell seconded the motion.

10 **RESULT: FAILED**

11 **AYES:** Council Members Parigian and Rubell

12 **NAYS:** Council Members Ciraco, Dickey, and Toly

13
14 Council Member Ciraco moved to continue consideration to waive an impact fee and a
15 development fee for the voluntary affordable housing portions of the Studio Crossing
16 Development, not to exceed \$1,913,012, in accordance with Municipal Code Section
17 11-12-15 to a date uncertain. Council Member Dickey seconded the motion.

18 **RESULT: CONTINUED TO A DATE UNCERTAIN**

19 **AYES:** Council Members Ciraco, Dickey, Parigian, Rubell and Toly

20
21 Council Member Rubell asked what the continuation would do to the project. Crandall
22 stated they would be moving forward with infrastructure, so they had time for the
23 building permit. Thacker stated the building permit and impact fees were bundled
24 together, but this was not being held up. He noted they could pay the fees to get the
25 permit, and the fees could be refunded with Council direction. Council Member Toly
26 asked if they wanted a Council member to discuss this outside a Council meeting with
27 the developer, to which Keyes affirmed.

28
29 **VIII. NEW BUSINESS**

30
31 **1. Consideration to Adopt Resolution 19-2024, a Resolution Approving the Cable**
32 **Television Utility Franchise Agreement between All West/Utah, Inc. and Park City**
33 **Municipal Corporation and to Authorize the City Manager to Execute the**
34 **Agreement in a Form Approved by the City Attorney's Office:**

35 Becky Gutknecht and John Robertson, Engineering Department, presented this item.
36 Gutknecht reviewed many historical franchise agreements were reaching expiration and
37 needed to be renegotiated. All West specifically was a cable television provider, and
38 they wanted a nonexclusive agreement for 15 years. They would pay the City 5% of
39 gross revenues per year and they would put their lines underground on City right-of-
40 way.

41
42 Mayor Worel asked if a section could be added to the agreement to coordinate with
43 other projects, so the ground wouldn't be opened up repeatedly for each franchise.

Gutknecht stated there was a section stating if a trench was open, they needed to coordinate joint trenching and negotiate fees for that. Council Member Parigian asked if the current agreement was expired, to which Luke Henry, Assistant City Attorney, stated this agreement expired two years ago. Council Member Parigian didn't understand the revenue. Henry stated the revenue came from cable subscriptions. He explained the lines could not be shared by providers but there were only two providers in town, All West and Comcast.

Mayor Worel opened public input. No comments were given. Mayor Worel closed public input.

Council Member Dickey moved to adopt Resolution 19-2024, a resolution approving the Cable Television Utility Franchise Agreement between All West/Utah, Inc. and Park City Municipal Corporation and to authorize the City Manager to execute the agreement in a form approved by the City Attorney's Office. Council Member Toly seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Dickey, Parigian, Rubell and Toly

IX. ADJOURNMENT

With no further business, the meeting was adjourned.

Michelle Kellogg, City Recorder



City Council Staff Report

Subject: Transit Housing Master Lease
Author: Timothy Sanderson – Transportation Director
Department: Transportation
Date: September 26, 2024

Recommendation

Consider a request to authorize the City Manager to enter into a Master Lease in a form approved by the City Attorney's Office with CP CANYONS WFH, LLC, to lease and guarantee the availability of twenty-four (24) beds at the CVMA Housing Project (Slopeside), located at 1823 Ozzy Way. The proposed agreement is for a term of two years with the option of one additional year. The cost is not-to-exceed \$200,000 per year, with any increase limited by the Consumer Price Index, for a total not-to-exceed amount of \$600,000.

Background

This project will assist in the recruitment and retention of Transit Operators for Park City Transit. As a ski destination, Transit increases its workforce complement from 59 Operators over the Summer to 110 Operators in the Winter season.

Increasing our seasonal workforce to this extent requires an innovative approach to recruitment and retention. The ability to offer housing (along with a great wage and excellent benefits package) makes PCMC competitive for recruiting, especially for the large number of non-local seasonal operators.

Park City Transit houses employees in 38 Studio Apartments of which we currently have 71% occupancy. This lease will provide housing in two (2) dorm style units at the Slopeside complex located close to the Canyons resort providing accommodations for up to 24 Transit employees. Each of these units consist of:

- 8 single bedrooms
- 2 double bedrooms
- 4 Washrooms
- Common Kitchen and Living Area

In addition, the complex offers several amenities, such as a fitness center and clubhouse.

Analysis

The lease agreement with CP CANYONS WFH, LLC will guarantee availability of the two units for a combined monthly rent of \$21,600.00. To partially offset this expense, Transit Operators will contribute a portion of the monthly rent as follows:

- Single Occupancy - \$650/month

- Double Occupancy - \$362/month

At 100% occupancy, these contributions will amount to 61.5% of the total rent, which is comparable to PCMC's goal of setting rent at 50% of Market Rate. The intended effective lease date is October 1, 2024 with occupancy to begin shortly thereafter. The proposed Master Lease is for a term of two years with an option for an additional one-year term, with any increase in rent limited by the Consumer Price Index.

Based upon projections of workforce requirements for current service levels, staff estimates that the annual expense for this lease will be approximately \$155,000 to \$200,000 per year, based upon current subsidy level and projected seasonal occupancy fluctuations.

These expenses will be partially offset by savings in overtime expenses, although the primary motivation is ensuring that adequate staff are available to provide the approved service levels.

Funding

Funding for this project is derived from the Transportation Fund and is not to exceed \$200K per year for up to 3 years for a total not-to-exceed amount of \$600,000.

Exhibits

None

MASTER LEASE

THIS MASTER LEASE (the “**Lease**”) is made and entered into effective as of **September October** 1, 2024 (the “**Effective Date**”) by and between CP CANYONS WFH, LLC, a Delaware limited liability company (“**Lessor**”) and Park City Municipal Corporation, a Utah municipal corporation (“**Lessee**”) (each individually a “**Party**” and collectively the “**Parties**”).

WHEREAS, Lessor is the owner of the property located at 1823 Ozzy Way, Park City, UT 84098 and known as Parcel LV6A in the Canyons Lower Village in Park City, Utah (the “**Property**”).

WHEREAS, the Property and the leasing and occupancy of the Property are subject to the following: (i) that certain Employee Housing Master Agreement for the CVMA District (the “**Master Agreement**”) dated May 15, 2018 by and between The Canyons Resort Village Association, Inc., a Utah nonprofit corporation doing business as the Canyons Village Management Association (“**CVMA**”), and Summit County, a political subdivision of the State of Utah (the “**County**”); (ii) that Certain Ground Lease (the “**Ground Lease**”) dated May 15, 2018 by and between the County, as Landlord, Canyons Village Housing, LLC, a Utah limited liability company (“**CV Housing**”) owned and controlled by the CVMA, as Tenant; (iii) that certain Rental Restrictions Agreement dated May 15, 2018 between the CVMA and the County recorded in the Official Records of the Summit County Recorder’s Office on May 15, 2018, as Entry No. 01091755 in Book 2462 at Page 1046 (the “**Rental Restrictions Agreement**”); (iv) that certain Amended and Restated Development Agreement dated July 22, 2019 between CV Housing, Canyons Village, LLC, a Utah limited liability company and Lessor, as amended by that certain First Amendment to Amended and Restated Development Agreement dated September 3, 2021 (as amended, the “**Development Agreement**”); and (v) that certain Sub-Ground Lease dated September 8, 2021 between CV Housing, as Sublessor, and Lessor, as Sublessee (the “**Sub-Ground Lease**”, and together with the Master Agreement, the Ground Lease, the Rental Restrictions Agreement and the Development Agreement, as each may be amended from time to time, the “**Governing Documents**”);

WHEREAS, pursuant to the terms and conditions of the Sub-Ground Lease, Lessor has the right to develop, lease and operate the Property, including entering into this Lease, in accordance with and subject to the Governing Documents;

WHEREAS, Lessee desires to lease from Lessor certain residential living Units located within the Property (as more fully described below), together with the use of certain common areas serving the Property (“**Common Areas**”) and to sublease or license such Units to employees of Lessee or if applicable, other individuals or entities as permitted herein and in the Governing Documents (each a “**Resident**” and, collectively, “**Residents**”).

WHEREAS, Lessor is willing to lease such Units to Lessee under the terms and conditions stated in this Lease and subject to terms and conditions in the Governing Documents.

NOW THEREFORE, for the consideration hereinafter set forth, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. LEASE. Subject to the terms and conditions in this Lease and in the Governing Documents, Lessor leases to Lessee, and Lessee leases from Lessor, certain units of the Property (each a “**Unit**” and collectively the “**Units**”) as identified on **Exhibit A** attached hereto and incorporated herein by this reference. Lessor retains the unrestricted right to dispose of or

rent any other portion of the Property as Lessor elects. Lessee will have the non-exclusive right to use of the Common Areas in accordance with the terms and conditions of this Lease.

2. TERM. This Lease will commence and be effective as of the Effective Date. For purposes of the payment of rent by Lessee, the term of this Lease will commence ~~on the first Delivery Date (defined below)~~ on the first Effective Date (the "Rent Commencement Date") and terminate on the date that is ~~two (2) three (3) years~~ after the Effective Date from the Rent Commencement Date (the "[Initial] Initial Term"). Lessee will have an additional one-year option following the expiration of the Initial Term which must be exercised more than thirty (30) days from the expiration of the Initial Term. Each twelve (12) month period commencing on the ~~Rent Commencement Effective~~ Date, and again on each anniversary of the ~~Rent Commencement Effective~~ Date is referred to herein as a "**Lease Year**." Notwithstanding the foregoing, this Lease may be terminated during the ~~[Initial]~~ Term in the event the Governing Documents ~~should be~~ are terminated, and any such termination will be effective on the date on which the termination of the Governing Documents is effective.

~~2.1. —NOTICE PRIOR TO VACATING. Notwithstanding any other provision of this Lease, Lessee must give Landlord a minimum of sixty (60) days prior written notice before voluntarily vacating the Premises, whether before or after the expiration of the Term. If Tenant fails to give such notice, then, in addition to other remedies available to Landlord, Tenant will be liable to Landlord for a Notice Fee of twice the monthly Base Rent then in effect for the Premises.~~

3. DELIVERY OF UNITS; RENT. Rent for each of the Units shall commence as of the Delivery Date for such Units and will be due ~~and payable in advance on the first (1st) on the (15th)~~ fifteenth day of each month thereafter during the Term in the amounts provided on **Exhibit A** (the "**Rent**"). Master Lessee may ask residents to make payments directly to leasing office but if payment is not received by the 3rd day of the month, Lessor will make contact with residents to attempt to collect rent. If full rent payment is not received by the 5th of the month, Park City Municipal must remit the full payment due less paid rents for the month within (15) business days of receipt of monthly invoice. At the beginning of each ~~Lease Year~~, the Rent payable by Tenant shall be increased in an amount equal to the product of the Rent times a number equal to the percentage increase in the CPI over a 12-month period, calculated by using the most recently published CPI and the CPI published 12 months earlier. As used herein, the term "**CPI**" shall mean the Consumer Price Index for Urban Wage Earners and Clerical Workers, U.S. City Average, as published by the United States Department of Labor, Bureau of Labor Statistics of the United States Department of Labor. In the event such Index is discontinued, comparable statistics in the purchasing power of the consumer dollar, as published at the time of said discontinuance by a responsible financial authority shall be selected at the Landlord's reasonable discretion and shall be used in lieu of such index. If any installment of Rent is not paid within ~~five~~ fifteen (15) days of ~~the applicable due date~~ receipt of the monthly invoice, Lessee shall pay to Lessor, as additional rent, a late charge equal to ten percent (10%) of the overdue amount, plus any applicable attorneys' fees or costs incurred by Lessor in connection with such failure to pay, in order to defray the expenses incident to handling such delinquent payments.

4. FURNISHINGS. Lessor shall furnish all Units and Common Areas, at its sole cost and expense, with furnishings in good condition and repair, and maintain and replace as Lessor deems reasonably necessary and consistent with standards and schedules applied by Lessor with other units in the Property not being leased by Lessee hereunder.

5. POSSESSION AND QUIET ENJOYMENT. Provided there is no Lessee Default (as defined below), Lessee and its Residents will at all times peaceably possess and enjoy the leased Units and the Common Areas without disturbance by Lessor or anyone claiming by, through or under Lessor; provided, however, that Lessee acknowledges and agrees that the Common Areas will be used and enjoyed by other tenants, occupants and guests of the Property.

6. MAINTENANCE AND REPAIRS.

6.1. Lessor, at its sole cost and expense, will be responsible for maintaining the Property in good, safe and sanitary condition, order and repair and in accordance with all applicable local, state and federal statutes, regulations, rules, codes, ordinances, and other requirements of governmental authorities now or hereafter in effect (collectively, “**Laws**”) including, without limitation, the parking areas and other Common Areas of the Property, the Units, including, without limitation, all improvements and fixtures, the pipes, roof, heating systems, plumbing and plumbing systems and other equipment and appliances serving the Units or any of the Common Areas, power supplies, exterior windows, doors, equipment and appliances on or about the Common Areas and the Units. Lessor will maintain the Units in at least as good of a condition as they exist on the Delivery Date, at the sole cost and expense of Lessor, ordinary wear and tear excepted. Lessor, at its sole cost and expense, will maintain the Property to be free and clear of debris and excess trash and do a weekly cleaning of Common Areas, if any. Lessor, at its sole cost and expense, will be responsible for providing and maintaining in good condition and repair all required safety equipment such as fire extinguishers, carbon monoxide detectors, emergency lights, posted fire egress plan, exits signs and smoke detectors. Lessor, at its sole cost and expense, will pay promptly when due all real estate, personal property and other taxes pertaining to the Property. If a Unit or bedroom requires a “rent ready” turn after the expiration or termination of a Tenant Lease, Lessee shall be responsible for the ~~\$75 fee costs associated with same in accordance with Lessor’s published schedule applicable to all units/beds on the Property, and~~ Such amounts shall be paid by Lessee within thirty (30) days after receipt of an invoice therefor from Lessor.

6.2. All repairs and maintenance by Lessor will be made as and when reasonably necessary, as determined by Lessor in its sole but reasonable discretion, taking into account the circumstance and priority of the repair or maintenance and its impact to Lessee’s or its Residents’ use of the Units and Common Areas and the impact to other portions of the Property. Lessee or its Residents shall promptly inform Lessor and Property Manager of any needed repairs or maintenance to the Units. All such repairs, replacements and maintenance will be done in a good and workmanlike manner.

6.3. Notwithstanding any other provisions to the contrary herein, if repairs, replacement, or maintenance are necessary as a result of Lessee’s or any of Lessee’s Residents’ acts (excluding ordinary wear and tear), including but not limited to repair, replacement, or maintenance to any furniture, fixtures, or appliance (if such items were provided by Lessor), Lessee will be solely responsible for the cost of such repairs, replacement, and maintenance. Lessor will make such repairs, replacement, or maintenance and will apply the portion of the Security Deposit to pay the costs of such repairs, replacement or maintenance and provide Lessee with an invoice for such costs, accompanied by detailed supporting documentation therefor.

6.4. Lessee will not use the Units or the Common Area or knowingly permit its Residents to use the Units or the Common Area in a way that violates any Laws or rules adopted by Lessor, provided that such rules apply to all tenants, occupants and guests of the Property and

not solely to the Residents. Lessor will not use the Property or permit anything to be done in the Common Areas that will in any way violate any Laws. Lessor will be responsible for all repairs, improvements and upgrades necessary to cause the Units and the Common Areas to comply with Laws to the extent required by court order or by regulatory agency with enforcement jurisdiction.

6.5. Lessor represents and warrants to Lessee that, upon the Delivery Date, the Property (including, without limitation, all Units) will be in compliance with all Laws, including any Laws applicable to Lessee's intended use of the Property and including specifically the "Utah Fit Premises Act" found at Sections 57-22-1 through 7 of the Utah Code. Except for any latent defects, non-compliance with any Laws, and any repairs or upgrades to the Property to be completed by Lessor as expressly set forth herein, Lessee accepts the Property in its "as-is where-is" condition.

6.6. Notwithstanding anything herein to the contrary, Lessee agrees and acknowledges that Lessor has engaged a third-party property manager (the "**Property Manager**") to manage and operate the Property, including the performance of Lessor's maintenance and repair obligations in this Lease. Any notices or other communications to Lessor required or contemplated under this Section 6 shall also be delivered to Property Manager at the address provided in Section 15 below.

7. COVENANTS OF LESSEE.

7.1. Lessee will use reasonable efforts to cause its Residents to keep the Units at all times in a neat, clean and sanitary condition (ordinary wear and tear excepted). The Property is a no-smoking establishment.

7.2. Reserved.

7.3. Lessee's rental of Units to Residents shall be pursuant to a written lease and in all cases be subject to and conditioned upon Lessor's review and approval of the form of residential lease between Lessee and the Residents ("**Tenant Lease**"). ~~Prior to executing a Tenant Lease, Lessee shall perform its standard background check on each Resident and shall not enter into a Tenant Lease with a Resident who does not pass such background check. Upon executing a Tenant Lease, Lessee shall provide Lessor with the name of the Resident executing such Tenant Lease and certify in writing that Lessee performed the required background check on such Resident.~~

7.4. Each Tenant Lease, and the leasing of Units to Residents as provided herein, shall comply in all respects with the Governing Documents, including, but not limited to the "Employee Housing Rental Requirements" provided in Section 3 of the Master Agreement, which include, but are not necessarily limited to:

- (i) Compliance with the Management Plan for Employee Housing (as defined in Section 3.2(a) of the Master Agreement) adopted by Lessor and approved by the CVMA and the County;
- (ii) Leasing of the Units to Residents in accordance with the priorities set forth in Section 3.4 of the Master Agreement;
- (iii) Lessee shall prepare and maintain a waiting list of all persons who desire to lease a Unit and provide a copy of such waiting list and a rent roll to

Lessor within 45 days of the end of each calendar quarter. The waiting list and rent roll for the Units shall comply with the requirements provided in Section 3.5 of the Master Agreement. In the event Lessee has vacant Units and does not have prospective residents on its waiting list that are first in priority according to the priority list in Section 3.4 of the Master Agreement, Lessee shall promptly coordinate with Lessor and the Property Manager to ensure that the vacant Units are leased to residents in accordance with such priority list and the Master Waiting List maintained by Lessor or Property Manager under the Master Agreement.

- (iv) The rental amount payable by a Resident under a Tenant Lease may not exceed "Allowed Rent" as defined in the Master Agreement and as provided in Section 3.6 of the Master Agreement;

Each Tenant Lease with a Resident must (a) specify a monthly rent that does not exceed the Allowed Rent, (b) specify a term of at least thirty (30) days but no longer than twelve (12) months, (c) require the Resident to acknowledge that if the Resident desires to enter into a new (replacement) lease after the expiration of the prior term, the Resident will need to certify that the Resident's Income does not exceed the Income Limit (as those terms are defined in the Master Agreement) and the Resident will be subject to the leasing procedures and priorities set forth in Section 3.4 of the Master Agreement and, therefore, will have no guaranty that the Resident will be able to renew, (d) require the Tenant to provide written notice to the Lessee of any change in Income or employment status which could affect the Resident's eligibility for continued residence in a Unit within ten (10) days of such change, and (e) require Lessee to terminate the lease following notice of any such change upon prior notice (not to exceed ninety (90) days), all in accordance with the Management Plan for Employee Housing.

7.5. Lessee shall provide to Lessor and Property Manager, no later than April 30th of each year, a certificate, in substantially the form of **Exhibit C** attached hereto, certifying that Lessee is in compliance with the Employee Housing Rental Requirements as of December 31st of the prior year and that Lessee has verified the relevant qualifications of each Resident in connection with the process of providing such certification. During the Term of this Lease and not more than once per year (unless circumstances warrant additional audits as described below), Lessor may audit the Lessee's policies, procedures and records that relate to Lessee's compliance with its obligations under this Section 7 (the "**Compliance Materials**") upon not less than ten (10) business days' notice. Notwithstanding the foregoing, the Parties agree that Lessor may conduct an audit at any time, in the event of (i) Lessor reasonably believes or is informed by the CVMA or the County that any statements or information provided by Lessee is materially false or inaccurate, or (ii) Lessor reasonably believes that an audit is necessary to address a material operational problem or issue that poses a threat to Lessor's right to continue to own and operate the Property under the Governing Documents. In the event that Lessor conducts an audit, Lessor will deliver the results of such audit to CVMA, and CVMA may disclose such results to Summit County. In addition, CVMA may, in its discretion, and not more than once in any Lease Year, conduct its own audit of Lessee's Compliance Materials and may share the results of such audit with Summit County.

7.6. If requested by Lessor or CVMA, Lessee agrees to cooperate with Lessor to amend this Lease if necessary to conform the Lease to any amendment to the Management Plan for Employee Housing or to the Employee Housing Rental Requirements.

7.7. Lessor and Lessee agree and acknowledge that, in the event of a dispute or disagreement among any of Lessor, Lessee, Summit County and the CVMA regarding the interpretation or application of the Employee Housing Rental Requirements or the requirements in the Management Plan for Employee Housing, the CVMA's interpretation will control and prevail.

7.8. Lessee agrees to comply with any court order or legal requirement (including any Summit County ordinances regarding the implementation or interpretation of the Employee Housing Rental Requirements or Management Plan for Employee Housing) with respect to the Property, this Lease or any Tenant Lease.

8. UTILITIES.

8.1. Lessor, at Lessor's sole cost and expense, will arrange for provision to the Units of:

- ☐ electricity,
- ☐ gas,
- ☐ water,
- ☐ sewer,
- ☐ trash removal,
- ☐ wireless internet,
- ☐ snow removal, and
- ☐ preventative pest control.

Lessee may elect to upgrade the standard wireless internet service provided by Lessor to the Units at Lessee's sole cost and expense.

8.2. Lessor will furnish heat to the Units during the customary heating season and air conditioning to the Units during the customary cooling season and as otherwise needed to cause the Units to maintain a reasonably comfortable heat level, at Lessor's sole cost and expense.

9. SECURITY DEPOSIT.

9.1. Within thirty (30) days of the Effective Date, Lessee shall pay to Lessor a security deposit (the "**Security Deposit**") in the amount of two (2) months' rent that may be used or applied by Lessor in accordance with this Lease.

9.2. If there is any Lessee Default with respect to any provisions of this Lease, or if, in accordance with Section 6.3, Lessor is required to make repairs, replacements or maintenance as a result of Lessee's or any of Lessee's Residents' acts, including but not limited to repair, replacement, or maintenance to any furniture, fixtures, or appliance (if such items were provided by Lessor), Lessor may apply or retain all or any part of the Security Deposit for the payment of any rent or for the payment of any other amount which Lessor may spend or become obligated to spend by reason of such Lessee Default or such repairs, replacement or maintenance, or to compensate Lessor for any other loss or damage which Lessor may suffer by reason of such Lessee Default. If any portion of said Security Deposit is so used or applied, Lessee will within 15

days after written demand therefor, including evidence of Lessor's expenditure, deposit cash with Lessor in amount sufficient to restore the Security Deposit to its original amount.

9.3. Following the end of the Term, the Security Deposit will be subject to deduction or forfeiture for damage to a Unit and its contents, damage to Common Areas caused by Lessee or its Residents, and reasonable cleaning charges, provided that Lessor furnishes Lessee with an itemized list detailing what amounts were deducted and why. Within 60 days of the expiration or termination of this Lease, Lessor will return the Security Deposit to Lessee, subject to any lawful withholdings.

10. DEFAULT.

10.1. The following events to the extent continuing beyond the applicable notice, grace and cure periods provided for below, will be considered a default by Lessee under this Lease ("**Lessee Default**"):

- (i) If Lessee fails to pay Rent or other charges when due.
- (ii) If Lessee fails to comply with the requirements in Sections 7.3, 7.4 or 7.5, or if the information provided by Lessee in a certificate of compliance delivered under Section 7.5 is false or misleading.
- (iii) If Lessee fails to perform any other non-monetary obligation in this Lease applicable to Lessee, and such failure continues for 30 days after Lessor has given written notice thereof to Lessee (or, if such failure cannot be reasonably cured within such 30-day period, if Lessee does not in good faith commence to cure such failure to comply within such 30-day period and thereafter diligently proceed to cure such failure as soon as reasonably possible).
- (iv) If Lessee shall make an assignment for the benefit of creditors.
- (v) If Lessee shall file a voluntary petition under Title 11 of the United States Bankruptcy Code or if such petition is filed against it, and an order for relief is entered, or if Lessee shall file any petition or answer seeking, consenting to or acquiescing in any reorganization, arrangement, composition, other present or future applicable law, or shall seek or consent to or acquiesce in or suffer the appointment of any trustee, receiver, custodian, assignee, sequestrator, liquidator or other similar official of Lessee, or of all or any substantial part of its assets or of the Property or any interest therein of Lessee, or if Lessee shall take any corporate action in furtherance thereof.
- (vi) If within thirty (30) days after the commencement of any proceeding against Lessee seeking any reorganization, arrangement, composition, readjustment, liquidation, dissolution or similar relief under the present or any future United States Bankruptcy Code or any other present or future applicable federal, state or other statute or law, such proceeding shall not have been dismissed, or if, within thirty (30) days after the appointment, without the consent or acquiescence of Tenant, of any trustee, receiver, custodian, assignee, sequestrator, liquidator or other similar official of Lessee or of all or any substantial part of its assets or of the Property or

any interest therein of Lessee or such appointment shall not have been vacated or stayed on appeal or otherwise, or if, within thirty (30) days after the expiration of any such stay, such appointment shall not have been vacated.

- (vii) If any representation or warranty made in writing by or on behalf of the Lessee or by any officer of Lessee in this Lease or in any certificates furnished to Lessor by Lessee or in any other writing furnished by Lessee in connection with the transaction contemplated by this Lease proves to have been false or incorrect in any material respect on the date as of when made.

10.2. If a Lessee Default occurs, Lessor may, without waiving any other rights hereunder or available to Lessor at law or in equity: (i) upon an additional 30 days' notice to Lessee, terminate this Lease, in which event this Lease and the leasehold estate created by this Lease and all interest of Lessee and all parties claiming by, through, or under Lessee will automatically terminate upon the termination date provided in such notice; (ii) Lessor, its agents or representatives, may, without further demand or notice, reenter and take possession of the Units and remove all persons and property from the Units in accordance with applicable law without being deemed guilty of any manner of trespass and without prejudice to any remedies for existing breaches of this Lease. Under no circumstances will Lessor be held liable in damages or otherwise by reason of any such re-entry or eviction, or by reason of the exercise by Lessor of any other remedy provided in this subparagraph.

10.3. Lessor may recover from Lessee, and Lessee will pay to Lessor upon demand, such reasonable expenses as Lessor may incur in recovering possession of the Units and any other portion of the Property, placing the same in good order and condition and repairing the same for reletting, as well as all other reasonable expenses, commissions and charges incurred by Lessor (including but not limited to attorneys' fees) in exercising any remedy provided herein, to cure such default or breach of Lease, or as a result of any default by Lessee hereunder.

10.4. If there is a Lessee Default, Lessor will use reasonable efforts to mitigate its damages. In no event shall either Party be responsible for any consequential damages incurred by the other including, without limitation, loss of profits or interruption of business; provided, however, that Lessee shall be liable for all damages, including consequential damages, lost profits, business interruption and other similar damages incurred by Lessor arising out of Lessee's failure to comply with the requirements in Article 7 of this Lease.

10.5. Notwithstanding anything herein to the contrary, if a Lessee Default shall have occurred and is continuing, Lessor, after notice to Lessee (which notice shall not be required if Landlord reasonably determines that immediate action is necessary to protect persons or property), without waiving or releasing any obligation of Lessee and without waiving or releasing any Lessee Default, may (but shall not be obligated to), at any time thereafter, make such payment or perform such act for the account and at the expense of Lessee, and may, to the maximum extent permitted by law, enter upon the Property, or any portion thereof, for such purpose and take all such action thereon as, in Lessor's sole and absolute discretion, may be necessary or appropriate therefor. No such entry shall be deemed an eviction of Lessee or termination of this Lease. All reasonable costs and expenses (including, without limitation, reasonable attorneys' fees) incurred by Lessor in connection therewith, together with interest thereon at the Interest Rate from the date such sums are paid by Lessor until repaid, shall be paid by Lessee to Lessor on demand.

10.6. Lessor's failure to perform or observe any of its obligations under this Lease after a period of 30 days or the additional time (not to exceed a total cure period of 60 days), if any, that is reasonably necessary to promptly and diligently cure the failure after receiving notice from Lessee is a "**Lessor Default**". If Lessor commits a Lessor Default, Lessee will have the right, in addition to all other rights and remedies provided in this Lease, then Lessee shall have the right to cure that default at Lessor's expense. Lessee shall not have the right to terminate this Lease or to withhold, reduce or offset any amount against any payments of Rent or any other charges due and payable under this Lease except as otherwise specifically provided herein. The rights and remedies stated in this Section are cumulative, and do not limit or impair any other right or remedy at law or in equity, and Lessee may pursue any or all of such rights and remedies, whether at the same time or otherwise. No delay or omission of either Party to exercise any right or remedy will be construed as a waiver of any such right or remedy or of any default by the other party hereunder.

10.7. The Parties waive to the fullest extent permitted by law any right to or claim for any punitive or exemplary damages against the other and agree that, in the event of a dispute between them, the Party making a claim shall be limited to recovery of any actual damages it sustains.

11. CASUALTY LOSS. If the Units are partially damaged or destroyed by any casualty insured against under any insurance policy maintained by Lessor, Lessor shall, on receipt of the insurance proceeds, repair the Units to substantially the condition in which the Units were immediately prior to such damage or destruction. Lessor's obligation under the preceding sentence shall not exceed the proceeds received by Lessor from any insurance policy maintained by Lessor. As soon as practicable after partial destruction of or damage to the Units, or after the entire Property has been destroyed or damaged, but in no event more than ninety (90) days thereafter, Lessor shall provide Lessee with a schedule and plans for accomplishing the repair or restoration. Until such repair is complete, the Rent for the affected Units shall be abated proportionately commencing on the date of such damage or destruction as to the Units rendered untenantable, if any. If (a) by reason of such occurrence the Property is rendered wholly untenantable, (b) the Units or the Property are damaged as a result of a risk not covered by insurance, (c) the Units are damaged in whole or in part during the last twelve (12) months of the Term existing as of the date immediately prior to such damage or destruction, (d) the Property is damaged to the extent of twenty-five percent (25%) or more of the then-replacement value or to the extent that it would take, in Lessor's opinion, in excess of one-hundred eighty (180) days to complete the requisite repairs, or (e) insurance proceeds adequate to repair the Property are not available to Lessor for any reason, Lessor may either elect to repair the damage or cancel this Lease by notice of cancellation within thirty (30) days after such event, and on such notice, Lessee shall vacate and surrender the Units to Lessor. If Lessor elects to repair any such damage, any abatement of Rent shall end on a factually correct notice given by Lessor to Lessee that the Units have been repaired. Except for abatement of Rent, if any, Lessee shall have no claim against Lessor for any loss suffered by reason of any such damage, destruction, repair or restoration, nor may Lessee terminate this Lease as the result of any statutory provision in effect on or after the date of this Lease pertaining to the damage and destruction of the Units. The proceeds of all insurance carried by Lessee, if any, on Lessee's furnishings, trade fixtures, equipment and other personal property shall be held in trust by Lessee for the purpose of the repair and replacement of the same. Lessor shall not be required to repair any damage to, or to make any restoration or replacement of, any furnishings or other personal property installed in the Units by Lessee's sublessees or licensees. If the Property is damaged to the extent that it would take, according to the reasonable estimate of Lessor's architect or contractor, in excess of twelve (12) months after the date on which such damage occurs (or three (3) months after the date on which such damage occurs if such damage occurs within the last twelve (12) months of the Term) to complete the

requisite repairs, and the entire Property would be untenable for such twelve (12) month (or three (3) month) period, Lessee may elect to cancel this Lease by written notice of cancellation given by Lessee to Lessor within ten (10) business days after Lessor provides to Lessee a written estimate of the time required to complete the requisite repairs (which notice shall be given by Lessor to Lessee as soon as reasonably possible, but in no event later than sixty (60) calendar days after the occurrence of such damage), and on such notice, Lessee shall vacate and surrender the Units to Lessor in accordance with the applicable provisions of this Lease. Unless this Lease is cancelled in accordance with this Section 11, Lessor shall commence such repairs as soon as reasonably possible, within a commercially reasonable period of time after the occurrence of such damage, and shall thereafter diligently prosecute such repairs to completion as soon as reasonably possible in a commercially reasonable, good and workmanlike manner, notwithstanding the fact that Lessor's receipt of insurance proceeds may be delayed (as opposed to being unavailable).

12. INSURANCE.

12.1. During the term of this Lease, Lessor, at its sole cost and expense, will provide and keep in force:

(a) Comprehensive general liability insurance to include coverage for bodily injury, property damage, death and personal injury (employee and contractual liability exclusions deleted), contractual liability (including coverage for the contractual liability of Lessor for performance of the indemnification provisions of this Lease); and broad form property damage, with limits of not less than \$2,000,000 each occurrence combined single limit for bodily injury, property damage and personal injury and \$4,000,000 aggregate for bodily injury and property damage.

(b) An umbrella policy with limits not less than \$5,000,000 over the primary comprehensive general liability policy.

(i) Property insurance covering the Property, and all contents provided by Lessor located upon it, for its full replacement value.

(ii) Fire and extended coverage insurance for all risks, vandalism and malicious mischief, sprinkler damage, boilers and rental loss with respect to the Units.

12.2. Lessee acknowledges that Lessor's insurance does not cover the personal property of Lessee or its Residents or any of their guests. Lessee shall require that each Resident obtain and maintain a policy of renter's insurance. Such renter's insurance policy shall: (a) include an extended coverage endorsement; (b) be underwritten by an insurance company licensed to issue renter's insurance in the State of Utah and approved by Lessor; (c) be in an amount sufficient to cover the insurable value of the Resident's personal possessions located in the Unit and on the Property; and (d) include liability coverage. Upon request, Lessee shall furnish Lessor with a report certifying each Resident's compliance with this insurance requirement.

12.3. Subject to Lessee's obligation to pay Lessor's costs and expenses related to repairs, replacements or maintenance required as a result of Lessee's or any of Lessee's Residents' acts, including but not limited to repair, replacement, or maintenance to any furniture, fixtures, or appliance (if such items were provided by Lessor) in Section 6.3, Lessor waives all right of recovery against the Lessee or its Residents for loss or damage to Lessor's property kept

on or about the Property, for loss which is capable of being insured against or for loss of business revenue or extra expense arising out of or related to the use and occupancy of the Property, to the extent there is collectible insurance provided by Lessor's property insurance policy as required to be carried by Lessor under this Lease. In obtaining property insurance as required by this Lease, Lessor will notify its insurance carrier of this foregoing waiver and provide to Lessee a certificate of insurance so representing such waiver of subrogation.

12.4. This Section 12 will survive the expiration or earlier termination of this Lease.

13. INDEMNIFICATION.

13.1. Lessee agrees to indemnify, defend, and hold harmless Lessor and its officers, agents and employees from and against all third party claims, liability, damages, losses, expenses and demands, including attorney fees, on account of injury, loss, or damage, including without limitation claims arising from bodily injury, personal injury, sickness, disease, death, property loss or damage, or any other loss of any kind whatsoever (collectively, "**Claims**"), to the extent arising from the gross negligence or willful misconduct of Lessee or its Residents or from Lessee's breach of its obligations in Section 7 or arising out of Lessee's failure to comply with the Employee Housing Rental Requirements in the Governing Documents.

13.2. Lessor agrees to indemnify, defend, and hold harmless Lessee and its officers, agents and employees from and against all third party claims, liability, damages, losses, expenses and demands, including attorney fees, on account of injury, loss, or damage, including without limitation claims arising from bodily injury, personal injury, sickness, disease, death, property loss or damage, or any other loss of any kind whatsoever, to the extent arising from the gross negligence or willful misconduct of Lessor or any officer, employee, representative, or agent of Lessor.

13.3. This Section 13 will survive the expiration or earlier termination of this Lease.

14. SUCCESSORS AND ASSIGNS. This Lease will be binding on the Parties and their successors and assigns. Lessee has the right to sublease or license all or any portion of the Units from time to time without Lessor's consent, so long as such sublessee or licensee agrees to be bound by the terms of this Lease. Except as expressly permitted by this Lease, Lessee will not assign any of its rights or obligations under this Lease without the prior written consent of Lessor and CVMA, such consent not to be unreasonably withheld. Any assignment without such consent will be void. Notwithstanding the foregoing, so long as a Lessee Default has not occurred and is continuing, Lessor acknowledges and agrees that Lessee may, from time to time without Lessor's consent, but with prior written notice to Lessor and to CVMA, assign this Lease to (i) a parent, subsidiary, or other affiliate of Lessee which controls Lessee, is controlled by Lessee or is under common control of Lessee, (ii) the surviving entity in a merger or consolidation of Lessee, or (iii) an entity that acquires at least fifty percent (50%) of Lessee's corporate stock or assets; provided, however, that: (a) such assignee shall agree in writing to be bound by the terms of this Lease; (b) the purported assignment must be for a purpose other than to assign this Lease; and (c) such assignee shall be of substantially similar financial strength as Lessee as of the date of this Lease as determined by Lessor in its reasonable discretion. The notice to Lessor and CVMA of such assignment must contain a certification of Lessee and Lessee's assignee that clauses (i) through (iii) above are satisfied in connection with the assignment.

15. NOTICE. Notices will be in writing and will be deemed sufficiently given if delivered personally or sent by first class United States mail, addressed as follows:

If to Lessor:
CP CANYONS WFH, LLC
1389 Center Drive, Suite 230
Park City, UT 84098
Attn: Tony Tyler
E-mail: tony@cpdre.com

timothy.sandersonrhoda.stauffer@parkcityorg

If to Lessee:
Park City Municipal Corporation, a Utah
municipal corporation
PO Box 1480, Park City, UT 84060
Attn: ~~Timothy Sanderson~~Rhoda Stauffer
E-mail:

With a copy to:
Dentons Durham Jones Pinegar P.C.
3301 North Thanksgiving Way, Suite 400
Lehi, UT 84043
Attn: Brian Cheney
E-mail: brian.cheney@dentons.com

With a copy to:
E-mail: pcmcattorney@parkcity.org

And a copy to:
The Canyons Resort Village Association, Inc.
1790 Sun Peak Dr. #B104
Park City, UT 84098
Attn: President

16. MISCELLANEOUS.

16.1. Modification. This Lease will not be modified except as agreed in writing by the Parties.

16.2. Governing Law and Venue This Lease is governed by the laws of the State of Utah. Venue for any action to interpret or enforce this Lease shall be proper in the State District Court of the County where the Property is located.

16.3. No Waiver. Delays in enforcement or the waiver of any one or more defaults or breaches of this Lease by Lessor will not constitute a waiver of any of the other terms or obligation of this Lease.

16.4. Integration. This Lease constitutes the entire agreement between the Parties, superseding all prior oral or written communications.

16.5. Third Parties. There are no intended third-party beneficiaries to this Lease and none of the provisions of this Lease will be enforceable by any third party. Third parties include, but are not limited to, any of Lessee's employees and/or licensees.

16.6. Rights and Remedies. The rights and remedies of the Parties under this Lease are in addition to any other rights and remedies provided by law. The expiration or earlier termination of this Lease will in no way limit the legal or equitable remedies of any Party, or the period in which such remedies may be asserted.

16.7. Severability. The provisions of this Lease are contractual, and not mere recitals, and will be considered severable, so that if any provision or part of this Lease will at any time be held invalid or unenforceable, that provision or part thereof will remain in force and effect to the extent allowed by law and will be deemed modified to the extent necessary to render it

enforceable, preserving to the fullest extent permissible the intent of the Parties set forth in this Lease, and all other provisions of this Lease will remain in full force and effect, and be enforceable.

16.8. Counterparts. This Lease may be signed by the Parties in different counterparts and the signature pages combined to create a single document binding on all Parties. The Parties agree that the transmission of an executed copy of this Lease by facsimile or electronic mail will be valid and binding, and will have the same full force and effect as if an executed original of this Lease had been delivered.

16.9. Interpretation. It is agreed between the Parties that this Lease was jointly negotiated and jointly drafted by the Parties and that it will not be interpreted or construed in favor or against any Party on the ground that said Party drafted this Lease. It is also agreed and represented by the Parties that this Lease was the result of extended negotiations between the Parties and their respective counsel and that each of the Parties were of equal or relatively equal bargaining power. In no way whatsoever will it be deemed that this Lease is a contract of adhesion, is unreasonable or unconscionable, or that any Party entered into this Lease under duress. The language of this Lease will be construed as a whole according to its fair and logical meaning and not strictly for or against any of the Parties.

16.10. Authorization. Each Party represents and warrants to the other Party that the individual executing this Lease on behalf of such Party has authority to sign on behalf of such Party.

16.11. Attorney Fees and Costs. If at any time after the date of this Lease, either Party institutes any action or proceeding against the other relating to the provisions of this Lease or any default under it, the Party not prevailing in the action or proceeding will reimburse the prevailing Party for its reasonable attorney fees and all reasonable fees, costs, and expenses incurred in connection with the action or proceeding, including any post-judgment fees, costs, or expenses incurred on any appeal or in collection of any judgment. LESSOR AND LESSEE EXPRESSLY WAIVE ANY RIGHT TO TRIAL BY JURY OF ANY CLAIM, DEMAND, ACTION, CAUSE OF ACTION, OR PROCEEDING ARISING UNDER OR WITH RESPECT TO THIS LEASE, OR IN ANY WAY CONNECTED WITH, OR RELATED TO, THE DEALINGS OF THE PARTIES WITH RESPECT TO THIS LEASE, AND IRRESPECTIVE OF WHETHER SOUNDING IN CONTRACT, TORT, OR OTHERWISE.

16.12. Time of Essence. Time is of the essence with respect to the performance of every provision of this Lease in which time of performance is a factor.

16.13. No Partnership. It is agreed that nothing contained in this Lease will be deemed or construed as creating a partnership, joint venture, or of any association between Lessor and Lessee, or cause Lessor to be responsible in any way for the debts or obligations of Lessee, and neither any provision contained in this Lease nor any acts of the Parties hereto will be deemed to create any relationship between Lessor and Lessee other than the relationship of landlord and tenant.

16.14. Estoppel Certificate. Each party agrees, from time to time, within thirty (30) days following written request from the other party, to execute and deliver an estoppel stating that this Lease is in full force and effect, and if modified or amended, setting forth such modification or amendment, that no default exists, or if a default exists, setting forth the same, and such other factual matters regarding this Lease as may be reasonably requested, provided such estoppel

does not obligate the party to acknowledge or consent to any modifications or interpretations of this Lease not previously agreed upon by both parties in writing.

16.15. Limitation of Lessor's Liability. If Lessor sells, assigns, or otherwise transfers (whether by operation of law or otherwise) all or part of its interests in the Property or this Lease: (i) Lessor shall be relieved of all obligations and liabilities of Lessor under this Lease accruing after the effective date of such transfer; and (ii) the transferee shall be deemed to have assumed all of Lessor's obligations and liabilities under this Lease effective from and after the effective date of the transfer. Lessor, its partners, members, shareholders, officers, directors and principals, whether disclosed or undisclosed, shall have no personal liability under or in connection with this Lease. Lessee agrees that it shall look solely to Lessor and its interest in the Premises and this Lease for the satisfaction of Lessee's remedies or to collect any judgment requiring payment of any money by Lessor.

16.16. Confidentiality. ~~The terms and conditions of this Lease constitute proprietary information that Lessor and Lessee covenant and agree to keep strictly confidential. Lessor and Lessee covenant and agree that neither they, nor their respective employees or agents, will directly or indirectly disclose the terms and conditions of this Lease to any other person or entity, other than CVMA (and its auditors, attorneys and agents who have a need to know such information), and other than those employees and agents who have a legitimate need to know such information (and who Lessor or Lessee, as applicable will also require to keep the same in confidence). The foregoing, however, shall not apply to: (i) information related to the Units leased, including without limitation, the number of Units leased (provided all public statements by either Party regarding the Units leased or the number of Units leased shall be approved by the other Party); (ii) any information that is publicly available when provided or which thereafter becomes publicly available other than in contravention of this Section 16.16 or which is required to be disclosed under the Governing Documents, by any regulatory authority in the lawful exercise of its jurisdiction over a Party or CVMA, any auditor or attorney of the Parties or CVMA, by judicial or administrative order or otherwise by applicable law or regulation; or (iii) information or documents that Lessor and/or CVMA are required to deliver to the County as part of their reporting obligation to the County under the Governing Documents, or any other reports or information Lessor and/or CVMA may be required to provide to the County under the Governing Documents or otherwise.~~

16.17. Condemnation. If all or part of a Unit shall be taken by any public or quasi-public authority under the power of eminent domain, or conveyance in lieu thereof, this Lease shall terminate as to such Unit so taken or conveyed on the date when title or the right to possession vests in the condemnor. In connection with any taking, conveyance in lieu thereof, or any other termination of this Lease pursuant to any applicable Law (other than in connection with a Lessee Default), Lessee shall be permitted to recover from Lessor, Lessor's successor in interest, or such condemning authority: (a) the "bonus value" represented by the difference, if any, between Rent under this Lease and market rent for the remaining Term, (b) the value of improvements to the Unit or Units paid for by Lessee, and (c) for any moving or relocation expenses incurred by Lessee.

16.18. Subordination. This Lease is subject and subordinate to the Ground Lease, the Sub-Ground Lease and all present and future ground or underlying leases of the Property and to the lien of any mortgages or trust deeds, now or hereafter in force against the Property, if any, and to all renewals, extensions, modifications and replacements thereof, and to all advances made or hereafter to be made upon the security of such mortgages or trust deeds, unless the holders of such mortgages or trust deeds, or the lessors under such ground lease or underlying

leases, require in writing that this Lease be superior to any of them. Lessee covenants and agrees in the event any proceedings are brought for the foreclosure of any such mortgage, to attorn, without any deductions or set-offs whatsoever, to the purchaser upon any such foreclosure sale if so requested to do so by such purchaser, and to recognize such purchaser as the lessor under this Lease. Lessee shall, within five days of request by Lessor, execute such further instruments or assurances as Lessor may reasonably deem necessary to evidence or confirm the subordination or superiority of this Lease to any such mortgages, trust deeds, ground leases or underlying leases. Lessee waives the provisions of any current or future statute, rule or law which may give or purport to give Lessee any right or election to terminate or otherwise adversely affect this Lease and the obligations of Lessee hereunder in the event of any foreclosure proceeding or sale.

16.19. Amendment. Any amendment to this Lease or any provision or term hereof must be in writing and will be subject to the prior written approval of CVMA.

[Signatures Appear on Following Pages]

IN WITNESS WHEREOF, Lessor and Lessee have executed this Lease as of the Effective Date.

LESSOR:

CP CANYONS WFH, LLC,
a Delaware limited liability company

By: _____

Name: Tony Tyler

Title: Authorized Representative

LESSEE:

Park City Municipal Corporation
a Utah municipal corporation

By: _____

Name: Matt Dias

Title: City Manager

EXHIBIT A
Rent and Unit Configuration

EXHIBIT B
(Unit Delivery Schedule)

EXHIBIT C
FORM OF ANNUAL EMPLOYEE HOUSING CERTIFICATE

_____, 20____

To: CP CANYONS WFH, LLC and THE CANYONS RESORT VILLAGE MANAGEMENT ASSOCIATION, INC.

Re: Employee Housing Master Agreement for the CVMA District dated May 15, 2018 (the **"Master Agreement"**) between Summit County and The Canyons Resort Village Management Association, Inc. (**"CVMA"**) and that certain Master Lease dated _____, 2022 (the **"Master Lease"**) between CP CANYONS WFH, LLC (**"Lessor"**) and [LESSEE NAME] (**"Lessee"**).

Pursuant to and in accordance with the requirement set forth in Section 3.12 of the Master Agreement and Section 7.5 of the Master Lease, we hereby submit this Annual Employee Housing Certificate to Lessor and the CVMA. Capitalized terms used but not otherwise defined herein shall have the meanings set forth in the Master Agreement.

We represent and acknowledge that:

- (1) we have reviewed the Employee Housing Rental Requirements and the Management Plan for Employee Housing in effect with respect to calendar year 20__ (the **"Applicable Year"**); and
- (2) we are obligated to comply with the Employee Housing Rental Requirements and the Management Plan for Employee Housing under the Master Lease and to provide this certificate acknowledging our compliance therewith.

Based on the foregoing, we certify to Lessor and the CVMA that [LESSEE NAME] was in compliance with the Employee Housing Rental Requirements and the Management Plan for Employee Housing in effect for the Applicable Year.

[LESSEE NAME],
a [STATE AND TYPE OF ENTITY]

By: _____

Name: _____

Title: _____



City Council Staff Report

Subject: MC Contractors Contract Amendment #2

Author: Ryan Blair

Department: Economic Development

Date: September 26, 2024

Recommendation

Review and consider authorizing the City Manager to execute a contract amendment for soil excavation and transportation to a disposal facility for 13,000 tons of contaminated soil, in a form approved by the City Attorney, with MC Contractors INC, in an amount not to exceed \$329,533 for a total contract amount not to exceed \$1,245,208.

Executive Summary

After receiving City Council approval on May 16, 2024, the City started remediation on June 20, 2024, on the Gordo property. As discussed during that Council meeting, the goal was to move all the material to Summit County's 3 Mile Landfill as possible. However, we anticipated that some soils, after regulatory testing, would exceed the desired standards allowed 3 Mile and require an additional location. As a result, and at that time, we proactively bid for a backup landfill to ship additional material to if the need arose, and selected the Intermountain Regional Landfill (IRL) in Fairfield, UT.

The original contract amount was \$564,975 and was based on an estimated tonnage to be hauled to 3 Mile Landfill (3 Mile); this amendment will fulfil the environmental commitments at the Gordo property pursuant to City Council direction and Utah Department of Environmental Quality (DEQ) regulations. A larger, budget amendment, is not required, as we have budgeted over 4 million for miscellaneous soil remediation projects overall.

Based on the testing and monitoring program, we have moved approximately 28,000 (out of an estimated 53,000) tons of material to IRL. Initial test results indicated that only 21,000 additional tons would need to be hauled to IRL. However, confirmation sampling confirmed that an additional 13,000 tons should be moved (7,000 has been hauled, approximately 6,000 tons remain). The cost to haul to IRL is \$27.15/ton, which is \$16.70 increase over the cost to haul to 3 Mile.

Analysis

While the cost to haul to IRL is more expensive than 3 Mile, the City will save considerably on the per truck tipping fees. IRL's tipping fee is only \$18.50/ton, while 3 Mile's is \$40/ton. This means that the City will save approximately \$120,228 in tipping fees as a result of hauling the extra material to IRL instead of to the 3 Mile Landfill.

Although the tipping fee at IRL is less expensive than 3 Mile, a truck can make more trips in a day to 3 Mile, or approximately 8 trips per day vs. 2-3 per day to IRL.

The City anticipates that it will take another 3-4 weeks to finish hauling the material, finalize grading, and reseeding the property, all under the oversight of a State regulatory and monitoring program. As anticipated, the work should be completed by the end of October, 2024.

Funding

There is \$4,025,136 available in CP0267 for this project.



City Council Staff Report

Subject: FY25 Budget Adjustment
Authors: Budget Department
Department: Budget, Debt & Grants
Date: September 26, 2024

Recommendation

Review and consider the FY25 budget adjustment requests to address critical infrastructure repair, the progression of the Rocky Mountain Power transmission relocation project, and a minor operational reorganization of departmental budgets and reporting structures.

Executive Summary

Budget adjustments outside the regular budget process are often considered for various reasons, including the timing of final estimates on major projects or unexpected expenses during the fiscal year. Similar to adopting the annual budget, budget adjustments require public noticing and hearing, Council approval, and adoption via ordinance. The funds for the Capital Budget adjustments will be paid from the existing fund balance.

Analysis

Capital Improvement Budget:

Marsac Retaining Wall –On January 8, 2024, we contracted with Kimley-Horn (Consultant) to inspect and evaluate the China Bridge Parking Structure and Marsac Retaining Wall (MRW). As discussed on [August 15, 2024](#), the Consultant determined that the MRW is exhibiting a global failure, meaning that the entire wall, stem, and footing are rotating out-of-plane. Based on the amount of deflection and its acceleration, approaching winter stresses and conditions, we recommended replacing the MRW before the end of 2024. The estimated cost is \$1.5M, and the Council agreed with the initial funding recommendation; the Parking Fund pays 25% or \$375k (does not require a budget adjustment), \$500k from the Municipal Building Authority fund balance, and the remainder will come from the Main Street RDA fund balance.

Capital Project/Fund	FY25 Beginning Balance	Proposed Adjustment	Ending Balance
Building Authority	\$ 505,000	\$ (500,000)	\$ 5,000
Main St RDA	\$ 1,733,789	\$ (625,000)	\$ 1,108,789
China Bridge Improvements (Parking Fund)	\$ 2,590,444	\$ (375,000)	\$ 2,215,444
Marsac Retaining Wall	\$ -	\$ 1,500,000	\$ 1,500,000

Rocky Mountain Power Transmission Relocation – As discussed on [August 15, 2024](#), the City Council had already approved \$3.5M to support this critical infrastructure project, of which \$150k was spent on the Transmission Underground Feasibility Study, leaving \$3.35M. Undergrounding costs an estimated \$7,077,547, leaving a deficit of around

\$3.7M. The Council directed the remainder comes from the Transient Room Tax, or Miscellaneous 5-Acre Site Improvements, as the infrastructure project is a necessity to seeing the future redevelopment of the City’s 5-acre parcel. However, due to favorable accumulated interest returns in the FY24 General Capital Fund, we no longer recommend using the balance, and instead, only the interest accrued to date.

Operating Budget:

- **Operational Reorganization, Housing, and Economic Development** - Combine the Affordable Housing Operating Budget with the Economic Development Operating Budget as part of the restructuring discussed during the FY25 budget process on [May 2, 2024](#). Incorporating what we have learned over the last few years, we recently hired a Housing and Development Coordinator and an Economic Development Project Manager to support and lead major initiatives and capital projects relating to public-private partnerships, land acquisitions, affordable housing, and other long-term specialized project management. Combining resources and teams will allow for a more streamlined process for Budget, Finance, HR, and personnel management, as well as overlap important expertise and improve internal communications between divisions. Funds from vacant positions were reallocated to create the positions, making this a budget-neutral adjustment.

Department	FY25 Orig Budget		Proposed Adjustment		FY25 Adjusted Budget
Housing	\$	856,456	\$	(856,456)	\$ -
Housing & Economic Development	\$	416,257	\$	856,456	\$ 1,272,713

Exhibit A: FY25 Adjusted Budget Ordinance

Ordinance No. 2024-18

AN ORDINANCE ADOPTING AN ADJUSTED BUDGET FOR FY 2025 FOR PARK CITY MUNICIPAL CORPORATION

WHEREAS, the Utah State law requires that city budgets be adopted by ordinance: and;

WHEREAS, a public hearing was held on September 26, 2024, at the City Council's regularly scheduled meetings, complying with State law;

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Park City, Utah that:

SECTION 1. FY 2025 ADJUSTED BUDGETED ADOPTED. The budget as outlined in the City Council Adopted Budget adopted on June 20, 2024, and with changes as summarized in the Attachments to this ordinance is hereby adopted as the adjusted Fiscal Year 2025 budget for Park City Municipal Corporation.

SECTION 2. EFFECTIVE DATE. The FY 2025 Adjusted Budget shall take effect upon publication.

PASSED AND ADOPTED this 26th day of September 2024

PARK CITY MUNICIPAL CORPORATION

Mayor Nann Worel

Attest:

Michelle Kellogg, City Recorder

APPROVED AS TO FORM:

City Attorney's Office



City Council Staff Report

Subject: Marsac Retaining Wall Replacement – Construction Agreement with Cal Wadsworth Construction
Author: Becky Gutknecht, P.E.
Department: Engineering
Date: September 26, 2024

Recommendation

Consider a request to authorize the City Manager to execute an agreement with Calvin L. Wadsworth Construction Company, LLC, in a form approved by the City Attorney's Office, not to exceed \$1,500,000 to reconstruct portions of the Marsac Retaining Wall (Project) due to its potential failure.

Executive Summary

Cal Wadsworth Construction (Wadsworth) will demolish portions of the existing wall along the East side of City Hall's South parking lot and construct a soldier pile wall in front of the remaining sections. This project will be performed in the Fall of 2024.

The existing retaining wall has failed and is in immediate need of replacement. For more information about the Project, please refer to the [Marsac Ave Retaining Wall Staff Report](#) from the August 15, 2024 City Council Meeting.

Kimley-Horn and Associates were selected to design the new retaining wall based on their familiarity with the existing conditions of the wall and surrounding soils. The 30% Design Drawings are attached as Exhibit A. The proposed soldier pile retaining wall will have concrete lagging spanning the steel piles. This will be constructed immediately adjacent to the existing retaining wall along Marsac Ave. The wall will slightly encroach into the UDOT's Right-of-Way along Marsac Ave. The wall style was chosen to minimize encroachment into the State of Utah's right-of-way and construction impacts on the surrounding structures. Additionally, this retaining wall allows construction to continue later into the Fall/Winter season without ill effects on the construction materials.

Wadsworth has a demonstrated history of building soldier pile retaining walls. Their Contract with the State ensures their qualifications have already been vetted and their rates are defined. Therefore, we will be paying an equitable cost that is not subject to arbitrary escalations.

Analysis

Wadsworth has an active State of Utah Cooperative Contract with the State of Utah Division of Purchasing. PCMC is an Eligible User under the State Contract and can therefore directly procure Wadsworth's services. Wadsworth has a proven history of

constructing soldier pile retaining walls, including the soldier pile wall supporting the soil on the east side of the China Bridge Parking Garage.

Wadsworth's active State of Utah Cooperative Contract defines their unit pricing for their work. Often, pricing for a job that must be performed with such immediacy would be subject to escalation pricing corresponding to the work's urgency. Because Wadsworth's pricing is tied to their contractual values, the cost of the work is not adversely affected by our constricted schedule. They were also available to begin construction within the short lead time this project's schedule requires. Due to these reasons, Wadsworth was chosen as the best contractor for the Project.

The proposed wall design is a soldier pile type of wall to be built immediately in front of the existing wall. The soldier pile wall will consist of drilled caisson foundations supporting vertical steel I-beams. Concrete lagging will be used as the horizontal retention element between the I-beams. Concrete lagging was chosen to mimic the finish on the existing retaining wall most closely and to comply with allowable materials and finishes defined in LMC Section 15-13-3, Regulations For Historic Commercial Sites.

During the wall construction, every effort will be made to minimize the impact on Marsac Avenue (State Route 224). This influenced the choice of the style of wall. Because a soldier pile wall does not have a "toe" element of the footing, the wall's protrusion into UDOT ROW is minimized. This wall design also does not require full removal of the existing wall, meaning that the excavation of soils will be minimized.

Additionally, this type of retaining wall allows for construction to continue later into the Fall/Winter season without ill effects upon the construction materials. Concrete does not cure as well at cold temperatures, which can lead to quality and durability concerns. Instead of the wall's structure being poured concrete, this type of wall uses pre-cast concrete lagging so that the concrete is already cured when installed, and it can be installed indiscriminate of the temperature. Given the constrained project timeline, the potential to continue construction later into the winter season was looked upon favorably.

The proposed retaining wall replacement project has already been approved for its Administrative Conditional Use Permit for a retaining wall greater than 6' in height within the front setback (see Exhibit B). The project has also already attained a Historic District Design Review Waiver Letter (see Exhibit C).

Funding

The Parking Department has capital project budgets for parking structure asset improvements. The retaining wall supports surface parking but is also part of the overall City Hall complex, which means there are other locations to support funding strategies beyond just the Parking Department due to the cost.

- We recommend that 25% (\$375,000) of the total cost come from Parking, as this area is frequently utilized for special events, Main Street drop-off and loading, and evening and weekend visitor parking.
- We recommend the remaining balance come from a combination of the Municipal Building Authority (MBA) and the Main Street RDA fund balances: \$1,125,000.
 - The MBA is a separate entity from PCMC, but comprised as the same governing board as the City Council, similar to the City's RDAs. It was originally created as a mechanism for financing City facilities. The MBA acquires and/or builds facilities by borrowing money secured by a lease agreement between the City and the Authority. There's no active bonds against this fund, but the remaining fund balance can be used. The MBA balance is \$505,000 as of the beginning of 2025. The RDA balance is \$1,733,789 as of the beginning of 2025.
 - We recommend \$500,000 from the MBA and \$625,000 from the RDA
 - In both cases, accrued interest fund balance would cover the costs, as interest revenue came in significantly higher than anticipated due to higher interest rates.

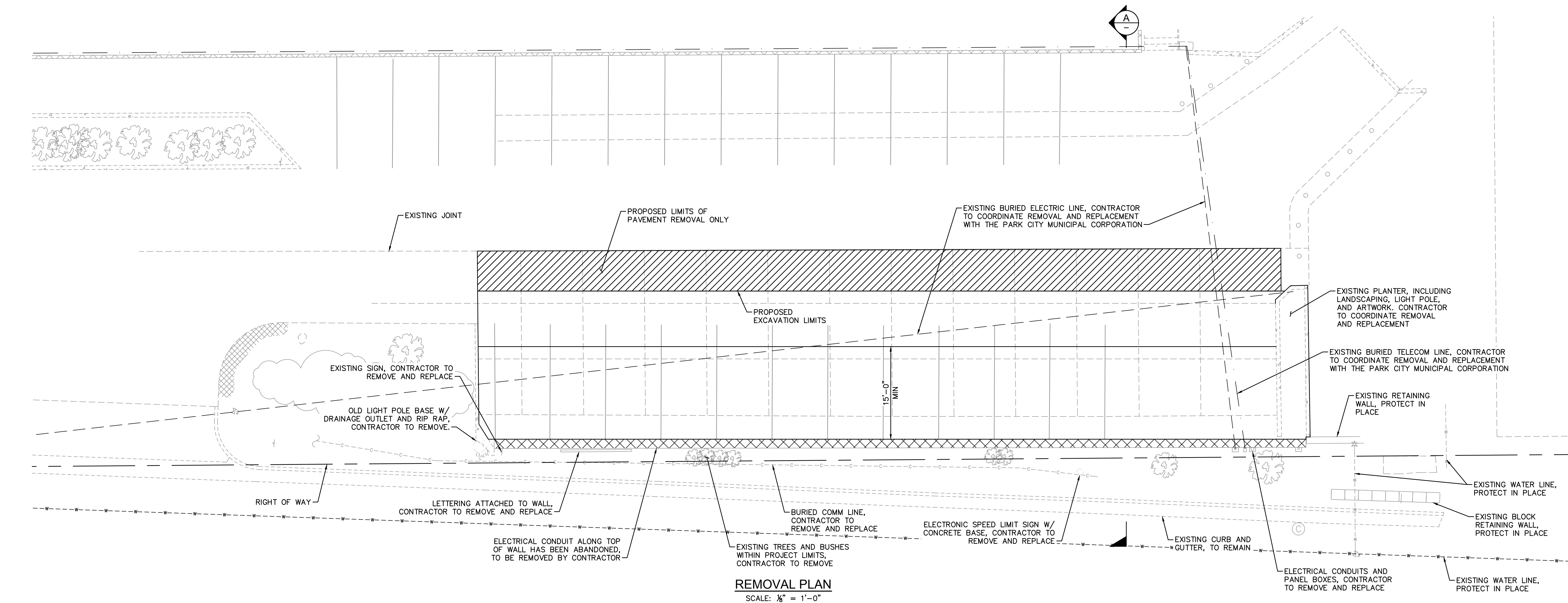
Exhibits

Exhibit A: Marsac Retaining Wall Replacement 30% Design Drawings

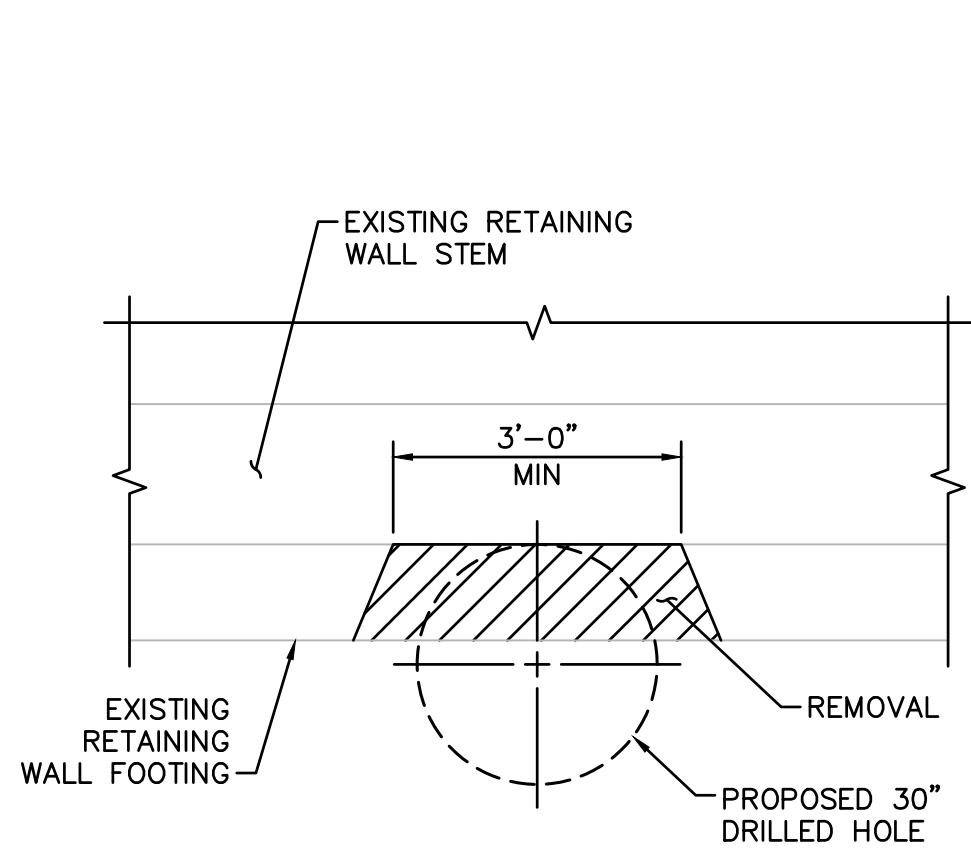
Exhibit B: Administrative Conditional Use Permit

Exhibit C: Historic District Design Review Waiver Letter

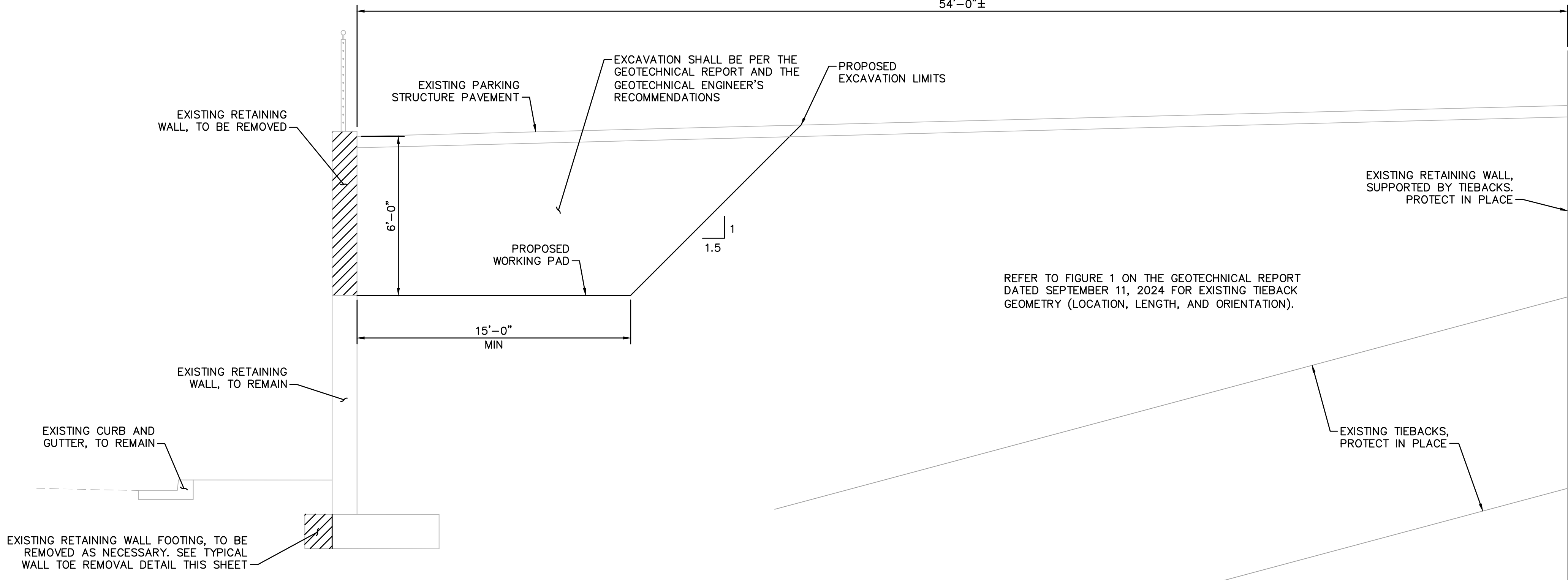
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REMOVAL PLAN
SCALE: 1/8" = 1'-0"



TYPICAL WALL TOE REMOVAL
SCALE: 1/2" = 1'-0"



SECTION A
SCALE: N.T.S.

NOTE

INFORMATION AND DIMENSIONS FOR EXISTING SOLDIER PILE TIEBACK WALL ON WEST SIDE OF LOT ARE FROM PRELIMINARY INVESTIGATIONS AND MAY NOT REFLECT THE ACTUAL CONDITIONS IN THE FIELD. THE CONTRACTOR SHALL MONITOR THE WALL FOR ANY MOVEMENT DURING CONSTRUCTION. IF MOVEMENT IS NOTICED, OR TIEBACK RODS ARE EXPOSED, CONTRACTOR SHALL STOP CONSTRUCTION AND NOTIFY THE ENGINEER IMMEDIATELY.

PRELIMINARY
30% FOR REVIEW ONLY
NOT FOR CONSTRUCTION
Kimley»Horn
ENGINEER A ARTILES
DATE 9/13

Kimley»Horn
© 2024 KIMLEY-HORN AND ASSOCIATES, INC.
111 EAST BROADWAY SUITE 600
SALT LAKE CITY, UTAH 84111 (385) 212-3776

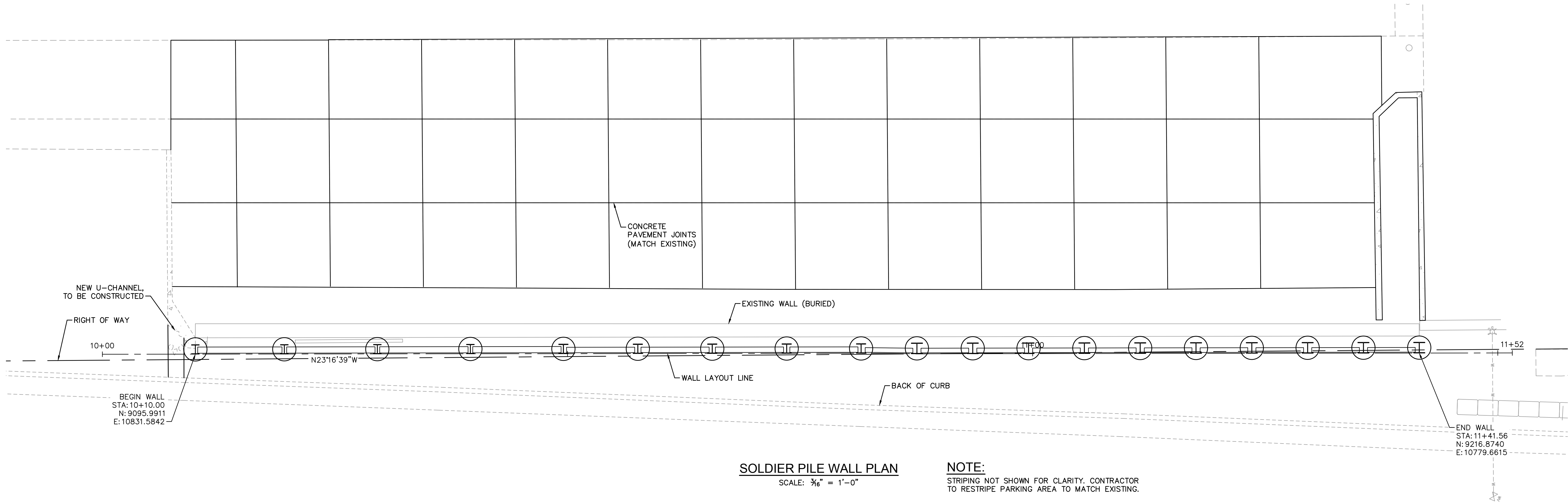
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DESIGNED BY: JOT
DRAWN BY: MSK
CHECKED BY: NLM
DATE: 09/13/2024

CHINA BRIDGE - SOLDIER
PILE WALL
REMOVAL DETAILS
PARK CITY, UT

PROJECT NO.
196572007
DRAWING NAME
ST02

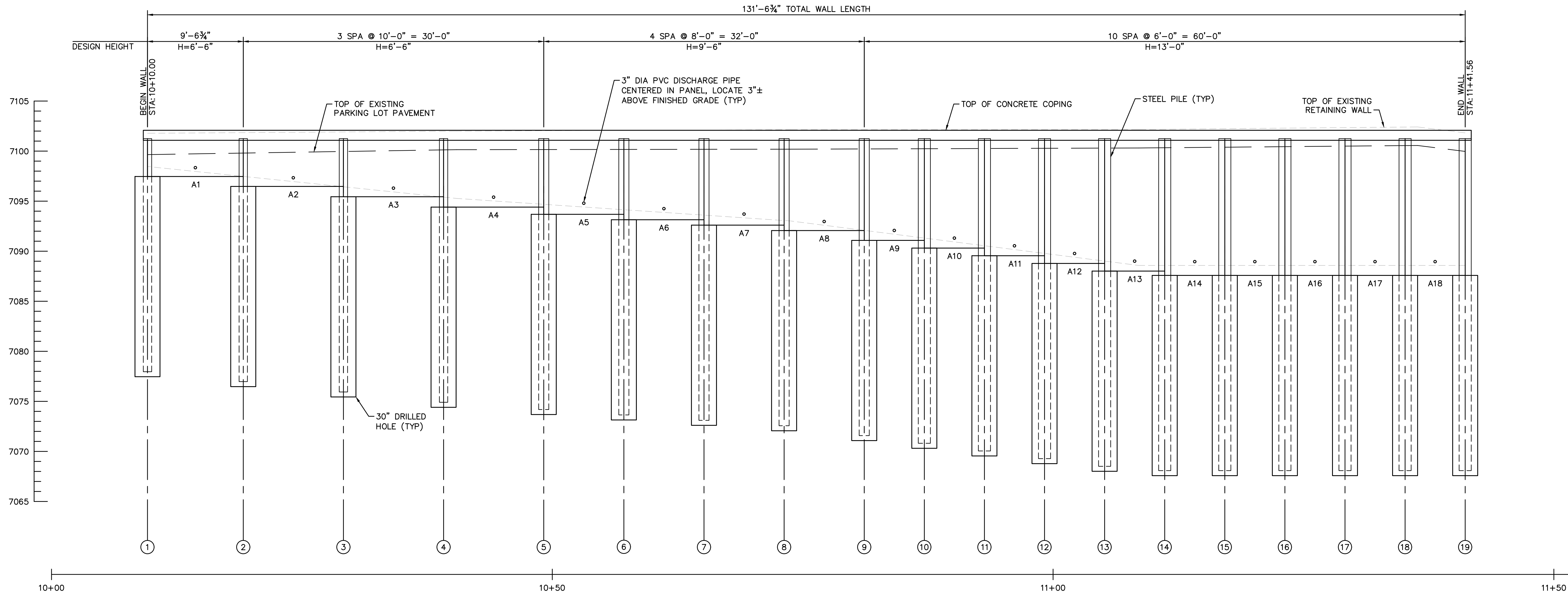
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SOLDIER PILE WALL PLAN
SCALE: $\frac{3}{16}" = 1'-0"$

NOTE:
STRIPING NOT SHOWN FOR CLARITY. CONTRACTOR TO RESTRIPE PARKING AREA TO MATCH EXISTING.



SOLDIER PILE WALL ELEVATION
SCALE: $\frac{3}{16}" = 1'-0"$

PRELIMINARY
30% FOR REVIEW ONLY
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Kimley»Horn
ENGINEER: A. ARTILES
DATE: 9/13

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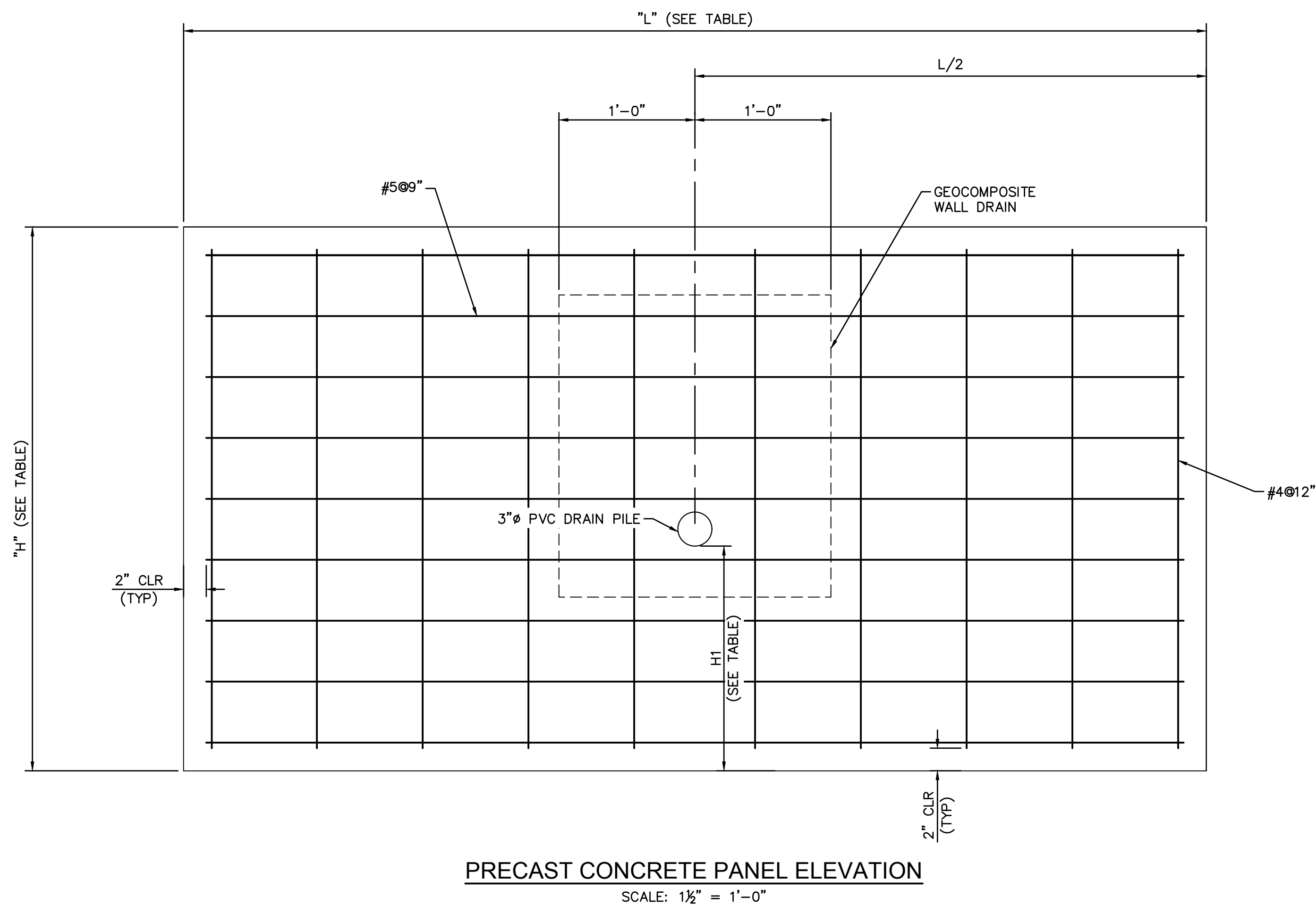
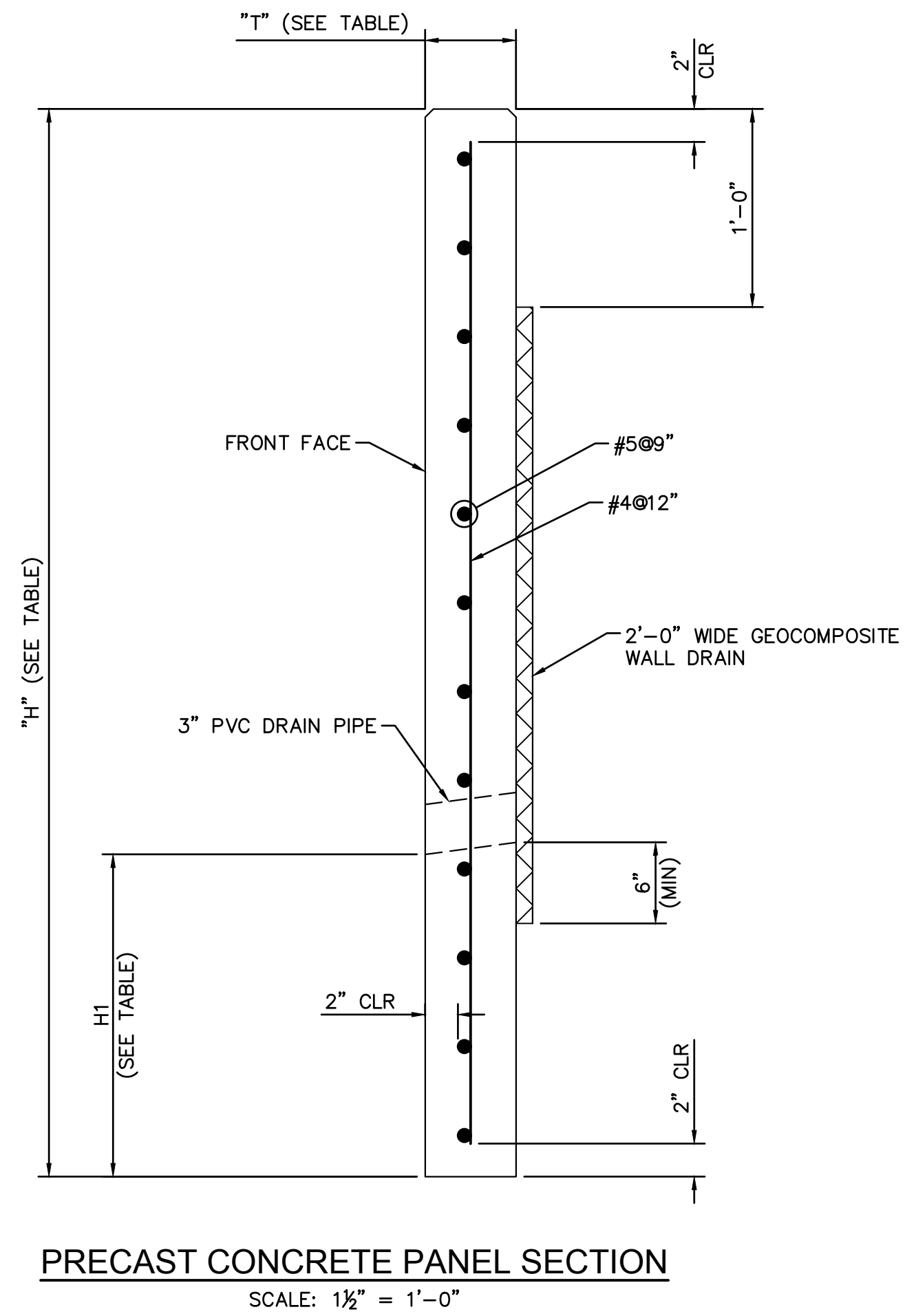
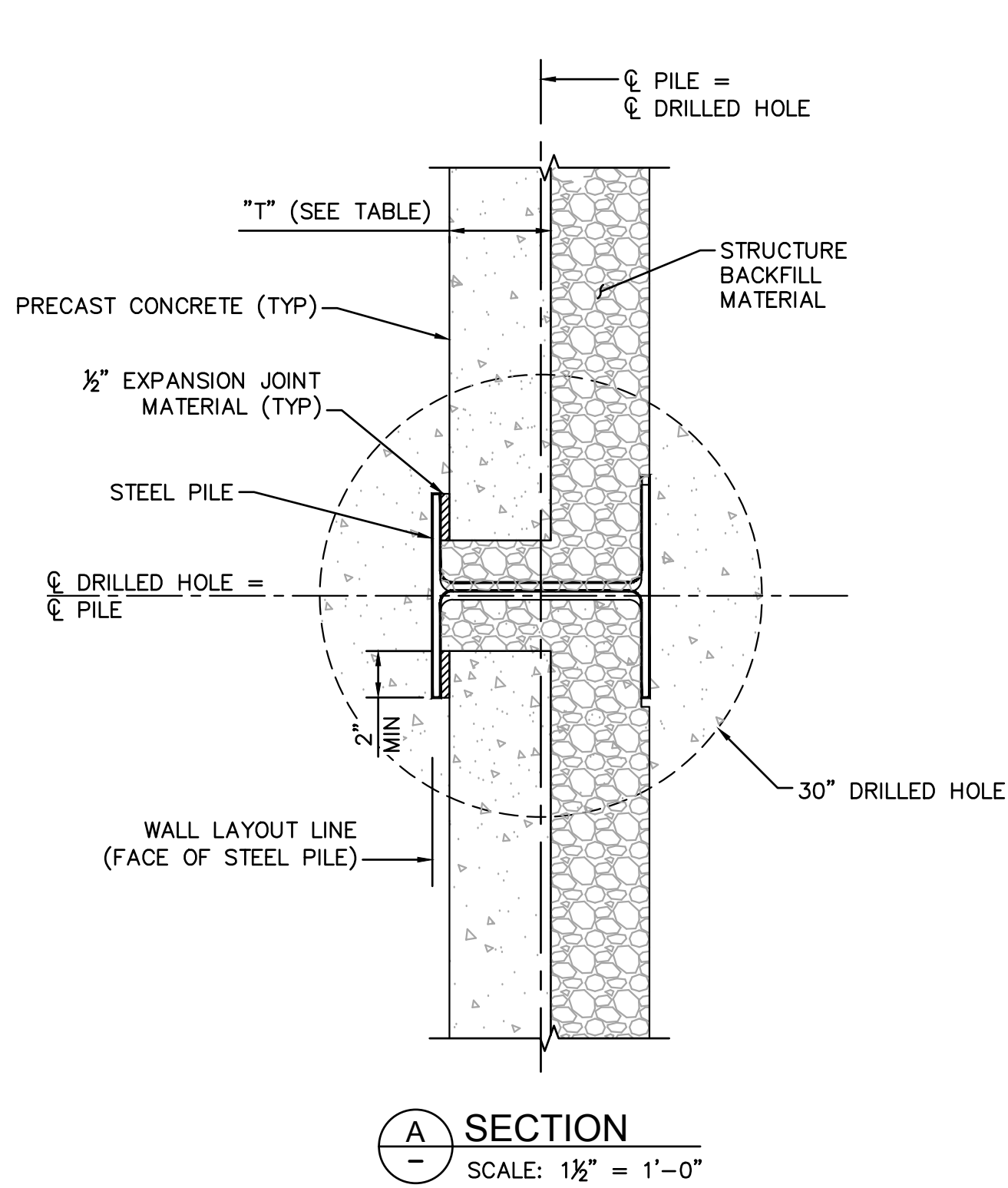
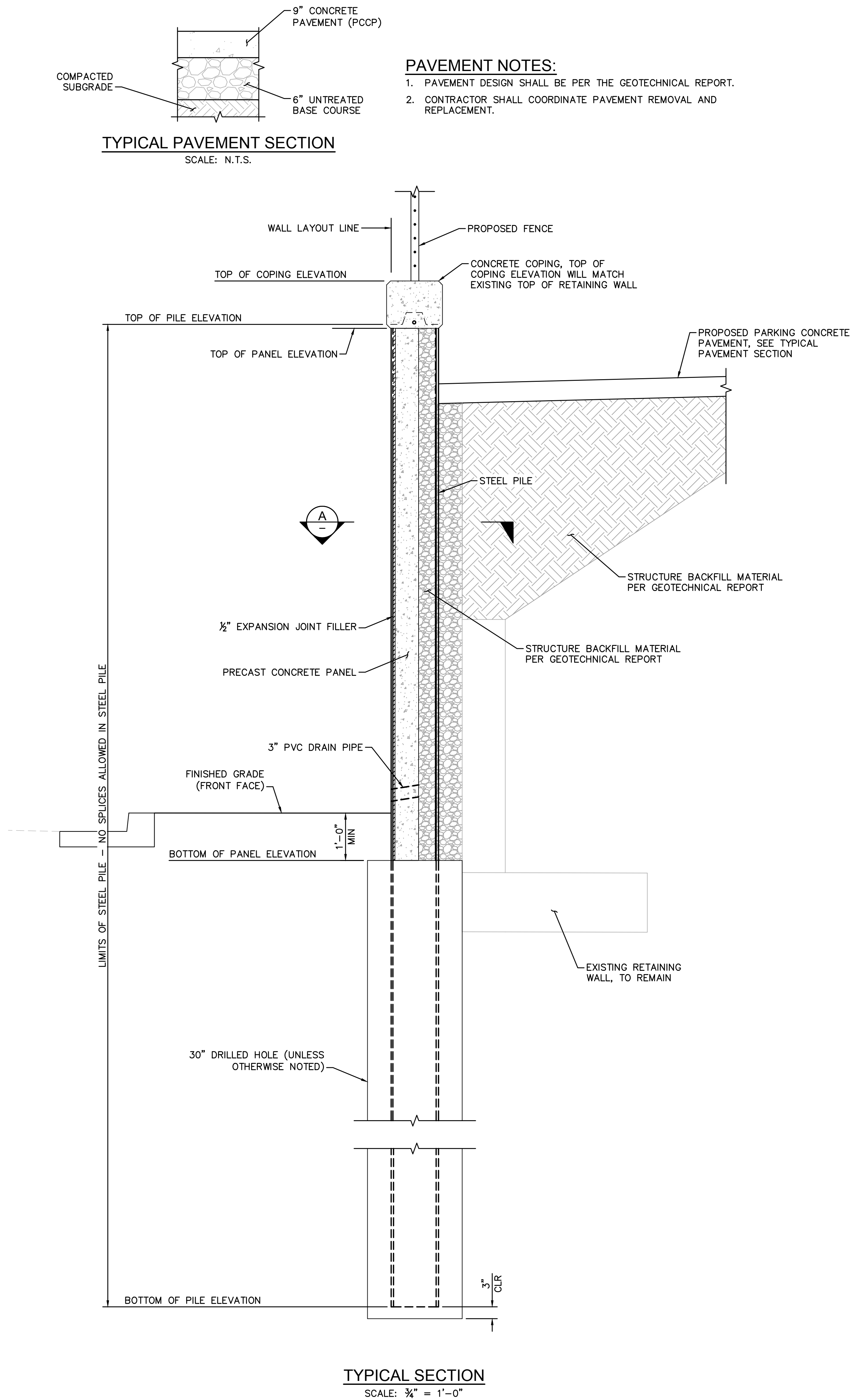
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CHINA BRIDGE - SOLDIER
PILE WALL
GENERAL PLAN AND ELEVATION
PARK CITY, UT

PROJECT NO.
196572007
DRAWING NAME
ST03

3 OF 4

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PRELIMINARY 30% FOR REVIEW ONLY NOT FOR CONSTRUCTION					
ENGINEER		A. ARTILES		DATE: 9/13	
				NO.	
				REVISION	
				BY	DATE
					APPR.



Planning Department

September 5, 2024

Becky Gutknecht, Engineering Department
Park City Municipal Corporation

NOTICE OF PLANNING DEPARTMENT ACTION

Description

Address: 445 Marsac Avenue, City Hall

Zoning District: Public Use Transition

Application: Administrative Conditional Use Permit

Project Number: PL-24-06251

Action: APPROVED WITH CONDITIONS (See Below)

Date of Final Action: September 5, 2024

Project Summary: The Applicant is proposing to replace an existing retaining wall exceeding six feet in height in the Public Use Transition Zoning District.

Action Taken

On September 5, 2024, the Planning Director conducted a public hearing and approved the Administrative Conditional Use Permit according to the following findings of fact, conclusions of law, and conditions of approval:

Findings of Fact

1. 445 Marsac Avenue (City Hall) is in the Public Use Transition (PUT) Zoning District and is Lot 1 of the Marsac Parking Structure Subdivision Plat Amended. The front of the Lot abuts the Historic Residential-1 (HR-1) Zoning District.
2. 445 Marsac Avenue is a Landmark Historic Site on the Park City Historic Sites Inventory.
3. 445 Marsac Avenue is owned by Park City Municipal Corporation (PCMC).
4. The PCMC Engineering Department conducted an evaluation of the condition of the China Bridge Parking Structure, which included the Marsac Retaining Wall. The evaluation was completed on May 22, 2024, with a third-party review



Planning Department

received on July 31, 2024. The evaluation concluded that the retaining wall is failing and replacement is necessary before winter.

5. The Applicant proposes to replace the existing concrete retaining wall in the Front Setback along Marsac Avenue. The proposed retaining wall will range in height from a minimum of four feet to a maximum of 13 feet and will be 128 feet long, the same dimensions as the current wall.
6. The retaining wall will be a beam and lag style concrete wall.
7. The PUT Zoning District has no specific Setback dimensions, but it does require that "where new construction abuts a residential zone, the new construction shall meet the required minimum Setback of the abutting zone" (LMC § 15-2.22-2(B)).
8. As 445 Marsac Avenue abuts the HR-1 Zoning District, it must comply with the Front Setback of that Zoning District, which is 15 feet for a Lot with over 100 feet in depth (LMC § 15-2.2-3(F)). 445 Marsac Avenue has a maximum depth of 137.99 feet.
9. Retaining walls greater than six feet in height are an exception to the Front Setback in the HR-1 Zoning District subject to the approval of an Administrative Conditional Use Permit (LMC § 15-2.2-3(G)).
10. The existing, and replacement, retaining wall is located approximately three feet from the property line within the Front Setback.
11. The Planning Director reviewed the proposal based on the following Conditional Use Permit criteria as outlined in LMC § 15-1-10(E):

- 1. Size and Location of Site**

- The proposed retaining wall is along Marsac Avenue on the north end of the parking area, abutting the foundation of City Hall. The proposed retaining wall will be the same size, length, and height as the existing retaining wall.

- 2. Traffic**

- As the dimensions of the retaining wall remain the same, the existing traffic patterns on Marsac Avenue and within the parking area will not be affected.

- 3. Utility Capacity**

- There are utilities that will be impacted by the replacement of the retaining wall. The Applicant must secure cooperation from the affected parties before a Building Permit may be issued for the retaining wall (Condition of Approval 8).

- 4. Emergency Vehicle Access**



Planning Department

- Replacement of the retaining wall will not affect emergency access to the Parking Area in front of City Hall.

5. Off-Street Parking

- Due to the failing status of the existing retaining wall, several Parking Spaces in the Parking Area are currently closed off. When the retaining wall is replaced, these Parking Spaces may be used again.

6. Internal Vehicle and Pedestrian Circulation

- Replacement of the retaining wall will not affect Vehicle and Pedestrian Circulation for the Parking Area.

7. Fencing, Screening, and Landscaping

- Significant Vegetation will be impacted by the replacement of the retaining wall. All significant vegetation that is removed must be replaced on the Lot in a location approved by the Forestry Board. The area upon completion of construction must be revegetated in accordance with LMC § 15-5-5(N) (Conditions of Approval 5&6).
- There is an existing wooden wall that provides screening for the existing mechanical equipment. If that wall is removed or damaged, it must be replaced in kind (Condition of Approval 9).

8. Building Mass, Bulk, and Orientation

- The retaining wall will have a minimum height of four feet and a maximum of 13 feet, same as the existing wall.

9. Usable Open Space

- As the proposed retaining wall is the same dimensions as the current wall, there will be no increase or decrease in open space on the Lot.

10. Signs and Lighting

- No signs or lighting are proposed or approved with this plan.

11. Physical Design and Compatibility with Surrounding Structures

- As 445 Marsac Avenue is a Landmark Historic Site, the Applicant is required to complete the necessary Historic District Design Review prior to the issuance of a Building Permit (Condition of Approval 4).

12. Noise, Vibration, Odors, Steam, or Other Mechanical Factors

- The project will result in no unmitigated impacts as the existing situation will continue.



Planning Department

13. Expected Ownership and Management

- The property is owned and managed by PCMC.

14. Within and Adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste, and Park City Soils Ordinance, Steep Slopes, and Appropriateness of the Proposed Structure to the Existing Topography of the Site

- The property is within the Soils Ordinance Boundary and will be required to comply with the Park City Soils Ordinance (Condition of Approval 7).

15. Reviewed for Consistency with the Goals and Objectives of the Park City General Plan

- 445 Marsac Avenue is in the Old Town neighborhood and is a Landmark Historic Site. Goal 6.4 of the General Plan for the Old Town neighborhood states that the "character of historic sites should be retained and preserved." Replacement of the existing retaining wall will help accomplish this goal as it will allow the Parking Area to return to full capacity without adjusting the nature of the site.

12. Due to the concerns regarding a failing retaining wall for a major Parking Area, several required documents and reviews have been deferred to the Building Permit review (Conditions of Approval 3, 5, and 6).
13. Staff published notice on the City and Utah Public Notice websites and posted notice to the property on August 21, 2024. Staff mailed courtesy notice to adjacent property owners on August 21, 2024.

Conclusions of Law

1. The proposal complies with LMC § 15-1-10 *Conditional Use Review Process*, LMC § 15-4-2 *Fences and Retaining Walls*, LMC Chapter 15-2.2 *Historic Residential (HR-1) District*, and LMC Chapter 15-2.22 *Public Use Transition (PUT) District*.
2. The Use is compatible with surrounding Structures in Use, scale, mass, and circulation.
3. The effects of any difference in use or scale have been mitigated through careful planning.

Conditions of Approval



Planning Department

1. The Applicant is responsible for notifying the Planning Department in writing of any changes, modifications, or deviations from the approved scope of work. Changes shall be reviewed and approved or denied by the Planning Director or their designee in accordance with applicable development standards.
2. Final building plans and construction details shall reflect substantial compliance with the plans reviewed by the Planning Department submitted with this application. Any changes, modifications, or deviations from the approved design that have not been approved in advance by the Planning Department may result in a Stop Work Order.
3. Retaining Walls four feet and larger require engineered plans at the time of Building Permit submittal and require review and approval by the Engineering and Building Departments.
4. Prior to the issuance of a Building Permit, the applicant is required to obtain an HDDR-Pre Waiver Letter.
5. Upon completion of the replacement retaining wall, the landscaping between the wall and Marsac Avenue shall be revegetated in compliance with LMC Section 15-5-5(N).
6. Significant Vegetation impacted by the retaining wall upgrades shall be replaced in like kind within the City Hall site in a location to be approved by the Forestry Board.
7. All dirt must be managed according to Park City's Landscaping Maintenance of Soil Cover Ordinance. Excess soil should be reincorporated onsite or disposed of following Local, State and Federal rules. Care should be taken to minimize dust through appropriate best management practices. If excess soil is destined for offsite disposal, that material shall be disposed of according to the disposal facility's requirements.
8. Before issuance of a Building Permit, the applicant shall receive approval of plans by all affected utilities.
9. If the wooden screening wall is removed or damaged, it must be replaced in kind.

If you have questions or concerns regarding this Final Action Letter, please call (435) 699-8991 or email jaron.ehlers@parkcity.org.

Sincerely,



Planning Department



Rebecca Ward
Planning Director

CC: Jaron Ehlers, Project Planner



Planning Department

September 4, 2024

Re: Historic District Design Review Waiver Letter
Property Address: 445 Marsac Avenue
Zoning District: Public Use Transition
Historic Designation: Landmark Historic

Planning staff reviewed the complete Historic District Design Review Pre-Application submittal on August 20, 2024, for 445 Marsac Avenue, a Landmark Historic Site in the Public Use Transition (PUT) Zoning District to:

- Reconstruct an existing retaining wall.

Following the review of project plans shown in Exhibit A, Planning staff determined that the project is minor construction having little or no negative impact on the historic character of the surrounding neighborhood or the Historic District. Pursuant to Land Management Code (LMC) §15-11-12(A)(3), the project is not required to complete the full Historic District Design Review process. However, adherence to the following standards is required:

- Compliance with LMC Section 15-13-3, *Regulations For Historic Commercial Sites* is required.
 - The proposed wall is a beam and lag style concrete wall.
 - The final material shall comply with historic regulations, wherein, "New retaining walls shall be consistent with historic retaining walls in terms of mass, scale, design, materials, and scale of materials. Simple board-formed concrete, stacked stone and other traditional materials are recommended over concrete block, asphalt, or other modern concrete treatments. Alternative materials may be considered but they shall convey the general scale, texture, and character of historic masonry walls."
- Compliance with LMC Chapter 15-2.22, Public Use Transition (PUT) Zoning District, is required.
 - Pursuant to LMC § 15-2.22-3(B), this site is subject to abutting Historic Residential (HR-1) Zoning District regulations. Pursuant to LMC § 15-2.2-3(F), the retaining wall falls within the Front Setbacks and requires an Administrative Conditional Use Permit.
- The proposed work requires a Building Permit.
- The proposed work requires a Final Inspection by both the Building and Planning Departments.
- Modifications to the project require a modification application submittal to the Planning Department, payment of application fee, review for compliance with required standards, and Planning and Building Department approval.

Should you have any questions or concerns, please do not hesitate to contact your project planner, Lillian Zollinger, at lillian.zollinger@parkcity.org or at 435-615-5068.



Planning Department

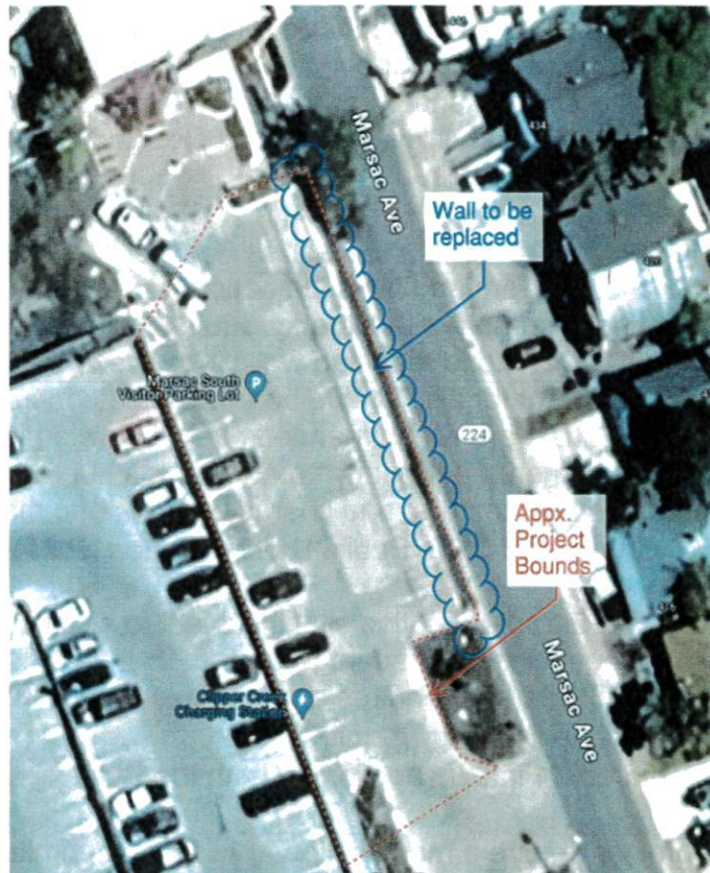
Sincerely,

Rebecca Ward,
Planning Director

CC: Lillian Zollinger, Planner III

Exhibit

Exhibit A – Proposed Project Plans Dated August 20, 2024



THE NEW RETAINING WALL WILL LIKELY BE APPX. 2-3' FROM
THE PROPERTY LINE + WIN THE SETBACK. THE WG
WILL APPLY FOR AN ACUP.



Planning Department

Marsac Retaining Wall Replacement

Project Description

Park City Municipal Engineering Department contracted a study to assess the condition of the China Bridge Parking Structure including the Marsac Retaining Wall. The Marsac Retaining Wall was found to be failing.

PCMC is pursuing a priority project to fully replace the existing wall before winter so that the already failing wall is not subject to the stressors of another Winter.

The wall is approximately 128' long by 13' tall at its highest and tapers down to 4' high. Neither the height nor length of the wall is planned to change. The current intent is to design a beam and lag style concrete wall. PCMC is flexible on the finish of the concrete panels. See potential examples below.



City Council Staff Report

Subject: Bicycle and Pedestrian Plan Adoption
Author: Anna Maki, Transportation Planner
Alex Roy, Assistant Transportation Planning Manager
Department: Transportation Planning
Date: September 26, 2024

Recommendation

Review the draft Park City Bike and Pedestrian Plan and consider adopting it by Resolution 21-2024 (Exhibit C). The City's Transportation Team continues to utilize best practices and formally adopt transportation plans to support our long-term capital investments, infrastructure needs, and enable our ability to source grant funding from Federal and State programs.

Summary

Park City's Bicycle and Pedestrian Plan (PC Bike and Ped Plan or Plan), Exhibit A, established a clear and reliable framework for guiding our community's capital investments and policy goals to create a more walkable and bikeable community over the next decade by updating the physical bike and pedestrian network.

Secondary elements of the Plan include:

- Capital project prioritization;
- Public policy and programmatic recommendations; and
- Identify potential and future outside funding sources.

To develop the bike and pedestrian network and prioritize capital projects, we evaluated the community's existing facilities and network, and reviewed the potential for new or additional connections to local destinations. We conducted a series of public engagements, including a stakeholder committee, open houses, and an online comment map. A community engagement report can be found in the [City Council Staff Communications Report](#) from February 15, 2024. Additionally, we presented the draft Plan to the [Planning Commission on July 10, 2024](#).

The Transportation Planning Department recommends Council adopt the Plan in order to demonstrate Park City's commitment to improving the bike and pedestrian experience, which will assist with grant and other funding opportunities.

Background

Park City has already adopted a comprehensive Long-Range Transportation Plan, [Park City Forward](#), which recommends the *expansion of world-class biking and walking infrastructure* as one of its six core transportation principles. The City has a long-standing commitment to enhancing bicycle and pedestrian activities, as demonstrated by our recognition as a Gold Level Bicycle Friendly Community by the League of American Bicyclists, the highest recognition level in Utah.

Thus, in 2023, we restarted our focus on community involvement and implementable capital projects. Phase 1, paused due to COVID, began in 2021 with preliminary network recommendations and a community-wide survey. In 2023, the Plan entered

'Phase 2,' with an emphasis on re-engaging the community and refining the network and project priority methodology. We considered several of the City's recently completed or ongoing initiatives, including the [Bonanza Park Small Area Plan](#), the Trails Master Plan, [and the Main Street Area Plan](#), to ensure a comprehensive assessment was utilized.

Public Engagement

Both phases of the PC Bike and Ped Plan included opportunities for public engagement, including outreach platforms such as a project website, multiple open houses, community-wide survey, Stakeholder Committee, and attendance at standalone events such as the Park Silly Sunday Market. A Community Engagement report is described in the [City Council Staff Communications Report](#) from February 15, 2024. Feedback provided by the public during the project influenced project prioritization.

Analysis

The PC Bike and Ped Plan sets forth a bike and pedestrian network (Exhibit B) of existing facilities along with new and improved facilities for both high comfort and secondary networks.

The high comfort network accommodates bicyclists and pedestrians of all ages and abilities, including families, people with limited mobility, and seniors. A defining characteristic of the high comfort network is a separation from vehicles, such as a paved pathway, or a high protection level on a roadway. Specifics for facilities will be dictated by the neighborhood context. For example, the plan recommends a new high comfort facility on Swede Alley and improvements to the existing facility on Holiday Ranch Loop. Specific improvements will be developed on a project-by-project basis and/or in coordination with current City projects.

The secondary network is designed to connect the all-ages-and-abilities network, establish bicycle and pedestrian routes throughout town, and alleviate congestion on the City's paved pathways. While many of the secondary network routes are located on slower speed roadways, the secondary network will also be a suitable option for cyclists comfortable riding alongside vehicular traffic. In light of recent discourse about e-bikes and pathway usage, the secondary network can offer an alternative for cyclists and e-cyclists. An example of a secondary network project is Royal Street, a popular road cyclist route, which will receive updated bikeway signage and pavement markings.

As part of the planning process, existing routes and new network connections were analyzed to establish a prioritization process according to public input, goals, and project readiness. Prioritization recommendations include existing to remain, existing to improve, and new connections. Each project was scored based on several factors, including facility type, public feedback, and connectivity within the broader network. This scoring system is crucial for prioritizing over fifty segments within the network.

The Plan includes policy and program recommendations in addition to developing the network. These recommendations are aspirational suggestions for future implementation but will not be adopted by the resolution. While infrastructure is a crucial element of bicycle and pedestrian safety, the Plan recognizes that the City and its

partners can employ additional policy measures in education, land management code, and street design to improve biking and walking further.

Specific examples include bike parking inventories, setting standards for identifying crossing locations and treatments, and encouraging local businesses to apply for a Bicycle Friendly Business certificate. The full list of policy and program recommendations can be found in the draft Plan attached as Exhibit A.

Conclusion

The Plan represents a comprehensive approach to enhancing our community's walking and biking infrastructure over the next decade. By focusing on updated network strategies, prioritization of key projects, potential funding sources, and new policy recommendations, the plan aims to foster a safer, more accessible, and interconnected environment for all users. Through extensive public involvement and careful analysis, we have identified and prioritized projects that will significantly impact our high comfort and secondary networks.

With a blend of infrastructure improvements and supportive programs, the Bike and Ped Plan sets a clear and predictable path forward, reinforcing Park City's leadership in bike and pedestrian projects and policies.

Exhibits

- Exhibit A: Park City Bike and Pedestrian Plan – DRAFT
- Exhibit B: Park City Bike and Pedestrian Plan Recommended Network Map
- Exhibit C: Proposed Bicycle and Pedestrian Plan Adoption Resolution



DRAFT

Park City, UT

Bicycle & Pedestrian Plan



Acknowledgments

Thank you to Park City residents and all those who contributed to the development of this Plan. Funding for this plan was provided through UDOT's Technical Planning Assistance grant program (<https://tpa.udot.utah.gov/>).

PROJECT TEAM

Alex Roy, Project Manager
Anna Maki, Deputy Project Manager
Heinrich Deters, Former Trails & Open Space Manager
Alta Planning & Design, Consultant

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Tim Sanderson, Transportation Director
John Robertson, City Engineer
Troy Dayley, Public Works Director
Luke Cartin, Trails and Sustainability Manager
Logan Jones, Trails Project Manager
Lillian Zollinger, Planner
Billy Kurek, Trails Ranger
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Becky Gutknecht, Engineer
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Hannah Pack, Transportation Planner

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Carl Miller, Summit County
Senta Beyer, Summit County
Bob Allen, MAG
Geoff Dupaix, UDOT

CITY COUNCIL & PLANNING COMMISSION

Council Member Rubell
Council Member Ciraco
Planning Commissioner Hall
Planning Commissioner Van Dine

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- Project Prioritization
- Funding Opportunities

APPENDIX A

Phase I Needs Assessment & Community Engagement

APPENDIX B

Phase II Public Input Summary



CHAPTER 1

Introduction & Background

Introduction

PURPOSE OF THE STUDY

The purpose of the Park City Bicycle & Pedestrian Plan is to identify future projects and initiatives that will make walking and bicycling in Park City safer and more convenient for both transportation and recreation-related needs. Infrastructure projects recommended in this plan pertain to on-street bikeways and pedestrian facilities as well as paved trails, and does not include recommendations for improved natural surface trail connections. The plan also aims to establish a clear direction for the City to prioritize the near-term investment of time and resources.

GOALS OF THE PLAN

The development of the Bicycle & Pedestrian Plan aligns with Park City's vision and goals for the community as outlined in previously adopted documents such as *Park City Vision 2020* and *Park City Forward*, which establish goals and initiatives related to sustainable transportation, equal opportunity and access, environmental stewardship, and creating a community and transportation system that is safe for everyone. Building on previous visioning efforts, the aim is to plan for a bicycle and pedestrian system that serves people of all ages and abilities, makes useful connections, and improves roadway and trail safety.



1

**Serve bicyclists and
pedestrians of all ages
and abilities**

2

**Make useful
connections to key
destinations**

3

**Improve roadway
and paved trail
safety**



Project Background

ALIGNMENT WITH PREVIOUS STUDIES

This section lists key goals or vision statements from several of Park City's recent plans and details how bike and pedestrian initiatives help move these objectives forward.

SHORT RANGE TRANSIT PLAN - 2023

"Improve Park City connectivity by increasing the use of Park City Transit."



Investing in bicycle and pedestrian infrastructure improves access to destinations and amenities throughout the city, including to transit stops.

PARK CITY RAIL TRAIL MASTER PLAN - 2022

"Facilitate better connections between the rail trail and adjacent communities, recreational facilities, commercial destinations, and cultural and natural resources"



The Bike and Pedestrian plan establishes a 'primary' and a 'secondary' network, designed to improve or add new, safe connections to key destinations and amenities throughout the community. The rail trail will serve as a crucial backbone of this network.

PARK CITY FORWARD - 2022

"Include: Ensure equitable access to opportunity, catalyzed by local and regional mobility choices that are affordable and support healthy living"



Bike and pedestrian connections provide affordable and equitable transportation options without the burden and costs of car ownership. They also promote healthy living by reducing air pollution related to transportation emissions and encouraging residents and visitors to get outside and be more physically active.

ALIGNMENT WITH PREVIOUS STUDIES, CONTINUED

PARK CITY VISION - 2020

“Transportation innovation: envisioning bold, multi-model transportation solutions”



Improving the quality and connectedness of an active transportation network plays an important role in shifting mode choice and giving constituents a more diverse range of transportation options than a car-centric street network.

SUMMIT COUNTY ATP - 2019

“Enhance local connections: improve intercity mobility and through neighborhoods”



This plan will help accomplish this county-wide goal by not only planning for more local connections, but also by outlining a guide to make these connections safe and appropriate for all ages and abilities.

PARKING MANAGEMENT PLAN - 2016

“More effectively manage parking to minimize searching and reduce congestion”



While this plan does not directly address parking management or concerns, it calls for better bike and pedestrian connections to downtown and popular shopping destinations. As more people bike and walk to commercial and civic amenities, it relieves congestion on local roads and the demand for parking.

PHASE I NEEDS ASSESSMENT

In 2021, PCMC initiated the effort to analyze needs and opportunities for bicycle and pedestrian improvements in Park City through the this plan. The first phase of the plan consisted of an analysis of existing bicycle and pedestrian networks, policies, and programs; travel behavior trends and destinations; as well as community attitudes and preferences through public outreach.

The needs assessment and public input summary from Phase I can be found in Appendix A.

*Key Destinations in Park City
(Source: Phase I of the Park City
Bicycle & Pedestrian Plan)*



Today's Network

EXISTING TRAILS & BIKEWAYS

Map 1.1 shows Park City's existing network of trails and bikeways. The facility types that currently exist in Park City today include shared streets, paved shoulders, conventional bike lanes, and shared use paths.

Park City is especially well known for its connected network of shared use paths, enjoyed by locals and tourists throughout all seasons of the year. The aim of this plan is to identify additional opportunities for high-comfort on-street facilities, new shared use paths, and improvements to the existing paved trail network.

SHARED STREETS

Motor vehicle traffic and bicyclists share the same space on the road; marked by shared lane markings, or "sharrows"; typically only implemented on streets with low vehicle speeds and volumes



Prospector Avenue

PAVED SHOULDERS

Space allocated outside of the outer travel lane where bicyclists may ride; not typically counted as a designated bikeway because vehicles can use the space for parking



Deer Valley Drive

BIKE LANES

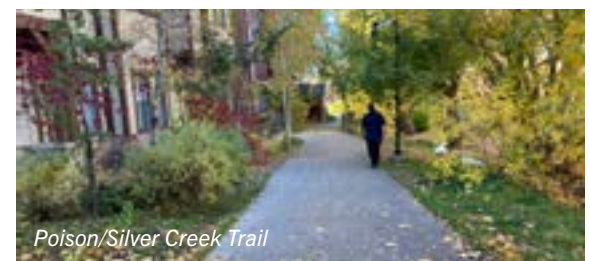
Visually separated lanes that are exclusively designated for bicycle use; marked with bicycle pavement markings and signage.



Holiday Ranch Loop Road

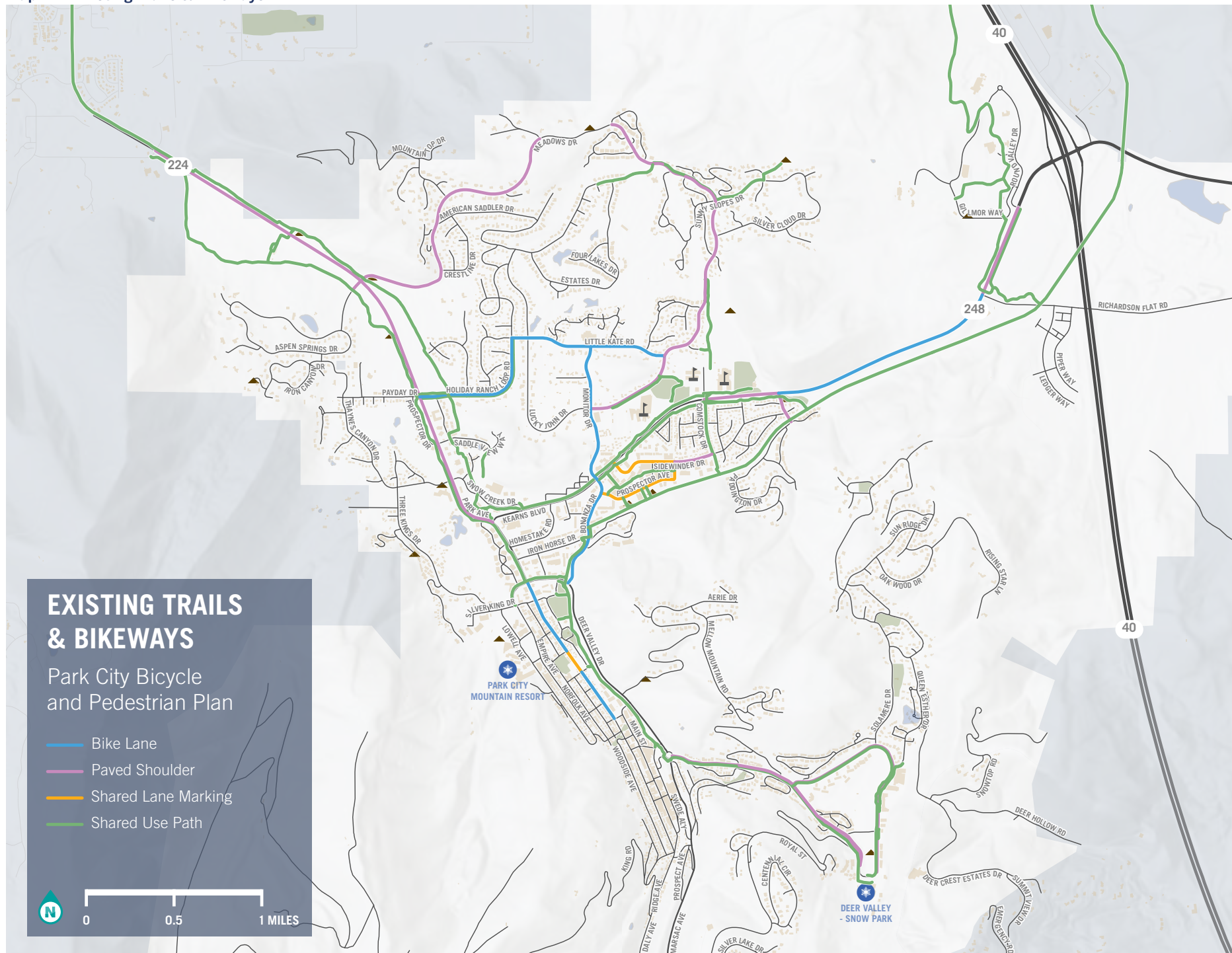
SHARED USE PATHS

Also known as multi-use or paved trails; may exist adjacent to roadways or within their own right-of-way; wide enough to accommodate two-way travel; intended for all non-motorized users and e-bikes



Poison/Silver Creek Trail

Map 1.1: Existing Trails & Bikeways



DEFINING HIGH-COMFORT

One of the objectives of this plan is to establish a connected network of high-comfort bikeways and trails that serve people of all ages and abilities. This section outlines guidance for high-comfort networks and presents Park City's bikeway and trail network through a high-comfort lens.

What are High-Comfort Facilities?

High-comfort facilities take many forms depending on context, but are characterized by how well they limit the speed, frequency, and proximity with which bicyclists are passed by motor vehicles. High-comfort bikeways and trails appeal to the majority of people who are interested in walking and bicycling, including children, seniors, people with disabilities, and generally anyone who has a low tolerance for exposure to motor vehicle traffic.

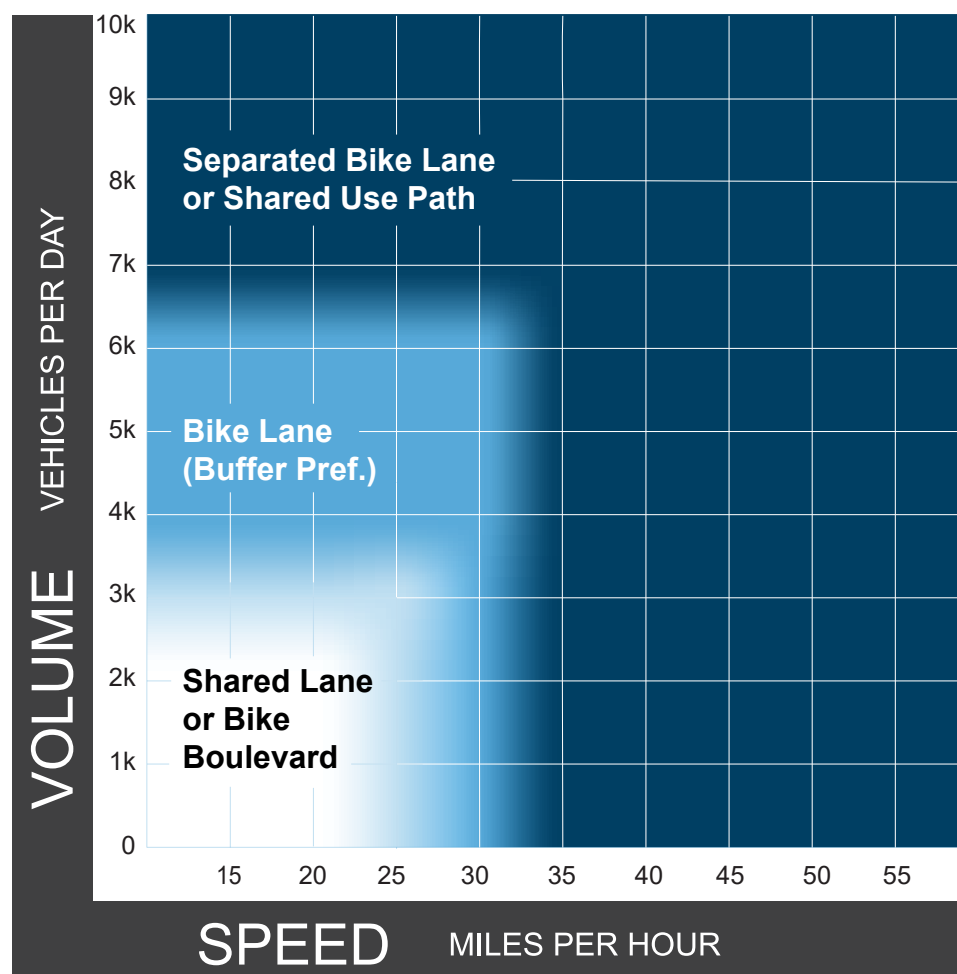
For the purposes of this plan, the designation of a facility as “high-comfort” is based on industry best practices for the design of bikeways and trails, namely:

- Federal Highway Administration's (FHWA) *Bikeway Selection Guide*
- National Association of City Transportation Officials' (NACTO) *Designing for All Ages & Abilities*
- American Association of State Highway and Transportation Officials' (AASHTO) *Guide for the Development of Bicycle Facilities*
- FHWA's *Small Town and Rural Multimodal Networks*

FHWA Bikeway Selection Guide

FHWA's *Bikeway Selection Guide* defines high-comfort facilities based on a roadway's vehicle speed and volume, suggesting that as speeds and volumes increase, greater physical separation is needed to accommodate people of all ages and abilities (see Figure 1.1).

Figure 1.1: Preferred Bikeway Type (Source: FHWA Bikeway Selection Guide)



NACTO Designing for All Ages & Abilities

Similar to FHWA's *Bikeway Selection Guide*, NACTO's *Designing for All Ages & Abilities* guidance provides guidance for selecting high-comfort bikeways based on roadway context (see Figure 1.2).

Figure 1.2: Contextual Guidance for Selecting All Ages & Abilities Bikeways
(Source: NACTO *Designing for All & Abilities*)

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts†	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			Protected Bicycle Lane
	Greater than 6,000	Multiple lanes per direction		Protected Bicycle Lane
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane, or Bicycle Path
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

* While posted or 85th percentile motor vehicle speed are commonly used design speed targets, 95th percentile speed captures high-end speeding, which causes greater stress to bicyclists and more frequent passing events. Setting target speed based on this threshold results in a higher level of bicycling comfort for the full range of riders.

† Setting 25 mph as a motor vehicle speed threshold for providing protected bikeways is consistent with many cities' traffic safety and Vision Zero policies. However, some cities use a 30 mph posted speed as a threshold for protected bikeways, consistent with providing Level of Traffic Stress level 2 (LTS 2) that can effectively reduce stress and accommodate more types of riders.¹⁸

‡ Operational factors that lead to bikeway conflicts are reasons to provide protected bike lanes regardless of motor vehicle speed and volume.

AASHTO Guide for the Development of Bicycle Facilities

AASHTO’s Guide for the Development of Bicycle Facilities covers a wide range of design considerations for both on-street bikeways and shared use paths. It specifies the minimum desired widths and conditions for bicycle lanes, shared use paths, and buffers between sidepaths and adjacent roadways. While guidance varies depending on context, minimum acceptable dimensions include:

- Bike lanes: 5’ wide; wider when adjacent to on-street parking or high-use areas
- Shared use paths & sidepaths: 10-14’ wide; wider dimensions applicable to areas with high use and/or wider variety of user groups
- Sidepath buffers: 5’ wide, measured from face of curb (or edge of paved roadway) and edge of sidepath; wider buffers desired next to higher-speed roadways; vertical barriers desired when desired horizontal buffer width cannot be achieved

FHWA Small Town and Rural Multimodal Networks

FHWA expands on baseline AASHTO guidance for the design of bikeways and trails for small town and rural contexts. More defined guidance for speed and volume thresholds and treatments at intersections and crossings is provided (see Figure 1.3).

Figure 1.3: Sidepath separation at crossings (Source: FHWA *Small Town & Rural Multimodal Networks*)



Adjacent Road Speed Limit (Mi/h)	Recommended Sidepath Separation Distance at Crossings
< 25 mi/h	6.5 ft (2.0 m)
35–45 mi/h	6.5–16.5 ft (2.0–5.0 m)
≥ 55 mi/h	16.5–24 ft (5.0–7.0 m)

HIGH-COMFORT EVALUATION OF PARK CITY'S EXISTING NETWORK

Park City already boasts an extensive paved trail network and quiet neighborhood streets that serve walkers and bicyclists of all ages and abilities. However, many of Park City's trails and bikeways may not be comfortable for a broader range of users, and, based on the standards of high-comfort established previously in this chapter, are considered deficient, creating gaps in the high-comfort network. In particular, some of Park City's most significant trip generators lack high-comfort bicycle and pedestrian access, such as Old Town, Park City and Deer Valley Mountain Resorts, and the Bonanza/Prospector District.

Map 1.2 on the following page shows Park City's existing bikeways and trails, distinguishing those that meet high-comfort standards from those that are considered deficient.



Poison/Silver Creek Trail | High-comfort

Fully separated from roadway right-of-way and meets minimum standards for width



Kearns Blvd Sidepath | Deficient

Less than 10' wide in some areas; no buffer between sidepath and roadway



Sidewinder Dr Shared Street | High-comfort

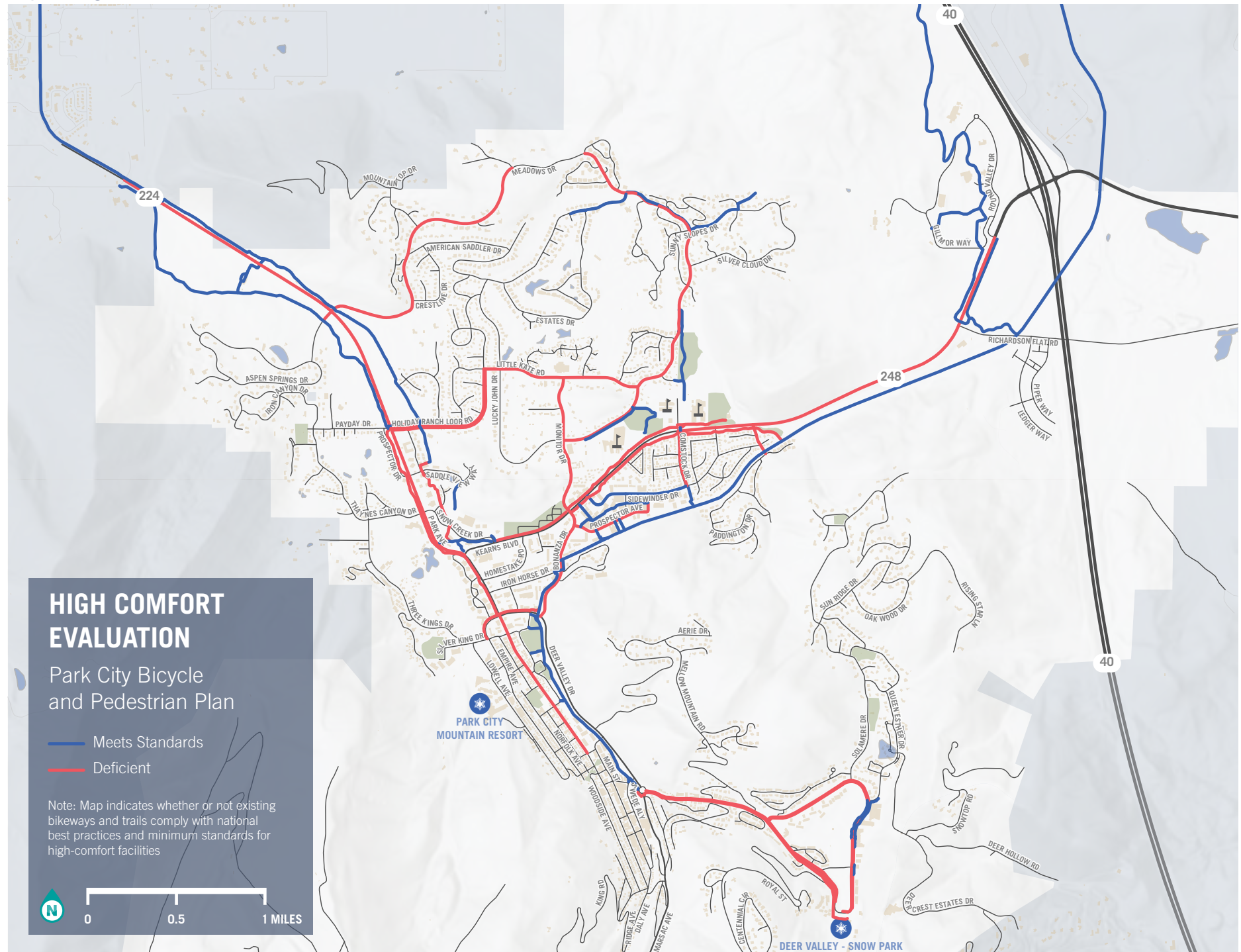
Posted vehicle speed less than 30 mph and volumes less than 1,000 ADT



Park Ave Bike Lane & Shared Street | Deficient

Posted speed is 25 mph, but motor vehicle volumes around 7,000 ADT

Map 1.2: High Comfort Evaluation



A person is riding a bicycle away from the viewer down a long, narrow tunnel. The walls of the tunnel are covered in colorful graffiti. The ceiling has recessed lighting. At the end of the tunnel, there is a set of stairs and a doorway. The overall color palette is warm, with a strong orange tint.

CHAPTER 2

Recommendations

Recommended Network

APPROACH

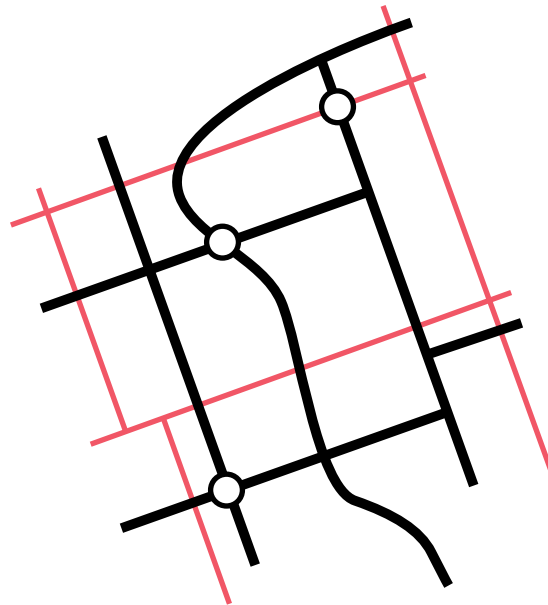
While a connected network of high-comfort facilities is critical in accommodating people of all ages and abilities, it is not feasible or practical to invest in high-comfort facilities on all streets. The approach for the development of the recommended network is to establish a focused high-comfort network within the broader bicycle network that creates the most important connections in Park City, and supplement it with basic bikeway connections to less popular destinations. The recommended network is driven by access to important community destinations and community input.

HIGH-COMFORT VS SUPPLEMENTAL ROUTES

High-comfort routes emphasize facility quality, and aim to adhere to industry best practices referenced in Chapter 1. While physical separation is often required to achieve a high-comfort status, some high-comfort routes may include shared streets or conventional bike lanes on streets that have lower vehicle speeds and volumes. Supplemental routes are intended to augment the high-comfort network by making additional connections. These routes are more focused on simply making a connection, even if the facility quality doesn't serve everyone.

CROSSING IMPROVEMENTS

A network is only as safe and comfortable as its most dangerous or stressful links. For bicyclists and pedestrians, street crossings and intersections often represent weak links in the network, presenting conflicts with motor vehicles. As such, the plan identifies crossing or intersection locations where safety improvements are needed to achieve connectivity in the high-comfort network.



High-Comfort Routes

- Intended to serve all ages and abilities by mitigating exposure to motor vehicle traffic
- Physical separation may not be required depending on roadway context

Supplemental Routes

- Provides additional connections
- May not be feasible or practical to implement high-comfort facilities

Crossing Improvements

- Overcome weak links in the high-comfort experience



ACCESS TO DESTINATIONS

Park City offers opportunities to shop, dine, and play. Active trips begin with connecting people to where they want to go. With input from the steering committee, city staff, and public outreach, the project team identified key destinations to consider in the development of an active transportation network.

Commercial Centers

By ensuring seamless bike and pedestrian access to Park City's Old Town/Main Street district and the Bonanza/Prospector district, the city can continue to stimulate economic activity while promoting sustainable transportation.

Parks

Parks are popular, low cost destinations for all ages. Comfortable infrastructure connecting neighborhoods to parks will provide easy access to green spaces, promoting both physical and mental health.

Community Centers

These destinations include the Park City library, arts and cultural centers, museums, and the Park City Municipal Athletic & Recreation Center (MARC), offering community and civic activities.

Trailheads

Public engagement for this plan revealed that connections to trailheads are important to residents. Incorporating trail access into bike and pedestrian planning will unlock more opportunities for a thriving, active community.

Schools

Schools are important active transportation destinations because they serve youth under driving age who tend to rely more on walking or biking and provide an opportunity for youth to live active lifestyles.

Ski Resorts

Enabling residents and visitors to access Park City's famous ski resorts via bike or on foot reduces reliance on vehicular transportation, mitigates environmental impact, and promotes a more immersive and sustainable visitor experience.

Commercial Centers



Parks



Community Centers



Trailheads



Schools



Ski Resorts



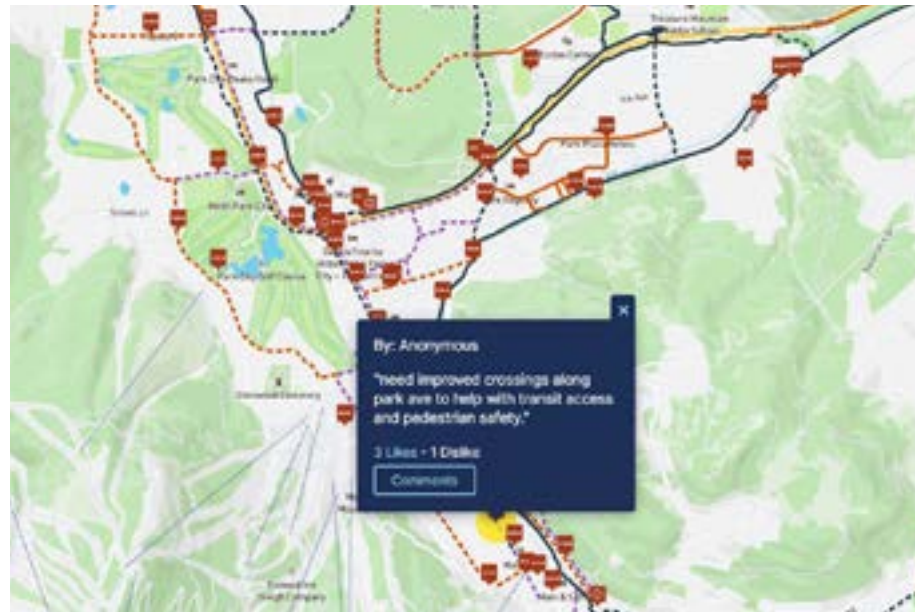
COMMUNITY INPUT

Input and feedback from the local community is crucial to help identify needs and priorities and form recommendations for bike and pedestrian infrastructure. The community outreach process for this plan included multiple avenues for residents to participate: including online and in person.

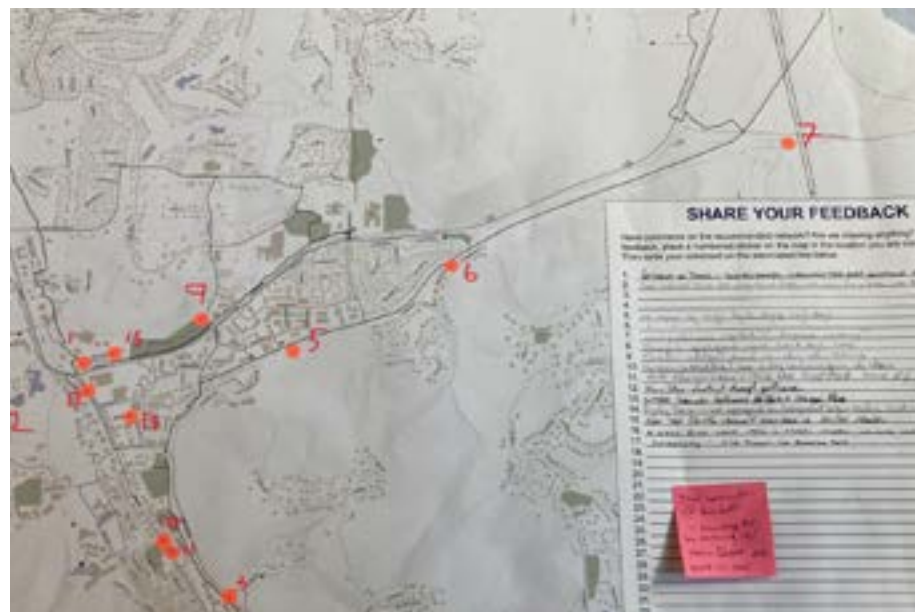
An interactive webmap and survey were accessible through Park City's website from February 5 to March 6, 2024 and gave participants to comment on existing and recommended facilities as well as identify key priorities and desired connections for future facilities. The survey received 280 unique responses, while the webmap received 227 comments.

The project team also held an open house on the evening of February 27, 2024. The purpose of this meeting was to give residents an additional opportunity to comment on the recommendations, ask questions, and chat with the project team. The meeting yielded 17 additional written comments on the map and many in-person conversations about plan goals, safety concerns, and facility considerations.

Detailed results from community input can be found in appendix B.



Screenshot from online interactive map



Public comment map from February 27 open house



Network Map

Based on feedback gathered from the public, city staff, and community stakeholders, Maps 2.1 and 2.2 illustrate planned network and crossing improvement locations. Recommendations are organized into the following categories:



High-Comfort: Existing, to Remain

Existing high-comfort bikeways or trails where no improvement is planned



High-Comfort: Existing, Future Improvement

Existing bikeways or trails that provide a connection today, but are in need of improvement to constitute a high-comfort route; specific treatment to be determined based on future studies and feasibility analyses



High-Comfort: New Connection

Additions to the high-comfort network where bikeway or trail connections do not exist today; specific treatment to be determined based on future studies and feasibility analyses



Supplemental: Existing, to Remain

Existing bikeways where no improvement is planned



Supplemental: New Connection

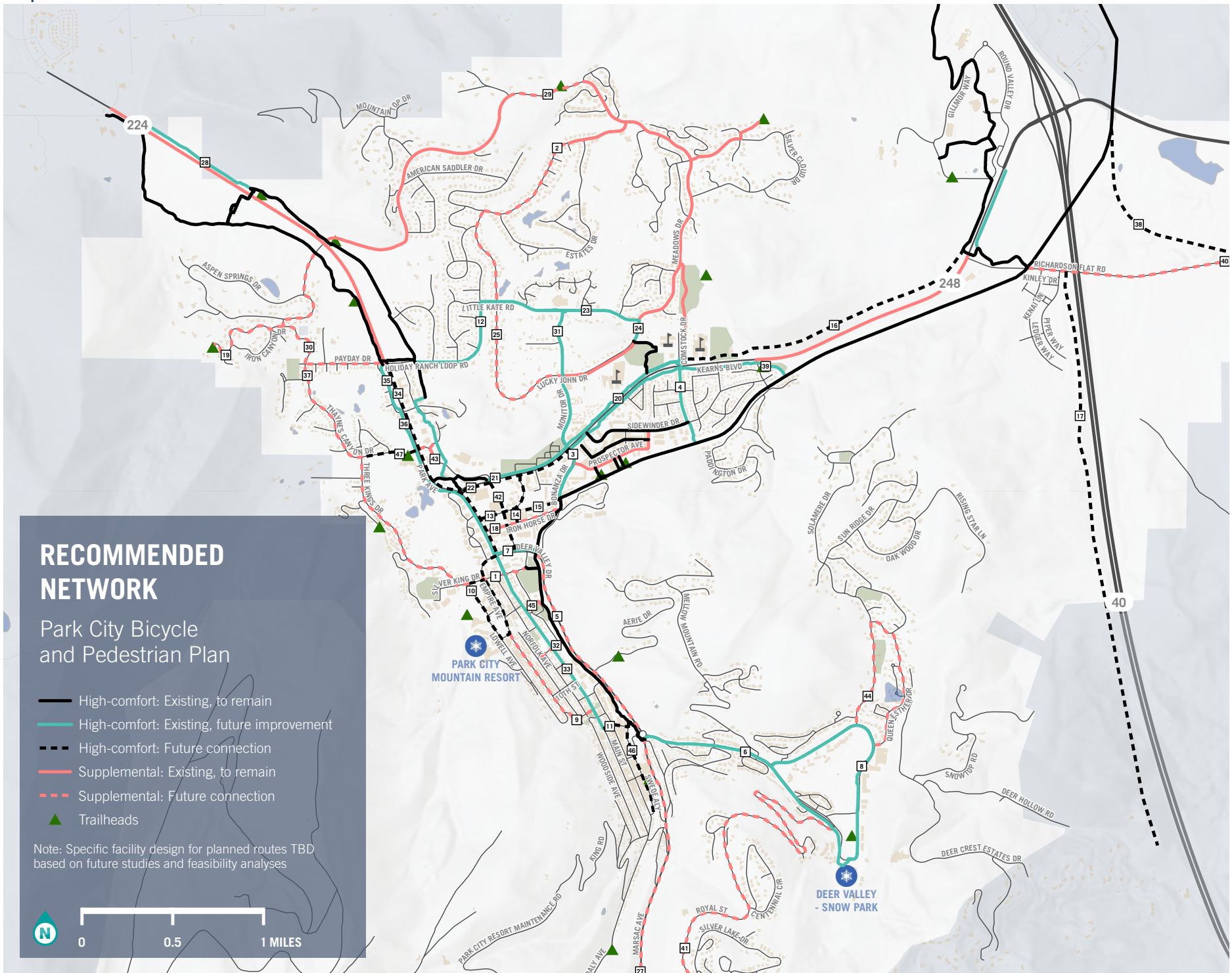
Additions to the supplemental network where bikeway connections do not exist today; specific treatment to be determined based on future studies and feasibility analyses



Crossing Improvements

Crossing or intersection enhancements; specific treatment to be determined based on future studies and feasibility analyses

Map 2.1: Recommended Network



Map 2.2: Recommended Crossing Improvements

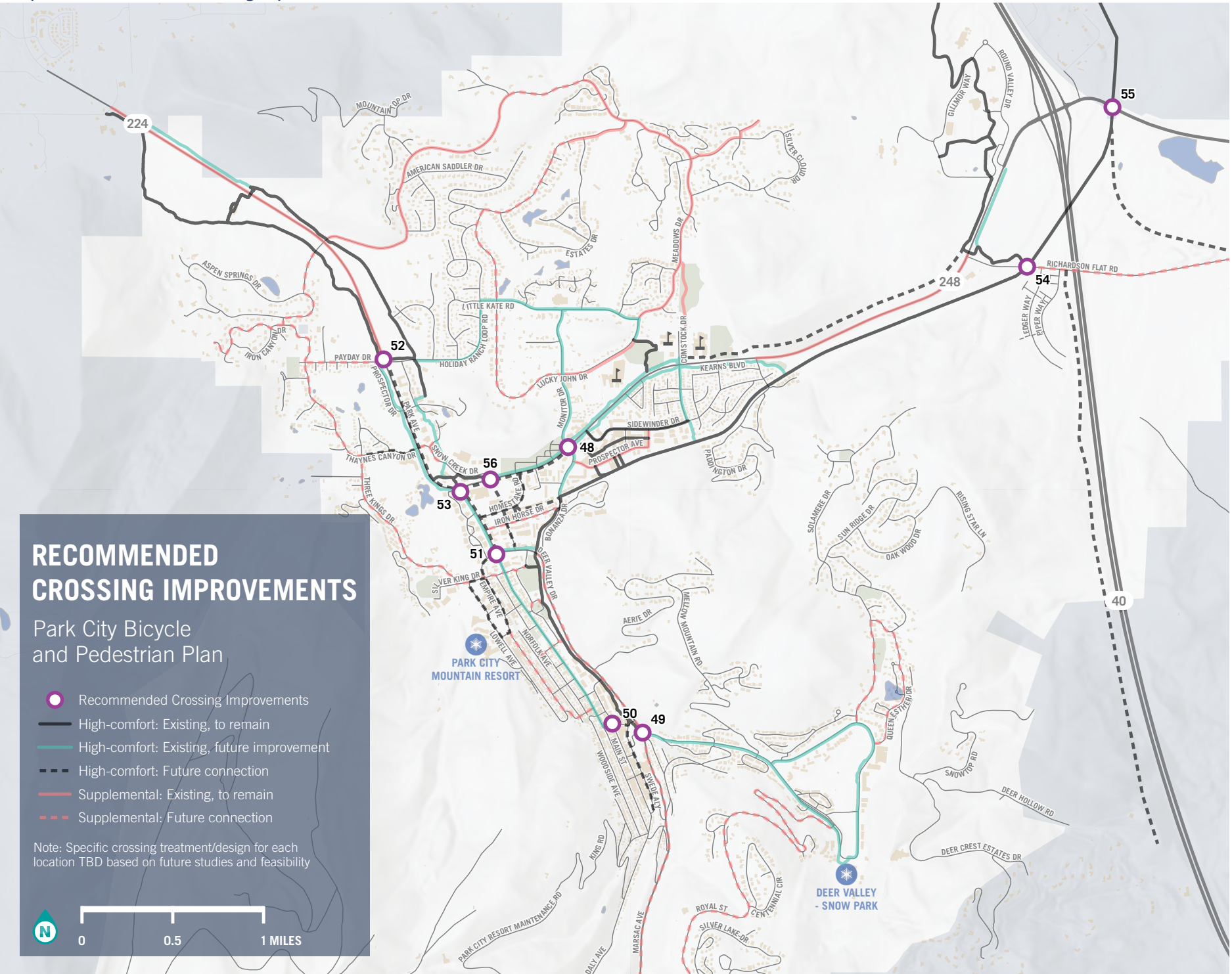


Table 2.1 - Recommended projects

PROJECT ID	NAME	EXTENT FROM	EXTENT TO	NETWORK	STATUS	PROPOSED IMPROVEMENT
1	15th St	Empire Ave	Sullivan Rd	Secondary	Proposed; new connection	TBD; East-west connection between high-comfort segments
2	American Saddler Dr	Lucky John Dr	Pinehurst Ct	Secondary	Proposed; new connection	TBD; Provide connection into neighborhoods north of Little Kate Rd
3	Bonanza Dr	Kearns Blvd	Rail Trail	High-Comfort	Existing; proposed future improvement	TBD; improvements to meet high-comfort standards
4	Comstock Dr	Kearns Blvd	Rail Trail	High-Comfort	Existing; proposed future improvement	TBD; improvements to meet high-comfort standards
5	Deer Valley Dr	Bonanza Dr	Marsac Ave	Secondary	Proposed; new connection	TBD; Provide additional connection to Downtown
6	Deer Valley Dr	Marsac Ave	Deer Valley Loop Rd	High-Comfort	Existing; proposed future improvement	10' effective width trail; incorporate buffer
7	Deer Valley Dr	Park Ave	Bonanza Drive	High-Comfort	Existing; proposed future improvement	North side; widen trail to 10' minimum and incorporate buffer
8	Deer Valley Loop	Deer Valley Loop Rd	Deer Valley Dr N	High-Comfort	Existing; proposed future improvement	10' trail with 5' buffer; low priority
9	Empire Ave/8th	Manor Way	Park Ave	Secondary	Proposed; new connection	TBD; Provide connection between high-comfort facilities
10	Empire Ave/Lowell Ave Loop	Park Ave	Manor Way	High-Comfort	Proposed; new connection	TBD; Connection to Ski Resort
11	Heber Ave	Park Ave	Swede Aly	High-Comfort	Proposed; new connection	TBD; future high-comfort connection
12	Holiday Ranch Loop Rd	McLeod Creek	Little Kate Road	High-Comfort	Existing; proposed future improvement	TBD; widen trail to 10'; maintain buffer between trail and curb
13	Homestake Rd	Park Ave	Kearns Blvd	High-Comfort	Proposed; new connection	TBD; Future connection from Park to Munchkin and Kearns
14	Homestake to Iron Horse Connector	Homestake Rd	Iron Horse Dr	High-Comfort	Proposed; new connection	TBD; Future connection from Homestake to Iron Horse Dr
15	Homestake/Bonanza Connector	Homestake Rd	Bonanza Dr	High-Comfort	Proposed; new connection	TBD; future high-comfort connection
16	HWY 248 North	Comstock Dr	Richardson Flat Rd	High-Comfort	Proposed; new connection	TBD: High comfort connection parallel to 248 between Comstock and Richardson Flat Rd
17	HWY 40 West	Richardson Flat Rd	TBD	High-Comfort	Proposed; new connection	TBD pending further study; trail with wide separation from highway
18	Iron Horse Dr	Park Ave	Bonanza Dr	Secondary	Proposed; new connection	TBD; Provide connection between high-comfort segments

Table 2.1 - Recommended projects, continued

PROJECT ID	NAME	EXTENT FROM	EXTENT TO	NETWORK	STATUS	PROPOSED IMPROVEMENT
19	Iron Mountain Dr	Iron Mountain Trailhead	Delta Dr	Secondary	Proposed; new connection	TBD; Supplementary connection
20	Kearns Blvd (both sides)	Monitor Dr	Wyatt Earp Way	High-Comfort	Existing; proposed future improvement	Widen to 10'; upgrade ped ramps to be ADA compliant; re-pave
21	Kearns Blvd North	Snow Creek Dr	Monitor Dr	High-Comfort	Existing; proposed future improvement	Provide buffer or vertical separation between trail and curb; maintain effective trail width 10' minimum
22	Kearns Blvd South	Park Ave	Bonanza Dr	High-Comfort	Proposed; new connection	TBD; Connection on the south side of Kearns
23	Little Kate Road	Holiday Ranch Loop Rd	Lucky John Dr	High-Comfort	Existing; proposed future improvement	TBD; physical separation or traffic calming
24	Lucky John Dr	Little Kate Road	McPolin Elementary School	High-Comfort	Existing; proposed future improvement	TBD; improvements to meet high-comfort standards
25	Lucky John Dr	American Saddler Dr	Monitor Dr	Secondary	Proposed; new connection	TBD; Provide connection into neighborhoods north of Kearns
26	Marsac Ave	HWY 224	Guardsman Connection Rd	Secondary	Proposed; new connection	TBD; Supplementary connection
27	Marsac Ave	Poison Creek Trail	Wheaton Way	Secondary	Proposed; new connection	TBD; Supplementary connection
28	McLeod Creek	Holiday Ranch Loop Rd	Snow Creek Dr	High-Comfort	Existing; proposed future improvement	Upgrade ped ramps to be ADA compliant; improve sight lines/blind corners; re-pave
29	Meadows Dr	Normans Way	Eagle Cove Dr	Secondary	Proposed; new connection	TBD; Connect existing bike facilities
30	Meadows Dr/Aspen Springs/Iron Canyon	Farm Trail	Payday Dr	Secondary	Proposed; new connection	TBD; Provide connection from Payday Dr to Farm Trail
31	Monitor Dr	Little Kate Road	Kearns Blvd	High-Comfort	Existing; proposed future improvement	TBD; improvements to meet high-comfort standards
32	Nelson St	Norfolk Ave	Poison Creek Trail	Secondary	Proposed; new connection	TBD; Provide connection from Poison Creek to PC Library
33	Park Ave Downtown	Kearns Blvd	Heber Ave	High-Comfort	Existing; proposed future improvement	TBD; improvements to meet high-comfort standards
34	Park Ave East	Payday Dr	Deer Valley Dr	High-Comfort	Proposed; new connection	TBD; Connection on the east side of Park Ave
35	Park Ave West	Payday Dr	Prospector Dr	High-Comfort	Existing; proposed future improvement	TBD; re-pave
36	Park Ave West	Prospector Dr	Empire Ave	High-Comfort	Existing; proposed future improvement	TBD; widen trail to 10' minimum, 5' minimum buffer
37	Payday/Three Kings	Park Ave	Silver King Dr	Secondary	Proposed; new connection	TBD; Provide alternate connection from Payday Dr to Lowell Ave

Table 2.1 - Recommended projects, continued

PROJECT ID	NAME	EXTENT FROM	EXTENT TO	NETWORK	STATUS	PROPOSED IMPROVEMENT
38	Phoston Spur	Rail Trail	Richardson Flat Rd	High-Comfort	Proposed; new connection	TBD pending future study; 10' min. trail
39	Prospector Park	Kearns Blvd	Rail Trail	High-Comfort	Existing; proposed future improvement	Widen to 10'; low priority
40	Richardson Flat Rd	Rail Trail	E of City Boundary	Secondary	Proposed; new connection	TBD; Supplementary connection east of HWY 40
41	Royal St	Deer Valley Dr	Marsac Ave	Secondary	Proposed; new connection	TBD; Supplementary connection
42	Short Line Rd	Kearns Blvd	Deer Valley Dr	High-Comfort	Proposed; new connection	TBD; future high-comfort connection
43	Snow Creek Lane/ Drive	Park Ave	McLeod Creek	Secondary	Proposed; new connection	TBD; Supplementary connection
44	Solamere/Queen Esther Loop	Deer Valley Dr N	Deer Valley Dr N	Secondary	Proposed; new connection	TBD; Supplementary connection
45	Sullivan Rd	Park Ave	Poison Creek Trail	Secondary	Proposed; new connection	TBD; Connection between Poison Creek and Park Ave
46	Swede Aly	Poison Creek Trail	Main St	High-Comfort	Proposed; new connection	TBD; Connection to Downtown
47	Thaynes Canyon Dr	Three Kings Dr	Park Ave	High-Comfort	Proposed; new connection	TBD; Connection to residences and parks west of Park Ave
48	Bonanza Dr/Monitor Dr/Kearns Blvd	N/A	N/A	High-Comfort	Existing; proposed future improvement	Intersection improvements to connect high-comfort network segments (included in SS4A)
49	Deer Valley Roundabout	N/A	N/A	High-Comfort	Existing; proposed future improvement	Measures to improve transition between Deer Valley Drive and Poison Creek Trail (included in SS4A)
50	Main St / Heber Ave	N/A	N/A	High-Comfort	Existing; proposed future improvement	Improve accessibility and prioritize pedestrians
51	Park Ave/Empire Ave/ Deer Valley Drive	N/A	N/A	High-Comfort	Existing; proposed future improvement	Intersection improvements to address high speed and high traffic volume intersection (included in SS4A)
52	Park Ave/Holiday Ranch Loop Dr	N/A	N/A	High-Comfort	Existing; proposed future improvement	Intersection improvements on Park Ave to connect high-comfort network segments
53	Park Ave/Kearns Blvd	N/A	N/A	High-Comfort	Existing; proposed future improvement	Intersection improvements to address high speed and high traffic volume intersection (included in SS4A)
54	Rail Trail at Richardson Flat Rd	N/A	N/A	High-Comfort	Existing; proposed future improvement	Improve crossing visibility
55	Rail Trail/HWY 248	N/A	N/A	High-Comfort	Existing; proposed future improvement	Explore crossing enhancements to improve trail user safety
56	Snow Creek Dr/ Kearns Blvd	N/A	N/A	High-Comfort	Proposed; new connection	Grade-separated crossing (included in SS4A)

Policy & Program Recommendations

Creating a walkable and bikeable community takes more than making physical connections alone. Policies, programs, and internal City practices can all contribute to the establishment of a safe, convenient, and well-connected active transportation system. By complementing infrastructure investments with supportive policies and programs, walking and bicycling can become a more viable transportation and recreation option for locals and visitors. Table 2.2 outlines policy and program initiatives the City will pursue. Each recommendation requires further study and definition; the specifics and adoption of any of these initiatives are yet to be determined.

Table 2.2 - Policy & Program Initiatives

CATEGORY	RECOMMENDATION	DESCRIPTION
Bike Parking	Update bike parking code to align with APBP	Park City is currently working on a bike parking plan and is in the process of revising bike parking code. The city should follow guidance set forth by the Association of Pedestrian and Bicycle Professionals in "Bicycle Parking Guide, 2nd Edition" with regards to parking rates, short-term vs. long-term parking needs, bike rack selection, and bike rack placement. Bike parking regulations should also be part of Park City's development review process in order to ensure new developments are planned with appropriate type and quantity of bike storage facilities as well as proper location and installation requirements to meet the increasing needs and demands of cyclists.
	Conduct bicycle parking inventory and develop placement plan	Outside of the private development process, the City should develop a plan for bicycle parking in the public realm. The plan should inventory and evaluate existing bicycle parking and develop a placement plan for existing and future bicycle parking location.
	Re-initiate the Request-a-Rack Program by establishing roles for overseeing and operating the program.	Summit County's Request a Rack program provides bike racks to businesses upon request. Park City works with the County and businesses to install racks within city limits. Park City staff should renew emphasis on outreach and engagement, establish roles for overseeing and operating the program within the city, and establish channels for communication and methods for getting the word out.
Bicycle & Pedestrian Design Guidance	Adopt design standards for bicycle and pedestrian facilities	Adopted design standards for various bicycle and pedestrian facilities will help the City maintain quality and consistency as the network is built out, regardless of whether the project is completed through private development or as a capital improvement project.
	Adopt standards for identifying crossing locations and selecting appropriate crossing treatment based on roadway context	Using national guidance from the Federal Highway Administration (FHWA) and other agencies, the City should include both planning and design guidance in their standard drawings for bicycle and pedestrian crossing treatments at uncontrolled crossing locations.
	Establish guidance and adopt standards for intersection design and signal phasing	Intersections present several conflicts for bicyclists and pedestrians and often serve as the weak link of an otherwise comfortable route. The City should develop and adopt standards for intersection design that achieves a high level of comfort and safety for bicyclists and pedestrians, which may include new practices for signal phasing, such as implementing Leading Pedestrian Intervals (LPI) at select intersections.

Table 2.2 - Policy & Program Initiatives, *continued*

CATEGORY	RECOMMENDATION	DESCRIPTION
Education	Continue and expand Bike to School and Bike Back to School Programs	Since 2016, Park City has been facilitating Bike to School and Bike Back to School Programs. The City should continue to support this program and consider organizing more regular meetups throughout the school year. Park City can look to BikeBusPDX as precedent to learn from. This program in Portland, Oregon organizes groups of kids to ride bikes to school on a weekly basis to encourage kids to embrace cycling as a fun and social activity and build their cycling confidence and safety habits. More information can be found at bikebuspdx.org .
	Start an in-school bicycle and pedestrian education component, using Bike Utah's BEST program as a resource	Youth bike safety education is essential to creating a bicycle friendly community. Park City should work with local educators to facilitate such initiatives. The city should also explore a partnership with Bike Utah. Bike Utah's Bike Education and Safety Training (BEST) program offers in-school programs for elementary through high school students, including Safe Routes to School planning assistance, bike safety programming, fix it clinics, and help starting a bike bus. More information can be found at bikeutah.org/youth .
	Continue and expand the Trails and Open Space Ranger Program to help locals and visitors comply with local safety policies, especially regarding e-bikes	The Trails and Open Space Ranger Program employs seasonal rangers in the summer and winter to assist in managing trailheads as well as help enforce trail safety and etiquette. As Park City should consider increasing investment in the ranger program to foster increased outreach and helping users understand and comply with new safety policies.
Encouragement/ Promotion	Work with local businesses to apply with the League of American Bicyclists as a Bicycle Friendly Business (BFB)	Park City can help businesses apply to be a Bicycle Friendly Business (BFB) through the League of American Bicyclists by helping businesses understand the criteria for becoming a BFB and assisting with the application process.
	Encourage local businesses to join Bicycle Benefits as a business member.	Park City should also encourage local businesses to incentivize biking among patrons. The City can partner with Bicycle Benefits and reach out to businesses to encourage participation. This is a program in which individual businesses recognize people arriving to their business by bike with discounts or other benefits. For more information, see https://bicyclebenefits.org/howworks
	Continue and further promote the Ride On Park City program	Ride on Park City started in 2021 and is an online platform encouraging carpooling, transit, walking, and bicycling. Residents can compete in challenges and win prizes for logging sustainable trips. Local resorts have been strong partners through this program.
Data & Analysis	Develop a process for regularly collecting and analyzing bicycle and pedestrian user count data along trails and other walking/biking corridors	Data tracking and analysis can help City staff understand the impacts and measure success of projects. Data analysis is an important step to help Park City become a platinum level BFC. Park City should consider investing in third party data to help with these efforts, such as Strava and Ride Report. The City should utilize these resources to conduct analysis on local bike and pedestrian networks, such as first/last mile transit connectivity, equity analysis, and origin/destination driven routing. The FHWA's documentation and resources on these topics can be found at https://bit.ly/FHWA_connectivity and https://bit.ly/FHWA_bikepedPMs .
	Establish a clear process for bicycle and pedestrian infrastructure GIS data collection and management	Park City's GIS database for bicycle and pedestrian infrastructure could benefit from more robust attributes and regular updates by staff as projects are implemented. Data attributes such as bike lane or sidewalk widths, roadway speeds, roadway volumes, buffer presence, buffer width, buffer type, construction year, etc. will benefit future planning and analysis efforts.

Table 2.2 - Policy & Program Initiatives, *continued*

CATEGORY	RECOMMENDATION	DESCRIPTION
Community Collaboration	Continue and expand the Neighborhoods First Streets Program (NSFP); Improve process for promoting applications and evaluating pilot projects	The Neighborhoods First Streets Program (NSFP) is designed as an community-led participatory process focused on creating more livable and people-first streets. Park City residents can submit requests for traffic calming measures or other local street safety concerns, which are then reviewed by the Neighborhoods First Streets Committee. The committee is a team of multi-disciplinary experts who respond to requests by evaluating and implementing traffic calming solutions, measuring impacts, and educating residents and businesses about available traffic safety measures and best practices.
	Create a Bicycle & Pedestrian Advisory Committee (BPAC)	A BPAC is a group of citizens appointed by the Mayor to serve as a liason between residents and the City Council as well as a technical advisory group that can inform City Council on issues related to active transportation. BPACs typically serve as a advising body when developing new policies, plans, and infrastructure projects.
Bike Share	Summit Bike Share is primarily operated by County staff, but the City should continue to support the program by looking for public-private partnerships and encouraging equitable pricing models and distribution of stations	The Summit County and Park City launched Summit Bike Share in 2017 with a network of 20 stations and 190 bikes, all with electric-assist. The shared bikes are available to rent 24/7 and riders can use an app to sign up for a monthly pass or pay per ride. Although this program is primarily run by county staff, Park City should continue to support the program by looking for public-private partnerships and encouraging equitable pricing models and distribution of stations.
Private Development	Adopt a Complete Streets Policy	Park City should consider adopting a complete streets ordinance to ensure that new roads and repavement projects accommodate the needs of all road users, including pedestrians and cyclists.
	Adopt policies and development standards that promote trail-oriented development, including trail-facing development and standards for trail access	Park City should encourage development oriented towards off-street; this not only boosts economic development by attracting more visitors, increasing exposure of local businesses, and enhancing property values, but it also contributes to the safety and security of trails by activating the corridor with more users and more eyes on the trail. The City should also establish standards for providing frequent pathway access to trails from new developments.
Maintenance & Operations	Develop a strategy for maintaining a "winter network" of trails and bikeways that are accessible for bicycle and pedestrian trips during winter months	Park City currently grooms some of its paved trails for Nordic skiing during the winter months, making them less accessible for pedestrians and bicyclists who rely on them for transportation. The City should develop a strategy for identifying the "winter network" and which trails are critical for year round access and snow removal.
	Establish a strategy for balancing budgets for bicycle and pedestrian capital projects with maintenance needs of an expanding network.	As the trail, bikeway, and sidewalk network expands in Park City, so does the need for maintenance efforts. The City should develop a strategy for striking a balance between money spent on capital projects and money allocated to maintenance.

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CHAPTER 3

Implementation Strategies

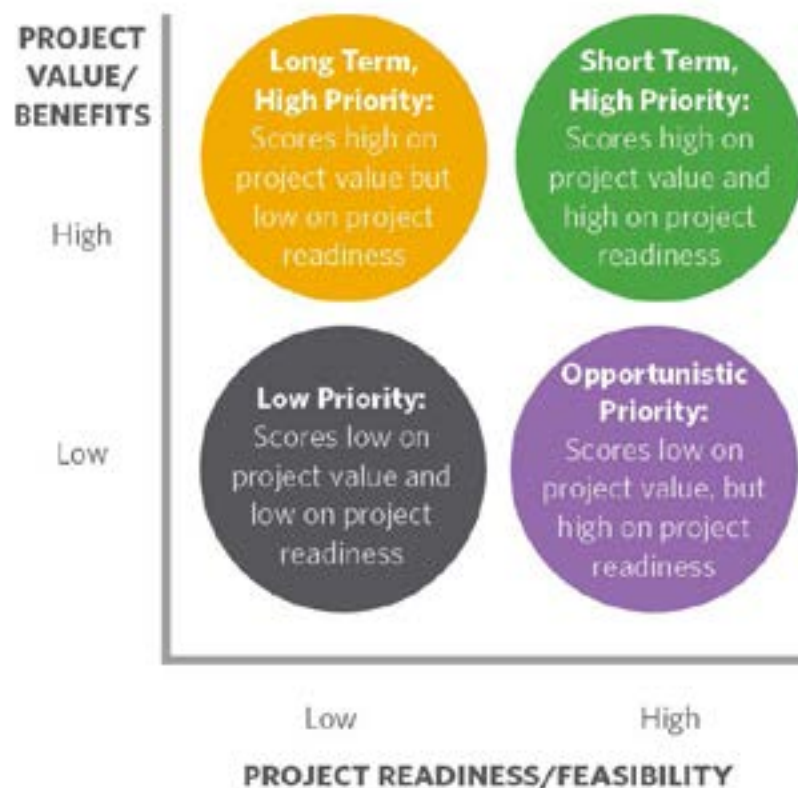
Project Prioritization

This chapter details the City's approach for prioritizing projects recommended in the plan, and outlines potential funding strategies.

Prioritization Approach

The project prioritization approach includes two evaluations of each project based on 1) project value, or benefit, and 2) project readiness, or feasibility. “High” and “low” scores are assigned for both evaluations, resulting in a project landing in one of four priority categories, as shown in **Figure 5.1**. The following pages go into more detail regarding how project value and readiness were evaluated. This approach is intended to guide the City in understanding which projects to focus on first; however, the City should be flexible in its approach. Priorities may change based on further studies or as potential synergies arise with new development, road reconstruction, or other opportunities for cost savings.

Figure 5.1: Project Priority Categories



Project Value

Project value, or benefit, is determined by how well a project achieves the goals of the plan. Table 3.1 outlines the criteria used to evaluate each project proposed in the plan. Each project was assigned a score of 0 (does not meet criterion), 1 (somewhat meets criterion), or 2 (meets criterion) for each criterion. The multiplier assigned to each criterion acknowledges that while all criteria are important, some may be more significant than others. For instance, residents and city staff placed higher importance on connecting to downtown than connecting to resorts. Map 3.1 displays the cumulative project value results. See Appendix A for a full list of project prioritization results.

Project Readiness

Project readiness, or feasibility, is evaluated based on the complexity of the project related to design, funding availability, partner agency collaboration, and constructability. A planning level assessment was made for each project in the recommended network, designating each project with a “high” or “low” readiness score. Projects that include minimal adjustment to the roadway (pavement striping and signage only) or align with other near-term capital projects received a high project readiness score. Projects that require roadway rebalancing, traffic calming, right-of-way acquisition, or other obstacles that would lead to a longer timeline received a low project readiness score. Project readiness results are illustrated on Map 3.2.

Table 3.1 Project Value Criteria

CRITERION	DESCRIPTION	MULTIPLIER
Makes a new connection in the Primary Network	Projects that propose a new ‘high-comfort’ route	4
Improves an existing connection in the Primary Network	Projects that improve an existing trail or pathway to make it a ‘high-comfort’ connection	2
Connects to Old Town / Main Street District	Projects that improve bike and pedestrian access to Old Town	3
Connects to Trailheads	Projects that improve bike and pedestrian access to trailheads	2
Makes or improves a connection to schools	Projects that improve bike and pedestrian access to schools	2
Connects to resorts	Projects that improve bike and pedestrian access to schools	1.5
Connects to Bonanza / Prospector District	Projects that improve bike and pedestrian access to Prospector District	2
Makes a new secondary route	Projects that propose a new secondary, or on-street connection	2
Public Input	Projects that survey respondents marked as a priority	1

Overall Project Prioritization

Combining project value and project readiness evaluation scores resulted in a prioritized project list. **Maps 3.3-3.6** illustrate projects in the four priority categories:

Short term, high priority

These projects score high on project value and high on project readiness. These should be first on the list to implement, and are ready for design or implementation based on available funding.

Long term, high priority

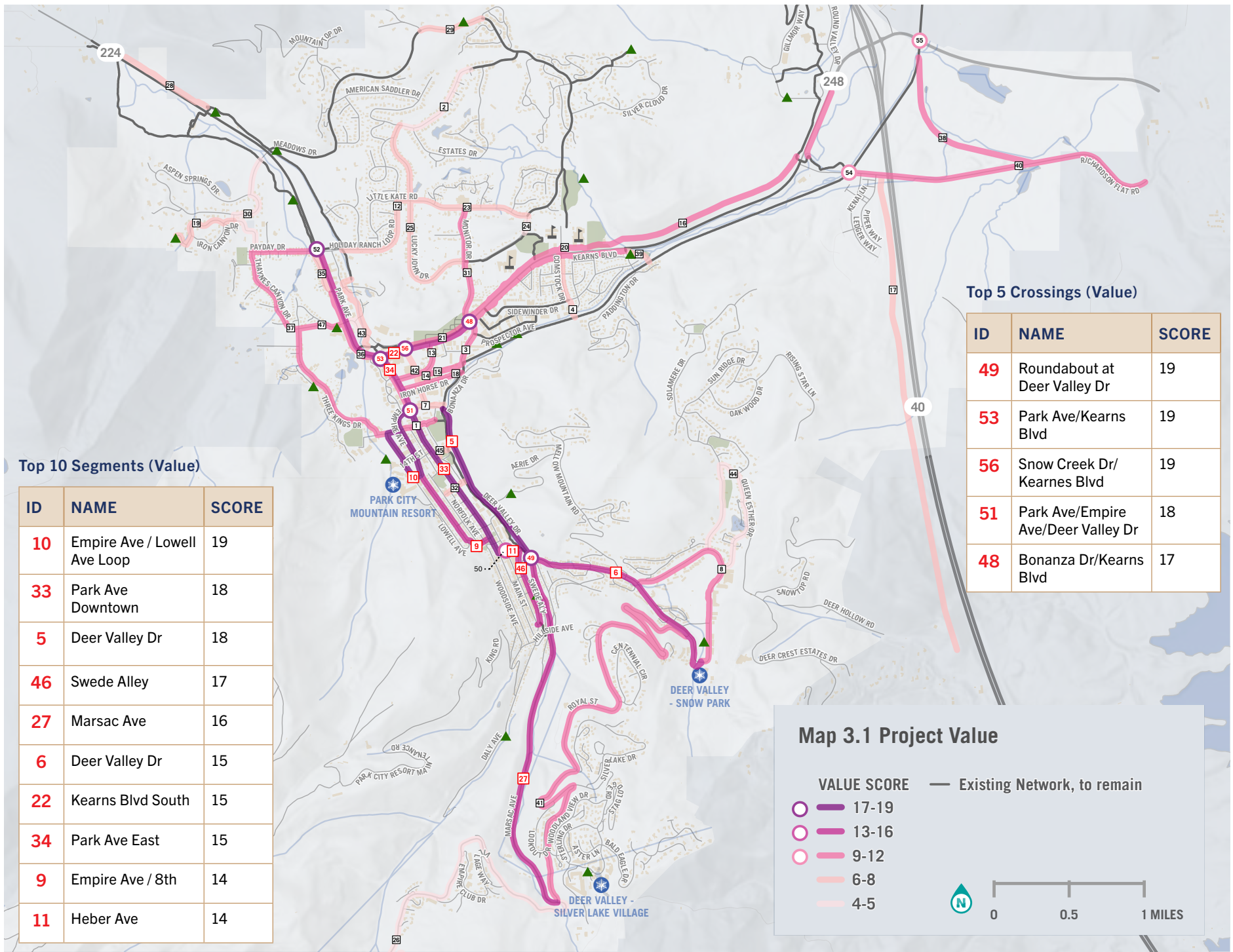
These are projects that score high on project value but low on project readiness. These should be prioritized for further study to determine feasibility, constraints, and cost. They likely require external funding sources and/or buy-in from partner agencies.

Opportunistic priority

These are projects that score low on project value, but high on project readiness. These may be implemented in the near term if an opportunity arises, such as redevelopment or pavement preservation projects.

Low priority

These projects score low on project value and low on project readiness. These may change as the network gets implemented over time, but right now the project is not a priority due to its location and surrounding context.



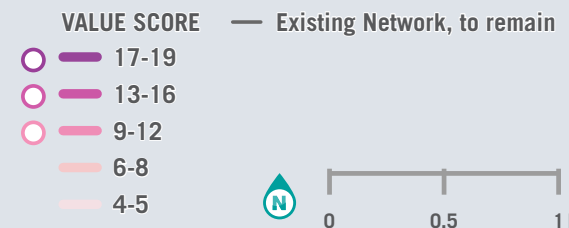
Top 10 Segments (Value)

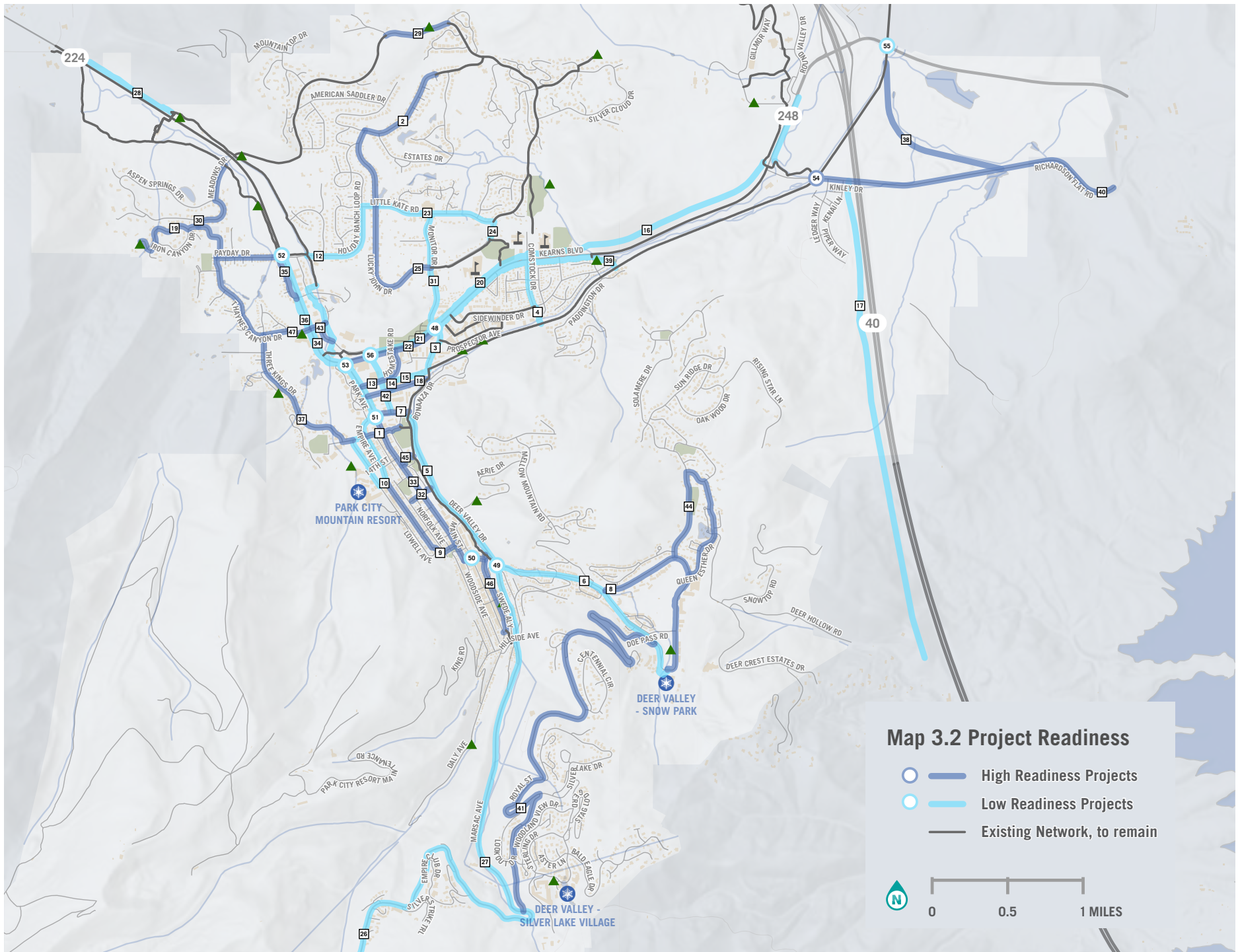
ID	NAME	SCORE
10	Empire Ave / Lowell Ave Loop	19
33	Park Ave Downtown	18
5	Deer Valley Dr	18
46	Swede Alley	17
27	Marsac Ave	16
6	Deer Valley Dr	15
22	Kearns Blvd South	15
34	Park Ave East	15
9	Empire Ave / 8th	14
11	Heber Ave	14

Top 5 Crossings (Value)

ID	NAME	SCORE
49	Roundabout at Deer Valley Dr	19
53	Park Ave/Kearns Blvd	19
56	Snow Creek Dr/Kearns Blvd	19
51	Park Ave/Empire Ave/Deer Valley Dr	18
48	Bonanza Dr/Kearns Blvd	17

Map 3.1 Project Value



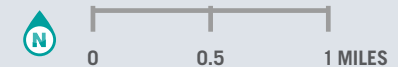


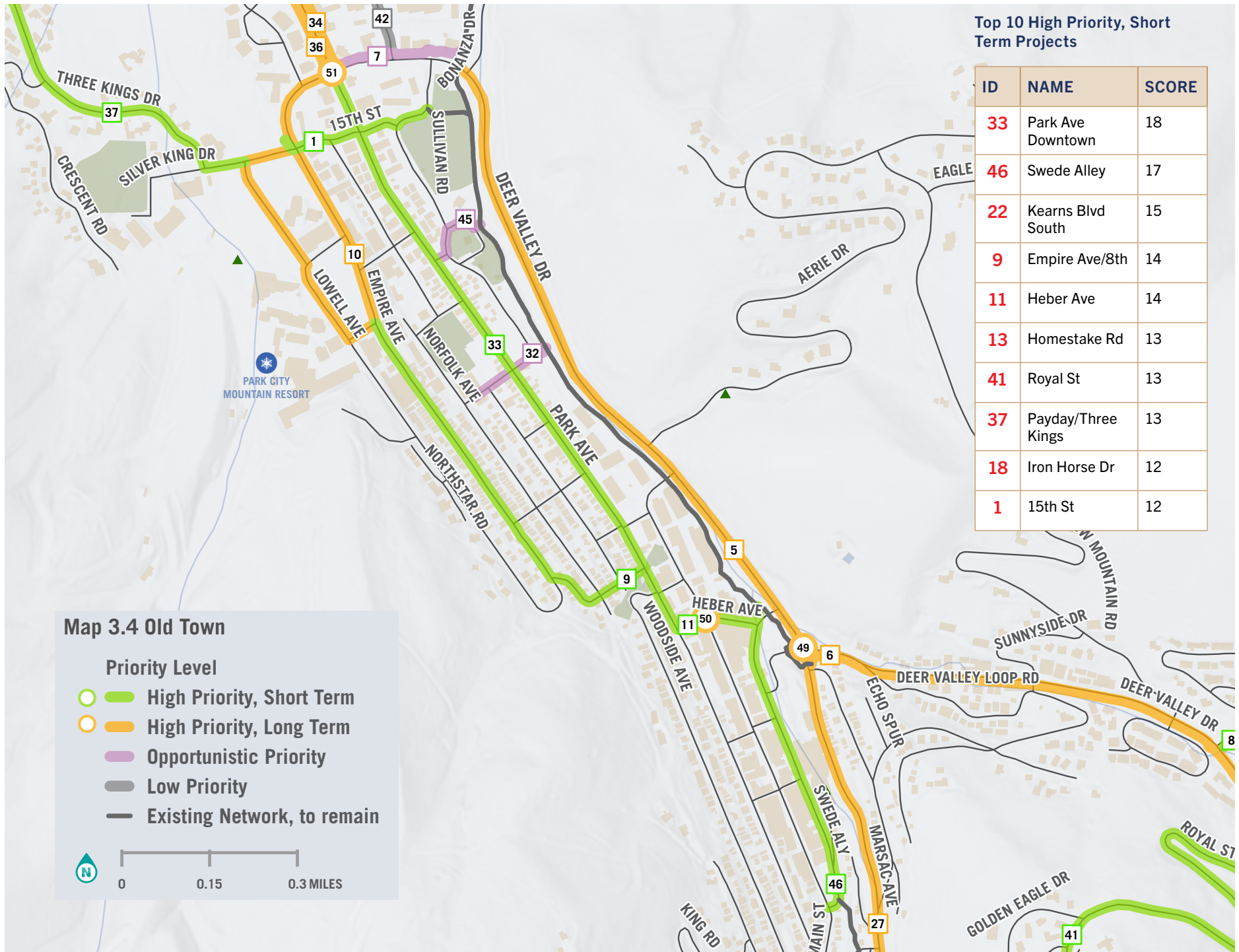
Top 10 High Priority, Short Term Projects

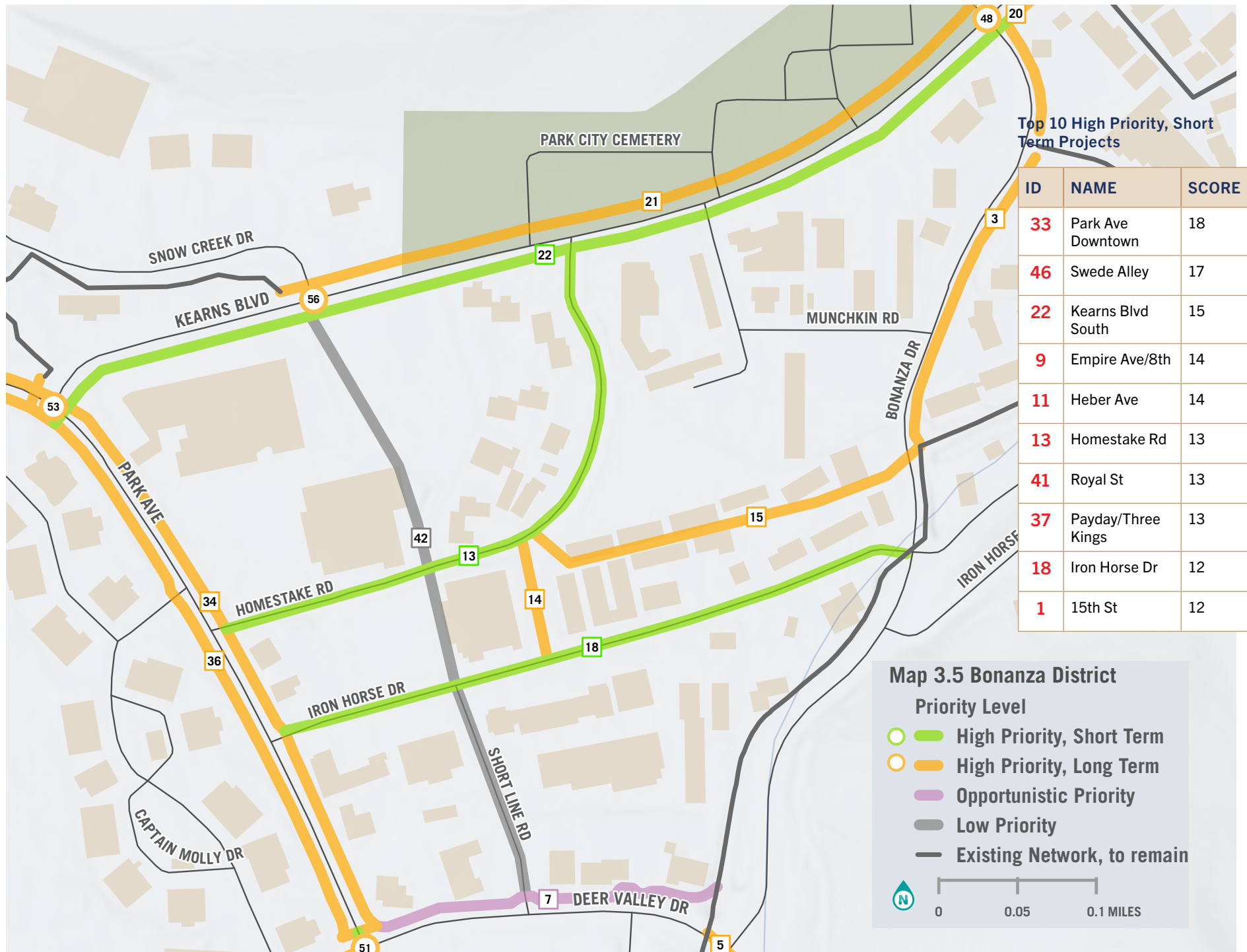
ID	NAME	SCORE
33	Park Ave Downtown	18
46	Swede Alley	17
22	Kearns Blvd South	15
9	Empire Ave/8th	14
11	Heber Ave	14
13	Homestake Rd	13
41	Royal St	13
37	Payday/Three Kings	13
18	Iron Horse Dr	12
1	15th St	12

Map 3.3 Project Prioritization

- High Priority, Short Term
- High Priority, Long Term
- Opportunistic Priority
- Low Priority
- Existing Network, to remain







Top 10 High Priority, Short Term Projects

ID	NAME	SCORE
33	Park Ave Downtown	18
46	Swede Alley	17
22	Kearns Blvd South	15
9	Empire Ave/8th	14
11	Heber Ave	14
13	Homestake Rd	13
41	Royal St	13
37	Payday/Three Kings	13
18	Iron Horse Dr	12
1	15th St	12

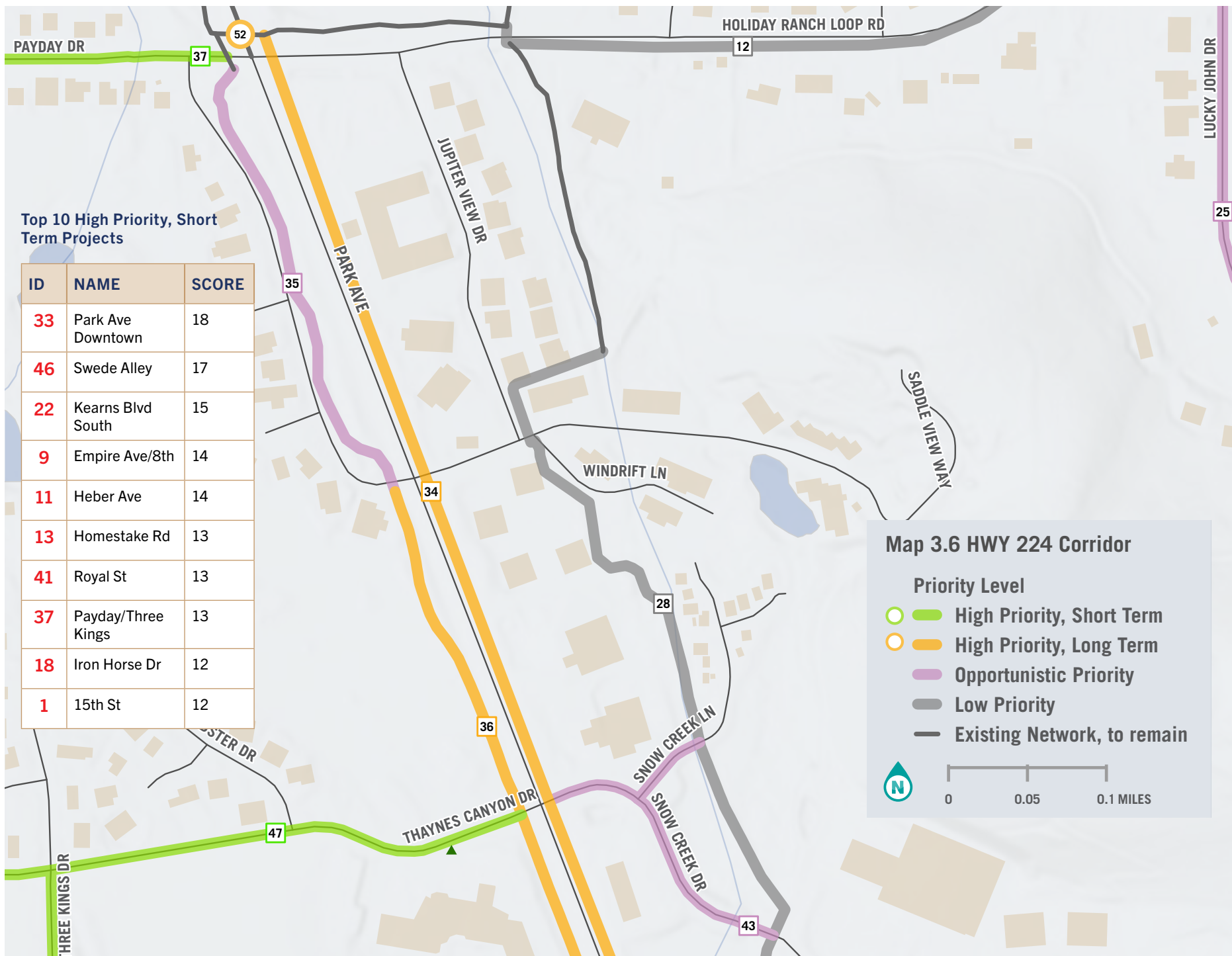


Table 3.2 - Ranked Priority Projects

PROJECT ID	NAME	FROM	TO	NETWORK	STATUS	VALUE SCORE	PROJECT VALUE	PROJECT READINESS	PRIORITIZATION
33	Park Ave Downtown	Kearns Blvd	Heber Ave	High-Comfort	Existing; proposed future improvement	18	High	High	High Priority, Short Term
46	Swede Aly	Poison Creek Trail	Main St	High-Comfort	Proposed; new connection	17	High	High	High Priority, Short Term
22	Kearns Blvd South	Park Ave	Bonanza Dr	High-Comfort	Proposed; new connection	15	High	High	High Priority, Short Term
9	Empire Ave/8th	Manor Way	Park Ave	Secondary	Proposed; new connection	14	High	High	High Priority, Short Term
11	Heber Ave	Park Ave	Swede Aly	High-Comfort	Proposed; new connection	14	High	High	High Priority, Short Term
13	Homestake Rd	Park Ave	Kearns Blvd	High-Comfort	Proposed; new connection	13	High	High	High Priority, Short Term
41	Royal St	Deer Valley Dr	Marsac Ave	Secondary	Proposed; new connection	13	High	High	High Priority, Short Term
37	Payday/Three Kings	Park Ave	Silver King Dr	Secondary	Proposed; new connection	13	High	High	High Priority, Short Term
18	Iron Horse Dr	Park Ave	Bonanza Dr	Secondary	Proposed; new connection	12	High	High	High Priority, Short Term
55	Rail Trail/HWY 248	n/a	n/a	High-Comfort	Proposed Crossing	12	High	High	High Priority, Short Term
54	Rail Trail/Richardson Flat Rd	n/a	n/a	High-Comfort	Proposed Crossing	11	High	High	High Priority, Short Term
47	Thaynes Canyon Dr	Three Kings Dr	Park Ave	High-Comfort	Proposed; new connection	10	High	High	High Priority, Short Term
40	Richardson Flat Rd	Rail Trail	E of City Boundary	Secondary	Proposed; new connection	10	High	High	High Priority, Short Term
38	Phoston Spur	Rail Trail	Richardson Flat Rd	High-Comfort	Proposed; new connection	10	High	High	High Priority, Short Term
8	Deer Valley Loop	Deer Valley Loop Rd	Deer Valley Dr N	High-Comfort	Existing; proposed future improvement	10	High	High	High Priority, Short Term
10	Empire Ave/Lowell Ave Loop	Park Ave	Manor Way	High-Comfort	Proposed; new connection	19	High	Low	High Priority, Long Term
53	Park Ave/Kearns Blvd	n/a	n/a	High-Comfort	Proposed Crossing	19	High	Low	High Priority, Long Term

Table 3.2 - Ranked Priority Projects, continued

PROJECT ID	NAME	FROM	TO	NETWORK	STATUS	VALUE SCORE	PROJECT VALUE	PROJECT READINESS	PRIORITIZATION
49	Deer Valley Roundabout	n/a	n/a	High-Comfort	Proposed Crossing	19	High	Low	High Priority, Long Term
56	Snow Creek Dr/ Kearns Blvd	n/a	n/a	High-Comfort	Proposed Crossing	19	High	Low	High Priority, Long Term
5	Deer Valley Dr	Bonanza Dr	Marsac Ave	Secondary	Proposed; new connection	18	High	Low	High Priority, Long Term
51	Park Ave/Empire Ave/Deer Valley Drive	n/a	n/a	High-Comfort	Proposed Crossing	18	High	Low	High Priority, Long Term
52	Park Ave/Holiday Ranch Loop Dr	n/a	n/a	High-Comfort	Proposed Crossing	17	High	Low	High Priority, Long Term
48	Bonanza Dr/ Monitor Dr/Kearns Blvd	n/a	n/a	High-Comfort	Proposed Crossing	17	High	Low	High Priority, Long Term
27	Marsac Ave	Poison Creek Trail	Wheaton Way	Secondary	Proposed; new connection	16	High	Low	High Priority, Long Term
34	Park Ave East	Payday Dr	Deer Valley Dr	High-Comfort	Proposed; new connection	15	High	Low	High Priority, Long Term
6	Deer Valley Dr	Marsac Ave	Deer Valley Loop Rd	High-Comfort	Existing; proposed future improvement	15	High	Low	High Priority, Long Term
50	Main St/Heber Ave	n/a	n/a	High-Comfort	Proposed Crossing	15	High	Low	High Priority, Long Term
20	Kearns Blvd (both sides)	Monitor Dr	Wyatt Earp Way	High-Comfort	Existing; proposed future improvement	13	High	Low	High Priority, Long Term
3	Bonanza Dr	Kearns Blvd	Rail Trail	High-Comfort	Existing; proposed future improvement	13	High	Low	High Priority, Long Term
15	Homestake/ Bonanza Connector	Homestake Rd	Bonanza Dr	High-Comfort	Proposed; new connection	12	High	Low	High Priority, Long Term
31	Monitor Dr	Little Kate Road	Kearns Blvd	High-Comfort	Existing; proposed future improvement	11	High	Low	High Priority, Long Term
16	HWY 248 North	Comstock Dr	Richardson Flat Rd	High-Comfort	Proposed; new connection	11	High	Low	High Priority, Long Term
21	Kearns Blvd North	Snow Creek Dr	Monitor Dr	High-Comfort	Existing; proposed future improvement	11	High	Low	High Priority, Long Term

Table 3.2 - Ranked Priority Projects, continued

PROJECT ID	NAME	FROM	TO	NETWORK	STATUS	VALUE SCORE	PROJECT VALUE	PROJECT READINESS	PRIORITIZATION
14	Homestake to Iron Horse Connector	Homestake Rd	Iron Horse Dr	High-Comfort	Proposed; new connection	10	High	Low	High Priority, Long Term
36	Park Ave West	Prospector Dr	Empire Ave	High-Comfort	Existing; proposed future improvement	10	High	Low	High Priority, Long Term
7	Deer Valley Dr	Park Ave	Bonanza Drive	High-Comfort	Existing; proposed future improvement	9	Low	High	Opportunistic Priority
1	15th St	Empire Ave	Sullivan Rd	Secondary	Proposed; new connection	9	Low	High	Opportunistic Priority
32	Nelson St	Norfolk Ave	Poison Creek Trail	Secondary	Proposed; new connection	8	Low	High	Opportunistic Priority
29	Meadows Dr	Normans Way	Eagle Cove Dr	Secondary	Proposed; new connection	8	Low	High	Opportunistic Priority
45	Sullivan Rd	Park Ave	Poison Creek Trail	Secondary	Proposed; new connection	8	Low	High	Opportunistic Priority
35	Park Ave West	Payday Dr	Prospector Dr	High-Comfort	Existing; proposed future improvement	7	Low	High	Opportunistic Priority
19	Iron Mountain Dr	Iron Mountain Trailhead	Delta Dr	Secondary	Proposed; new connection	7	Low	High	Opportunistic Priority
25	Lucky John Dr	American Saddler Dr	Monitor Dr	Secondary	Proposed; new connection	7	Low	High	Opportunistic Priority
30	Meadows Dr/ Aspen Springs/Iron Canyon	Farm Trail	Payday Dr	Secondary	Proposed; new connection	6	Low	High	Opportunistic Priority
43	Snow Creek Lane/ Drive	Park Ave	McLeod Creek	Secondary	Proposed; new connection	6	Low	High	Opportunistic Priority
44	Solamere/Queen Esther Loop	Deer Valley Dr N	Deer Valley Dr N	Secondary	Proposed; new connection	5	Low	High	Opportunistic Priority
2	American Saddler Dr	Lucky John Dr	Pinehurst Ct	Secondary	Proposed; new connection	4	Low	High	Opportunistic Priority
39	Prospector Park	Kearns Blvd	Rail Trail	High-Comfort	Existing; proposed future improvement	8	Low	Low	Low Priority
12	Holiday Ranch Loop Rd	McLeod Creek	Little Kate Road	High-Comfort	Existing; proposed future improvement	8	Low	Low	Low Priority

Table #. - Ranked Priority Projects

PROJECT ID	NAME	FROM	TO	NETWORK	STATUS	VALUE SCORE	PROJECT VALUE	PROJECT READINESS	PRIORITIZATION
42	Short Line Rd	Kearns Blvd	Deer Valley Dr	High-Comfort	Proposed; new connection	8	Low	Low	Low Priority
17	HWY 40 West	Richardson Flat Rd	TBD	High-Comfort	Proposed; new connection	8	Low	Low	Low Priority
23	Little Kate Road	Holiday Ranch Loop Rd	Lucky John Dr	High-Comfort	Existing; proposed future improvement	7	Low	Low	Low Priority
4	Comstock Dr	Kearns Blvd	Rail Trail	High-Comfort	Existing; proposed future improvement	7	Low	Low	Low Priority
28	McLeod Creek	Holiday Ranch Loop Rd	Snow Creek Dr	High-Comfort	Existing; proposed future improvement	7	Low	Low	Low Priority
24	Lucky John Dr	Little Kate Road	McPolin Elementary School	High-Comfort	Existing; proposed future improvement	6	Low	Low	Low Priority
26	Marsac Ave	HWY 224	Guardsman Connection Rd	Secondary	Proposed; new connection	6	Low	Low	Low Priority

Funding Opportunities

How should the City pay for projects?

Securing adequate funding to implement proposed projects is a pivotal step in translating Park City's vision into reality. The following tables outlines the array of potential funding sources available to support the implementation of recommended bike and pedestrian facilities. Understanding and leveraging these funding opportunities will allow Park City to pave the way for transformative enhancements that prioritize the safety and comfort of cyclists and pedestrians throughout the community.

Table 3.3 - Funding Sources

NAME	SOURCE TYPE	DESCRIPTION	MORE INFORMATION	ELIGIBILITY/REQUIRED MATCH
Safe Streets and Roads for All (SS4A) Grant Program	Federal	The new SS4A Grant Program funds the development or update of a comprehensive safety action plan (Action Plan), conducting planning, design, and development activities in support of an Action Plan, and/or carrying out projects and strategies identified in an Action Plan. In the fall of 2023, Mountainland Association of Governments (MAG) was awarded funding to develop a Safety Action Plan. The first round of funding for projects identified by MAG will take place in June 2024.	https://www.transportation.gov/SS4A https://www.mountainlandsafestreets.org/	20% state or local match. Cities eligible to apply. Offers planning and demonstration grants or implementation grants.
Active Transportation Infrastructure Improvement Fund (ATIIP)	Federal	The ATIIP provides grants to states and localities to strategically invest in projects that connect active transportation networks and spines, such as safe bike paths and walking trails, while reducing carbon emissions and creating new jobs. The program will help connect people to destinations within or between communities, including schools, workplaces and other community areas. Active transportation spines can connect communities, metropolitan regions and states.	https://bikeleague.org/sites/default/files/ATIIP-Fact%20Sheet%20(2).pdf	20% state or local match. Local government organizations eligible to apply.
Transportation Alternatives (TA)"	Federal	"Transportation Alternatives (TA) is a funding source under the FAST Act that consolidates three formerly separate programs under SAFETEA-LU: Transportation Enhancements (TE), Safe Routes to School (SRTS), and the Recreational Trails Program (RTP). Funds are available through a competitive process. These funds may be used for a variety of pedestrian, bicycle, and streetscape projects including: * SRTS programs (infrastructure and non-infrastructure programs * Construction, planning, and design of on- and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bikeways, pedestrian + bicycle signals, traffic-calming, lighting, and other safety-related infrastructure * Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for children, seniors, and individuals with disabilities who cannot drive * Construction of rail-trails * Recreational trails program"	https://www.fhwa.dot.gov/environment/transportation_alternatives	20% state or local match. Local governments eligible to apply.



Table 3.3 - Funding Sources, continued

NAME	SOURCE TYPE	DESCRIPTION	MORE INFORMATION	ELIGIBILITY/REQUIRED MATCH
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants	Federal	"RAISE grants, which were originally created under the American Recovery and Reinvestment Act as TIGER grants, can be used for a wide variety of projects, including road, rail, and transit projects. These grants provide capital funding to any public entity, including municipalities and counties."	https://www.transportation.gov/RAISEgrants	20% state or local match but includes exceptions. Local governments eligible to apply
Federal Transit Administration (FTA) Grants	Federal	"The FTA has several grant programs available to local and state governments to enhance active transportation connections to public transportation facilities."	https://www.transit.dot.gov/funding/grants/grant-programs	
Federal Lands Access Program (FLAP)	Federal	"The FLAP is intended to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The fund is administered through UDOT in coordination with the Central Federal Lands Highway Division, which develops a Programming Decisions Committee. The Committee puts out the call for projects, establishes selection criteria, and prioritizes selected projects. The next call for projects is anticipated to be in 2025."	https://highways.dot.gov/federal-lands/programs-access	
Congestion Mitigation and Air Quality Improvement (CMAQ)	Federal	This program provides funds to state DOTs, MPOs and other sponsors to fund projects that will contribute to air quality improvements in ozone, carbon monoxide and/or particulate matter, and provide congestion relief. Many types of projects are eligible under the CMAQ program including electric vehicles and charging stations, diesel engine replacements and retrofits, transit improvements, bicycle and pedestrian facilities, shared micromobility projects including shared scooter systems, and more. In addition to improving air quality and reducing congestion, CMAQ projects can improve equitable access to transportation services, improve safety, and promote application of new and emerging technologies.	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/cmaq.cfm	20% state and local match, typically. Must apply in partnership with state DOT or MPO. Projects must contribute to the attainment of air quality standards (reducing emissions) in the region.
Recreational Trails Program (RTP)	Federal	The Bipartisan Infrastructure Law continued the Recreational Trails Program (RTP) as a set-aside from the Transportation Alternatives program. The RTP provides funds to states to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. The funds represent a portion of the motor fuel excise tax collected from nonhighway recreational fuel use by snowmobiles, all-terrain vehicles, off-highway motorcycles, and off-highway light trucks.	https://www.fhwa.dot.gov/environment/recreational_trails/	20% state or local match. Local governments eligible to apply.

Table 3.3 - Funding Sources, continued

NAME	SOURCE TYPE	DESCRIPTION	MORE INFORMATION	ELIGIBILITY/REQUIRED MATCH
Safe Routes to School (SRTS)	State (UDOT)	"UDOT administers Safe Routes to School (SRTS) funding - a \$1.2 Million annual fund to fund active transportation safety improvements within two miles of Utah schools. Cities can apply for this funding (a reimbursement fund) without matching requirements. These funds can be used for improvements such as new trails or sidewalks, signals, crosswalks, and other related facilities."	https://site.utah.gov/connect/business/public-entities/safe-routes-to-school-srts-program/	Flexible match required. Eligible activities include 1) Develop or update a comprehensive safety action plan, 2) Conduct planning, design, and development activities in support of an Action Plan, or 3) Carry out projects and strategies identified in an action plan
Active Transportation Investment Fund (ATIF)	State (UDOT)	"TIF funds are awarded through the State Transportation Commission and administered through UDOT. Projects must be paved, part of the UDOT Active Transportation Plan, provide traffic congestion mitigation on a state highway system, and include 40% non-UDOT funds to match to be eligible for funding."	https://www.udot.utah.gov/connect/about-us/commission/project-prioritization-process/	May only be used by UDOT, and must be on UDOT's Utah Trail Network
Safe Sidewalk Program	State (UDOT)	"The Safe Sidewalks Program, administered by UDOT, provides legislative funding for construction of new sidewalks where they are missing or where major construction or reconstruction of a route is not planned for ten or more years. For a proposed sidewalk location to be considered for the program, it must be: located adjacent to a state highway, within an urban area, have significant pedestrian traffic, and include a 25% local government match."	https://www.udot.utah.gov/connect/business/public-entities/local-government-program-assistance/	Must only be used on state roads. Funds allocated by formula to each county, prioritized by the UDOT District, and selected by a statewide committee
Highway Safety Improvement Program (HSIP)	State (UDOT)	"HSIP funds are available for projects aimed at improving safety on all public roads to reduce traffic fatalities and serious injuries. Bike lanes, roadway shoulders, crosswalks, intersection improvements, underpasses, and improved signage are examples of eligible projects. These funds are administered through the UDOT Highway and Safety Division, and require a local match."	https://www.udot.utah.gov/connect/about-us/operations/traffic-safety/	
Land and Water Conservation Fund	State	"Administered by the Utah Division of State Parks and Recreation, the Land and Water Conservation Fund Act provides federal grants for the acquisition and/or development of public outdoor recreation areas. Any site/facility purchased, developed, or improved with funding from this grant is protected in perpetuity as a public outdoor recreation area."	http://stateparks.utah.gov/resources/grants/land-and-water-conservation-fund/	
Utah Outdoor Recreation Grant	State	"Administered through the Office of Outdoor Recreation, the Utah Outdoor Recreation Grant project helps communities build trails and other recreation infrastructure by awarding matching grants. The grants help enhance recreational opportunities and amenities in Utah's communities."	https://business.utah.gov/outdoor/uorg/	
Community Development Block Grant (CDBG)	State	"The CDBG Program provides annual grants on a formula basis to states, cities, and counties to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons. The State of Utah administers the funds for cities with fewer than 50,000 residents."	https://jobs.utah.gov/housing/community/cdbg/index.html	

Table 3.3 - Funding Sources, continued

NAME	SOURCE TYPE	DESCRIPTION	MORE INFORMATION	ELIGIBILITY/ REQUIRED MATCH
Transportation Improvement Program (TIP)	MPO	The Transportation Improvement Program is a 5-year funded construction program. MAG, along with regional transportation partners, UDOT and UTA, fund projects, programs, and studies to improve and expand the regional transportation network. MAG funds about 300 million of the 1.7 billion dollar 5-year program. The TIP is the implementation program of the Regional Transportation Plan or TransPlan50.	TIP - Transportation Improvement Program MAG (mountainland.org)	
Bond Financing	City	Bonds can be approved by voters to fund a range of projects. (*Find local examples)		
Special Assessment or Taxing Districts	City	Local municipalities can establish special assessment districts for infrastructure improvements, like sidewalks, that are missing or in need of improvement in certain areas.		
Parking Fees	City	"Some cities have instituted parking fees for public parking spaces that are then used to pay for infrastructure improvements."		
Development Impact Fees	City	"Development impact fees are one-time charges collected from developers for financing new infrastructure construction and operations and can help fund bicycle and pedestrian improvements. Impact fees are assessed through a city's impact fee program."		
New Construction	City	"Future road widening and construction projects are methods of providing improved bike and pedestrian infrastructure. To ensure that roadway construction projects provide these improvements, it is important that the review process includes a review of any relevant active transportation related plans. Park City should also coordinate with UDOT to find opportunities for bike and pedestrian facilities on state road construction projects."		
PeopleForBikes Community Grant Program	Private	"The PeopleForBikes Community Grant Program supports bicycle infrastructure projects and targeted advocacy initiatives that make biking safer for people of all ages and abilities. PeopleForBikes accepts requests for funding up to \$10,000. Projects that qualify for funding include: 1 - Costs related to the development of permanent bike infrastructure, including trails, shared-use paths, bike parks, pump tracks, bicycle playgrounds, neighborhood greenways/bike boulevards, and protected bike lanes 2 - Costs related to "quick-build" or "demonstration projects," provided that any temporary infrastructure is part of a strategy to subsequently develop permanent infrastructure 3 - Land or easement acquisition costs for bike infrastructure 4 - Events or programs that support cultural acceptance and support of specific planned or recently constructed bike infrastructure projects, like "bike buses" or "community bike rides." Such events or programs must show a connection between the event and organizing for permanent infrastructural improvements and must show a likelihood of permanence beyond the term of the grant."	https://www.peopleforbikes.org/grant-guidelines	No required match. Local government agencies are encouraged to apply.
Private Developers	Private	"Developers should consider constructing local streets with bike- and pedestrian-oriented facilities within subdivisions, including dedicating right-of-way to trails and parks. Cities can encourage developers to include active transportation amenities during development review, and should require developers to show how the proposed development will accommodate or enhance active transportation connections."		

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APPENDIX A

Phase I Needs Assessment & Community Engagement

THE STATE OF BIKING AND WALKING IN PARK CITY

Introduction

To establish an understanding of existing conditions for bicycling and walking in Park City, the planning process includes a review and analysis of pertinent information related to previous plans, existing policies and programs, resident demographics, existing transportation networks, and roadway safety.

Plan and Policy Review

Projects and Prioritization

The purpose of this section is to establish local and regional data and trends on walking and biking to inform the recommendations for the Bicycle and Pedestrian Plan. Recent planning efforts in Park City and Summit County have emphasized syncing economic development with environmental sustainability and public health (these plans are summarized in **Table 1** on the next page). These efforts have pushed transportation planning toward elevating active transportation and recognizing the complementary relationship between active modes and transit. This idea is highlighted in Summit County's 2019 Active Transportation Plan Vision Statement: *Summit County will develop a bicycling and walking system that serves as a viable transportation option for people living, working, and playing in Summit County.* It is also highlighted in the Vision Statement for Park City Forward – A Transportation Blueprint: *Park City's transportation system embraces bold innovation to provide safe, year-round transportation options that promote a connected, inclusive, and multimodal "car-optional" mountain community and culture.*

This plan will advance the vision of the Park City community, outlining robust and implementable improvements to the active transportation network.

Design Guidelines

In addition to identifying policies and projects to support walking and bicycling, the Summit County Active Transportation Plan includes a chapter on detailed design recommendations for various bicycle and pedestrian facility types, including Bicycle Lanes, Shared Use Paths, Advisory Shoulders, and Grade-Separated Crossings (among other facility types). In developing the Park City Bicycle and Pedestrian Plan, and recommended facilities on County or regional roadways should cross-reference with the Summit County ATP for consistency and cohesiveness. These guidelines also leverage guidance from the following manuals, which planners and designers may refer to:

- Manual on Uniform Traffic Control Devices (FHWA)
- Small Town and Rural Multimodal Networks (FHWA, 2016)
- A Policy on Geometric Design of Highways and Streets (AASHTO, 2018)
- Development of Bicycle Facilities (AASHTO, 2012)
- Urban Bikeway Design Guide (NACTO, 2014)
- Pedestrians First: Tools for a Walkable City (Institute for Transportation and Development Policy)
- Planning, Design, and Operation of Pedestrian Facilities (AASHTO, 2004)

DRAFT

Plan	Description	Active Transportation Related Goals	Policy/Project Recommendations	Relevance to the Bicycle and Pedestrian Plan
Modal Hierarchy Policy (2020)	Park City's Municipal Council adopted a Modal Hierarchy in 2019 to create a clear policy to prioritize pedestrians and cyclists.	Prioritizing the pedestrian and cyclist as the most important user group to consider when designing streets.	Adopted the policy of prioritizing pedestrians and cyclists in street designs.	The Modal Hierarchy sets the standard for the high level of comfort and convenience pedestrians and cyclists should get in street design.

Summit County Active Transportation Plan (2019)	This plan provides direction for improving biking and walking conditions throughout Summit County.	Goal 1: Well-Connected Walking + Biking Network Goal 2: All Ages + Abilities Goal 3: Support Business/Economic Development Goal 4: Transit Integration Goal 5: Neighborhood Identity Goal 6: Sustainability Goal 7: Equity Goal 8: Recreation + Open Space	<i>SR-248 Bike/Pedestrian Improvements</i> – Establish bicycling connection between existing SR-248 bike lanes to Park Ave. <i>Monitor Drive Bike Lane</i> – Stripe bike lane in existing shoulder. Supports Safe Routes to School and connects to planned bike share station at Park City Recreation Center. <i>Little Kate Road/Holiday Ranch Bike Lanes</i> – Stripe bike lane in existing shoulder. <i>12th Street/Sullivan Road Neighborhood Byway</i> – Incorporate shared lane markings, wayfinding, and traffic calming to create a comfortable bicycle and pedestrian experience along 12th street and Sullivan Road linking City Park with the library <i>Deer Valley Drive Complete Streets</i> – Provide uphill bike lane with downhill shared lane per recent study of Deer Valley Drive. <i>Library Crosswalk Improvements</i> – Improve mid-block crossing, with high visibility paint, RRFB, and possibly artistic pavement treatments.	The plan recommends providing safe connections to community facilities in Park City such as Park City High School, City Park, and the library. Projects include restriping existing facilities, implementing complete streets, adding new bike lanes, painting new crosswalks, installing crossing enhancements, and constructing an underpass.
Park City Transportation Demand Management Plan (2016)	This plan provides a shortlist of strategies, performance measures, and next steps to implement a TDM program for Park City.	None	- Bike share system - Free bike share membership - Bicycle parking - Bicycle repair station - Walking/biking school bus - Wayfinding signage	Provides several bicycle and pedestrian TDM strategies for residents, part-time residents, visitors, and employees.

**Downtown
and Main
Street Parking
Management
Plan (2016)**

Provides a detailed, focused, comprehensive study of parking issues in the downtown.

None

Strategy # 8 – Continue to improve bicycle and pedestrian access.

To support parking management efforts in Downtown and Main Street, the Bicycle and Pedestrian Plan can propose amenities in the area, such as bus stop amenities, secure bicycle parking, and repair stations.

**Park City
Traffic and
Transportation
Master Plan
(2011)**

The Traffic and Transportation Master Plan explains and classifies the City's street network.

GOAL 1: Park City will have a multimodal transportation system with complete streets and balanced availability of pedestrian, bicycle, transit and auto travel.

The plan lays out dozens of projects, street designs, and policies that increase the comfort and safety of cyclists and pedestrians.

The Traffic and Transportation Master Plan directs the City to design for cyclists and pedestrians in mind.

GOAL 4: Park City will have a complete and well-connected network of trails, bicycle lanes and sidewalks that supports safe, convenient, and pleasant walking and bicycling to accommodate the needs of residents, visitors, and guests for short trips within the City and surrounding neighborhoods.

GOAL 7: Park City's transportation system will contribute positively to public health and quality of life by achieving a high level of travel safety and by creating an environment that supports active living.

GOAL 8: Park City's transportation system will contribute positively to improved environmental, social and economic sustainability of the community.

Park City Walkable and Bikeable Neighborhoods Study (2007)	Park City's first active transportation plan in 2007 created the network that exists today. The project list was funded by a voter-approved "Walkability Bond" and priority projects were determined by the Walking and Biking Liaison Committee	2.2 "The intent of the plan is to establish a clear and detailed list of projects that will improve pedestrian and cyclist safety, connectivity and efficiency in Park City."	This plan included a 113-item project list of policy changes, capital projects, maintenance issues, and budgetary issues.	Sets the groundwork for the Bicycle and Pedestrian Plan to build from.
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Plan	Description	Active Transportation Related Goals	Policy/Project Recommendations	Relevance to ATP
Park City Forward – A Transportation Blueprint (Current)	Updates the 2011 Transportation Master Plan. It is an ambitious and innovative effort to develop a blueprint for prioritizing transportation projects and strategies to improve the City's transportation network.	ACCESS – improve local and regional multimodal transportation connection between activity nodes. Ensure the transportation network supports Park City's future growth and land use changes. INCLUDE - Ensure equitable access to opportunity, catalyzed by local and regional mobility choices that are affordable and support healthy living. SUSTAIN - Support a resilient, net-zero carbon community, anchored by long-term transportation investments that reduce greenhouse gas emissions, decrease single-occupancy vehicle trips, and mitigate environmental consequences of growth. TRANSFORM - Embrace bold and innovative action to prioritize a community-focused, multimodal transportation network that is easy to use, efficient, convenient, safe and incorporates cutting-edge technologies.	To be determined (this plan is currently under development).	Reaffirms goals for a complete and well-connected active transportation network that contributes positively to public health, the environment, and the economy
Park City Short Range Transit Plan (Current)	Updates the 2016 plan that evaluate transit choices. The update is responding to the recent split of Park City Transit into two systems, growth, changing demographics, and technological changes.	To be determined (the plan is currently under development).	To be determined (the plan is currently under development).	As Park City and Summit County synchronize transit and active transportation, the Bicycle and Pedestrian Plan will seek opportunities where active modes can complement local and regional public transit.

Table 1: Related Plans

Existing Multimodal Networks

Active Transportation Network

Park City is home to a vast active transportation network. Almost all of Summit County's 58 miles of active transportation facilities are in Park City. Park City has just over 2 miles of on-street bicycle facilities, 34 miles of sidewalk, and 17 miles of paved multi-use trails and paths (**Figure 1**).

Multi-use paths are the backbone of Park City's active transportation network. These paved paths serve all types of non-motorized transportation, including walking, biking, e-bike riding, roller blading, skateboarding, scootering, and more. Park City maintains the majority of these trails year-round, plowing them in the winter along with the street network. These paths are well-used, well-maintained, and a big reason why people choose to live in or visit Park City.

A

The paved paths mostly run along major roadways, such as Deer Valley Drive, Kearns Boulevard, and Park Avenue. The Historic Union Pacific Rail Trail and connects rural Summit County to Park City. The Poison Creek Trail provides a scenic route along Poison Creek and through Old Town. The McLeod Creek trail connects Park City with Canyons Village and the Kimball Junction and Newpark areas. Together, these facilities connect people from around the Park City area to major destinations in town, including Old Town, Park City Mountain Resort, Deer Valley Resort, schools, and other destinations.

Though the multi-use paths offer a high level of comfort, some pathways narrower than 10 feet in width could be widened, depending on use. The many different trail users at varying speeds may warrant separating users or widening the trails. For example, an e-bike rider can travel upwards of 15 mph whereas a pedestrian travels slower. This speed discrepancy may create trail user conflicts when people on e-bikes pass pedestrians at high speeds with little clearance. If implemented, the City's pathway width standard of 12 feet could provide a more comfortable experience for all trail users and, where applicable, the trail width could even be expanded beyond 12 feet.

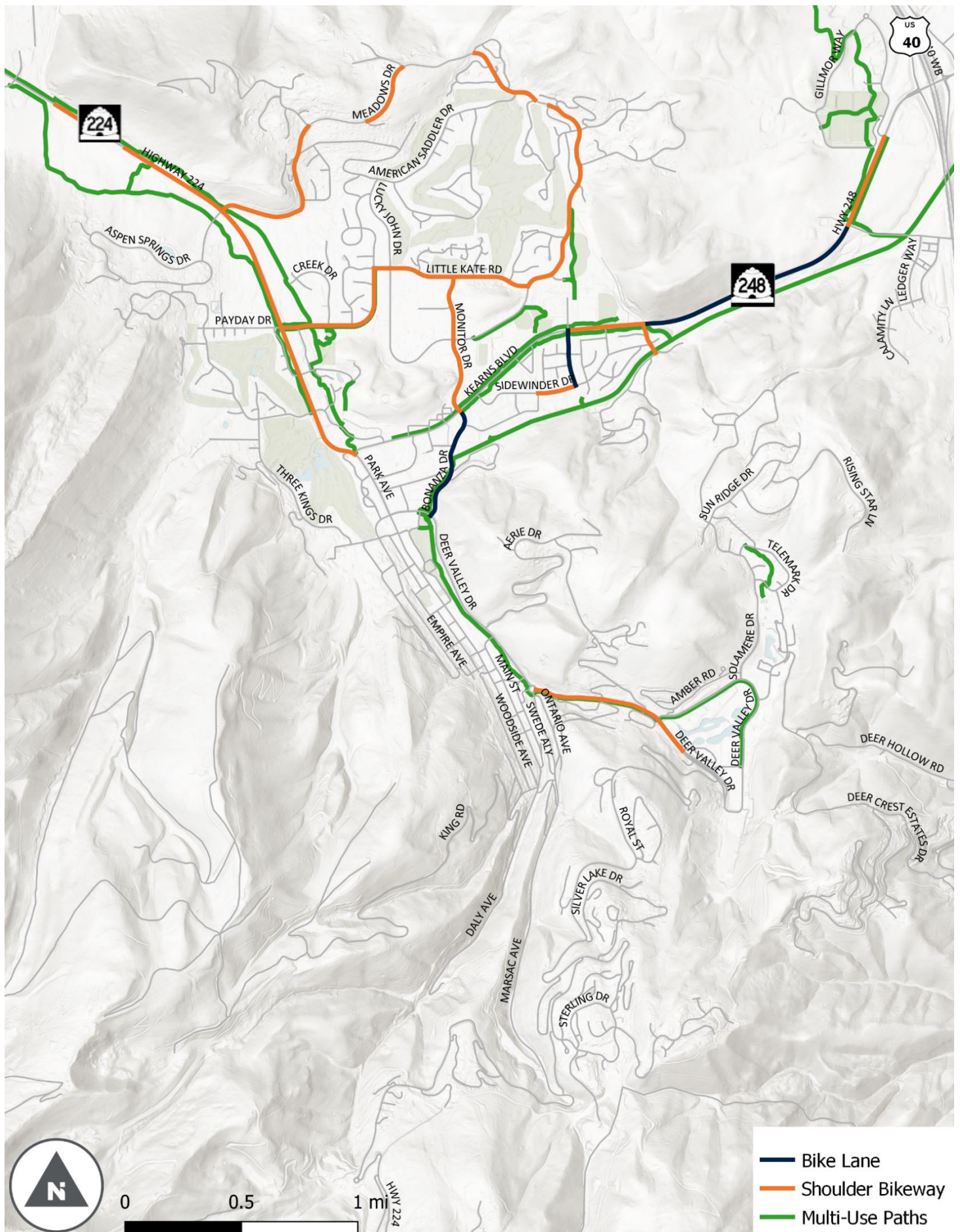


Figure 1: Park City Active Transportation Network

Bike Share and Micromobility

Summit Bike share, a docked bike share system, has operated in Park City since 2017. At its launch, Summit Bike Share was the nation's first all-electric bikeshare system. As of August 2021, the system includes 20 stations and 190 electric-assist bicycles (see **Figure 2**). The system operates during summer and fall months, opening in May) and running through October or November. During peak months (June through August), Summit Bike Share serves as many as 6,100 trips per month, and since 2018 (when the system was expanded from 9 to 20 stations) has averaged 0.6 rides per bicycle per day. The highest ridership stations have consistently been Old Town Transit Center Park Avenue, and Newpark Plaza.

Short-term passholders take the majority of trips: from July 2017 to June 2018, 70 percent of trips were taken by Go Passholders (a free pass which enables users to pay a flat fee per trip rather than for a time period), while 20 percent were taken by per trip or weekly passholders. Only 10 percent of trips were taken by longer-term members (monthly or annual).

Shared micromobility devices, such as electric scooters or other bike share systems have not yet been launched in Park City. Summit County banned all dockless scooter companies in April 2019 through a moratorium passed by the County Council. The moratorium, found in County Code Title 6 Chapter 5, states that "No Scooter-Share Program shall be operated within the unincorporated areas of the County." This leaves the option for cities in Summit County to regulate scooter share as they desire. Scooter share and other shared micromobility systems may be worth exploring to provide first- and last-mile connections to transit stops and other destinations. Park City has a limited amount of space for docked micromobility systems, limited on-street bike lanes, and sometimes crowded multi-use pathways, which should be considered when determining micromobility system implementation.

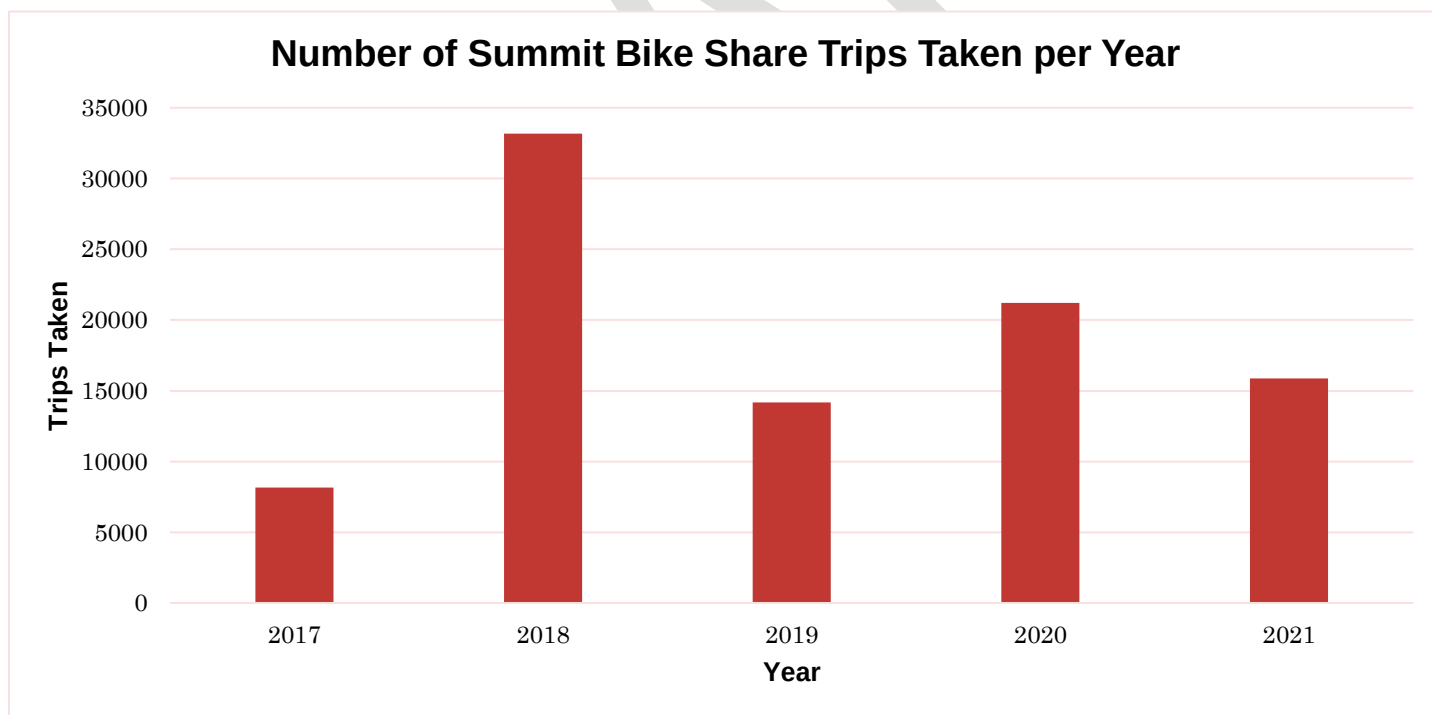


Chart 1: Number of Summit Bike Share Trips Taken per Year, note that complete 2021 data was not yet available

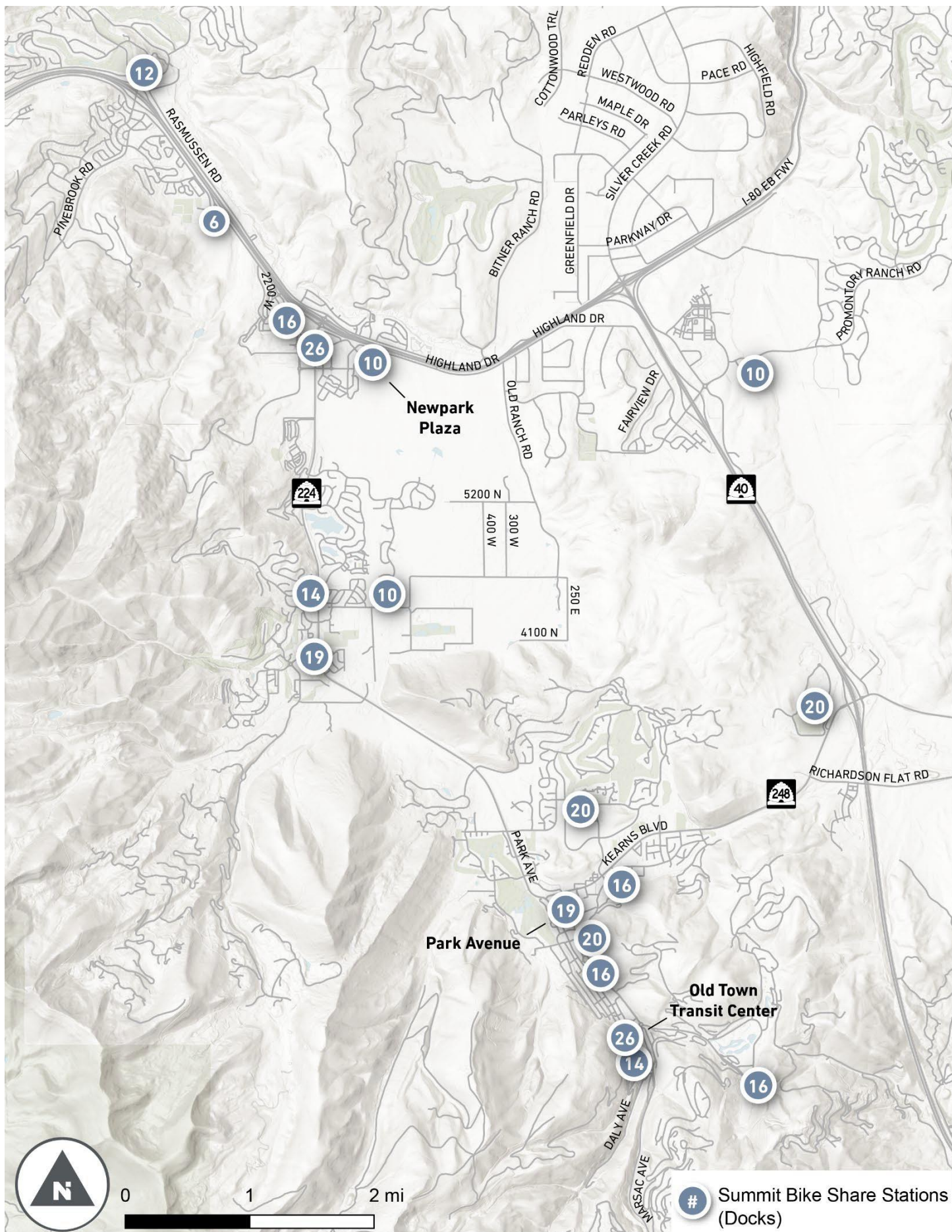


Figure 2: Park City Bike Share Stations

Bicycle Network Analysis

People for Bikes' City Ratings to score and rank communities by their progress toward improving bicycling. Park City currently scores, 34 on a 100-point scale. A component of the scoring process is the Bicycle Network Analysis (BNA) score, which indicates which streets are low stress and which streets are high stress for bicycling. The majority of Park City streets are low stress (indicated in blue). High stress streets include Park Avenue, Kearns Boulevard, and Deer Valley Drive, (indicated in red) as shown in **Figure 3**. The Park City Bicycle and Pedestrian Plan should recommend and prioritize bicycle facilities across, adjacent to, and along these major roadways to improve bicycle connectivity.

Readers should note that many of the low-stress routes shown on this map are off-street singletrack trails; analysis of and recommendations for these trails are not within the scope of this project.

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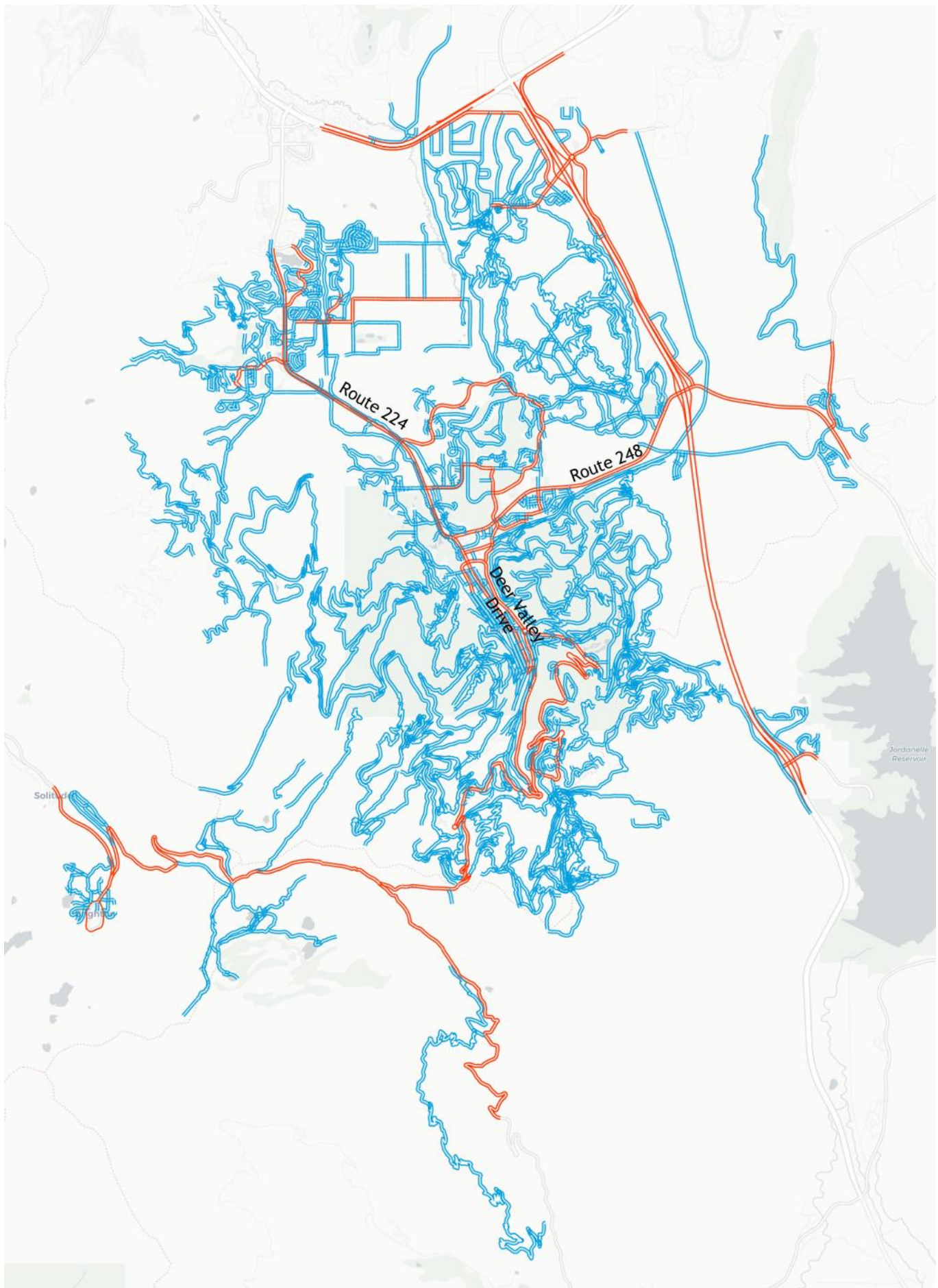


Figure 3: Park City Bicycle Network Analysis Map by People for Bikes (February 27, 2021)

Bicycle Friendly Communities

The League of American Bicyclists' Bicycle Friendly Community program provides a review of infrastructure, programming, and policy related to bicycle engineering, encouragement, education, evaluation & planning, and equity and inclusion to designate communities as Bronze, Silver, Gold, Platinum, and Diamond Bicycle Friendly Communities. When communities apply to the program, the League produces an overall report card reflecting the bicycle friendliness of a community (**Figure 4**). Park City has been awarded the Gold level of recognition based on the City's, strong bike culture, policies, and practices that encourage ridership. To reach the Platinum level, the League expects increased ridership, accessibility for new riders, and increased advocacy. Specific suggestions in the report card include:

- Implement comprehensive wayfinding for on- and off-street bicycle facilities, sidewalks, multi-use pathways, and trails to aid users in navigating and selecting appropriate routes
- Establish attractive, convenient, and comfortable "Bike Boulevards" to welcome riders of all ages and skill levels
- Support local League Cycling Instructors (LCIs) to increase bicycle education
- Increase the network connectivity by providing local and smaller connections to major bikeways and trails. Park City is rated 5.4 out of 10 for "Engineering: Bicycle network and connectivity".
- Increase the number of bicycle commuters. Currently 0.7% of Park City commuters bicycle to work while the Platinum-level average is 13.6% of commuters.
- Decrease the number of crashes involving bicyclists. Park City has 294 crashes per 10,000 bicycle commuters whereas the Platinum -level average is 100.



PARK CITY AND SNYDERVILLE BASIN, UT

TOTAL POPULATION
27,706
TOTAL AREA (sq. miles)
102

POPULATION DENSITY
272

OF LOCAL BICYCLE FRIENDLY BUSINESSES **21**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

*Park City and
Average Platinum Snyderville Basin*

High Speed Roads with Bike Facilities	INSUFFICIENT DATA	11%
Total Bicycle Network Mileage to Total Road Network Mileage	80%	119%
Bicycle Education in Schools	GOOD	EXCELLENT
Share of Transportation Budget Spent on Bicycling	14%	20%
Bike Month and Bike to Work Events	VERY GOOD	VERY GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST ONCE A MONTH	MEETS AT LEAST ONCE A MONTH
Bicycle-Friendly Laws & Ordinances	VERY GOOD	GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 19K	1 PER 3.4K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	5.4/10
EDUCATION <i>Motorist awareness and bicycling skills</i>	5.6/10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	5.4/10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	5.2/10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	6.3/10

KEY OUTCOMES

*Park City and
Average Platinum
Snyderville Basin*

RIDERSHIP <i>Percentage of commuters who bike</i>	13.6%	0.7%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	100	294
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	0.4	0.0



KEY STEPS TO PLATINUM



- » Develop an integrated signage and wayfinding approach for on and off-street bicycle facilities, sidewalks, multi-use pathways and trails. High quality wayfinding provides distance and destination information at strategic locations around the community, helping people find the most appropriate routes for biking to destinations.
- » Develop a system of bicycle boulevards, utilizing quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines.

- » Host a League Cycling Instructor (LCI) seminar to increase the number of local LCIs in your community. Having several active LCIs in the area will enable you to expand cycling education to bicyclists and motorists, and increase the number of experts available to assist in your existing education and encouragement programs. Visit bikeleague.org/ridesmart for more information.
- » Congratulations on beginning the process to adopt a new Active Transportation Master Plan. This new plan is a great opportunity to further institutionalize bicycling and walking efforts through updates to design processes, data collection, and broader land use or other changes that will be supportive of non-motorized transportation and recreation.

LEARN MORE » WWW.BIKELEAGUE.ORG/COMMUNITIES

SUPPORTED BY



AND LEAGUE MEMBERS

Figure 4: Park City Bicycle Friendly Community Report Card by the League of American Bicyclists (Fall 2017)

Transit Network

Park City's transit network includes 155 transit stops serving 5 bus routes and a trolley line operated by Park City Transit, and 2 regional bus routes operated by High Valley Transit, which began service in Summer 2021. Both local and regional transit services are fare free, with both systems running as little as 15- minute frequencies. High Valley Transit Routes connect Park City residents to Old Town, Park City Mountain Resort, Deer Valley, Park City Hospital, Canyons Village Transit Hub, the Kimball Junction Transit Center, Ecker Hill Park & Ride, and Jeremy Ranch Park & Ride. Park City Transit provides local connections between Deer Valley Resort, Park City Mountain Resort, Old Town, Prospector Square, and Park City Schools. Between 2015 and 2019 (before the agency's split into Park City Transit and High Valley Transit), Park City Transit with December through March being the highest ridership months. During the average winter season during this same time period, Park City transit experienced 20 to 40 daily boardings per 100 residents, with fewer than 15 daily boardings per 100 residents for the rest of the year. This seasonal shift in ridership strongly indicates that transit is a core mobility choice for winter visitors, as well as residents who walk or bicycle more during the summer months. The notable ridership spike in January also indicates that visitors and residents attending the Sundance Film Festival heavily utilize Park City transit services.

This Bicycle and Pedestrian Plan will complement Park City Transit service by prioritizing recommendations around transit stops, particularly around the busiest stops. Bus stops should have safe and comfortable first- and last-mile connections, especially because most transit users walk to bus stops.

The following five stops have the highest use in the system:

1. Old Town Transit Center
2. Park City Mountain Resort
3. Kimball Junction Transit Center
4. Fresh Market
5. Deer Valley Snow Park



Image 1: Park City Transit Routes as of December 2021

Demographics & Travel Patterns

Population and Households

Park City is home to a population of over 8,000 people, while Summit County has a population of over 42,000. The City has grown at a rate of 12.8 percent between 2010 and 2019, slightly lower than Summit County's growth rate of 16 percent but more than double the State of Utah's overall population growth of 6.3 percent. Park City's median household income of \$111,000 is slightly higher than Summit County's median household income of \$102,958 and significantly higher than Utah's median household income of \$71,621. There is a higher concentration of poverty in Park City (8.8 percent) than Summit County (4.7 percent) while the City's poverty rate is consistent with the State of Utah's (8.9 percent). People living in poverty often have limited transportation options and rely on walking, bicycling, and transit to get to work, school, or other destinations.

	Park City	Summit County	Utah
Population (2019)	8,526	42,145	3,205,958
Population Growth (2010 – 2019)	12.8%	16.0%	6.3%
Median Household Income	\$111,000	\$102,958	\$71,621
Population in Poverty	8.8%	4.7%	8.9%

Table 2: Park City, UT Population Demographics Compared to Summit County and Utah. Source: US Census Bureau (2019 5-Year Estimates)

Like the rest of Summit County and Utah, Park City is majority White alone. However, Park City is notably more racially and ethnically diverse (**Table 3**). In particular, the City has a strong population of Latino residents who add culture and life to the community. Over the last two decades, Park City has undergone significant demographic shifts, such as a higher portion of residents speaking a language other than English at home (20%) and the population of adults over the age of 65 has more than doubled since 2000.

Race and Hispanic Origin	Park City	Summit County	Utah
White alone	71.1%	84.0%	77.8%
Black or African American alone	2.3%	1.2%	1.5%
American Indian and Alaska Native alone	0.3%	0.6%	1.6%
Asian alone	4.5%	1.9%	2.7%
Native Hawaiian and Other Pacific Islander alone	0.0%	0.1%	1.1%
Two or More Races	4.7%	1.7%	2.6%
Hispanic or Latino	19.6%	11.5%	14.4%

Table 3: Park City, UT Race and Hispanic Origin Compared to Summit County and Utah. Source: US Census Bureau (2019 5-Year Estimates)

Commute Patterns

According to the 2019 American Community Survey 5-Year Estimate, a lower portion of Park City commuters drive alone to work compared with Summit County (70.8%) and Utah (76%) (**Table 4**). A higher share of Park City commuters rode public transit (4.8%), walked (7.9%), or biked (2.1%) to work than their Summit County and Utah counterparts. Moreover, nearly 13 percent of Park City and Summit County residents worked from home in 2019, prior to the COVID-19 pandemic. The mean travel time to work in Park City was 20 minutes, lower than Summit County's and Utah's average commute times.

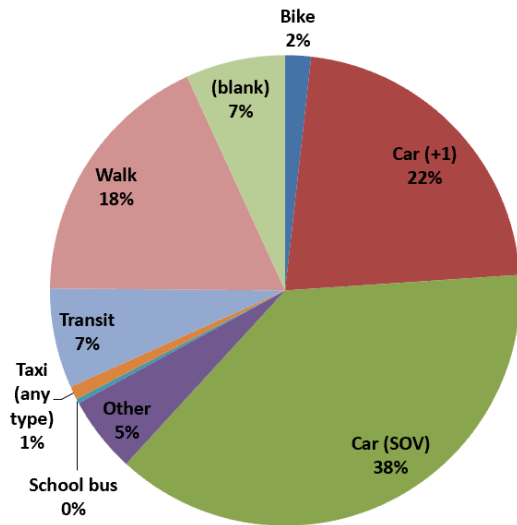
Forty-seven percent of work commutes for Park City residents occur within Park City, with another 43 percent of commutes going toward Wasatch Front and Kimball Junction/Snyderville Basin (US Census, 2015).

Commuting to Work	Park City	Summit County	Utah
Drive alone	63.9%	70.8%	76.0%
Carpooled	6.6%	7.8%	10.8%
Public transportation	4.8%	2.1%	2.4%
Walked	7.9%	2.7%	2.5%
Bicycle	2.1%	0.7%	0.7%
Other means (e.g., taxi, TNC, motorcycle)	1.9%	2.2%	1.0%
Worked from home	12.8%	13.7%	6.6%
Mean travel time to work (minutes)	20.0	24.6	21.9

Table 4: Park City, UT Means of Travel to Work Compared to Summit County and Utah. Source: US Census Bureau (2019 5-Year Estimates)

As part of the Park City Forward transportation master plan, Park City conducted a survey in 2019 of residents' travel behaviors using opt-in cell phone GPS tracking. The data showed that about 20% of trips made within Park City are done by active transportation modes (**Chart 2**) and 11% of overall trips in Park City are done by active modes (**Chart 3**)—this data is consistent with US Census American Community Survey estimates.

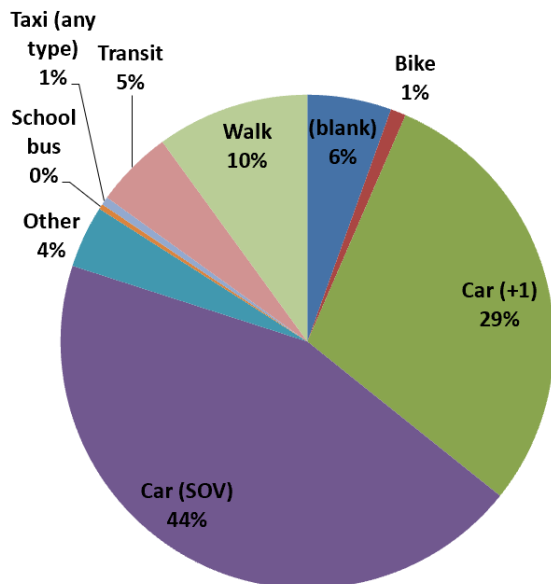
Within PC



	Trips	Percent
Car (SOV)	492	38
Car (+1)	288	22
Walk	234	18
Transit	89	7
(blank)	89	7
Other	68	5
Bike	23	2
Taxi (any type)	12	1
School bus	4	0

Chart 2: 20% of trips made within Park City are done using active transportation modes

To, From, and Within PC



	Trips	Percent
Car (SOV)	1053	44
Car (+1)	696	29
Walk	238	10
(blank)	131	6
Transit	121	5
Other	97	4
Bike	24	1
Taxi (any type)	24	1
School bus	24	1

Chart 3: 11% of trips to, from, and within Park City are made using active transportation modes

Eco Counter Trail Use Data

Park City’s paved trail network features in-ground Eco Counter trail counters to track trail use.

. The Poison Creek Trail gets the most use of the three, likely because it is located in the most densely populated sections of Park City (**Chart 4**). The Rail Trail facilitates the second highest amount of use. It connects neighborhoods farther from the center of town into the core of Park City. Lastly, the McLeod Creek Trail, which connects Park City to the Snyderville Basin, sees the lowest use of the three major paved trails.

The trail counters also clearly tell a story of how people travel differently between warm and cold seasons (**Chart 5**). Cycling in particular gains popularity with warmer weather.

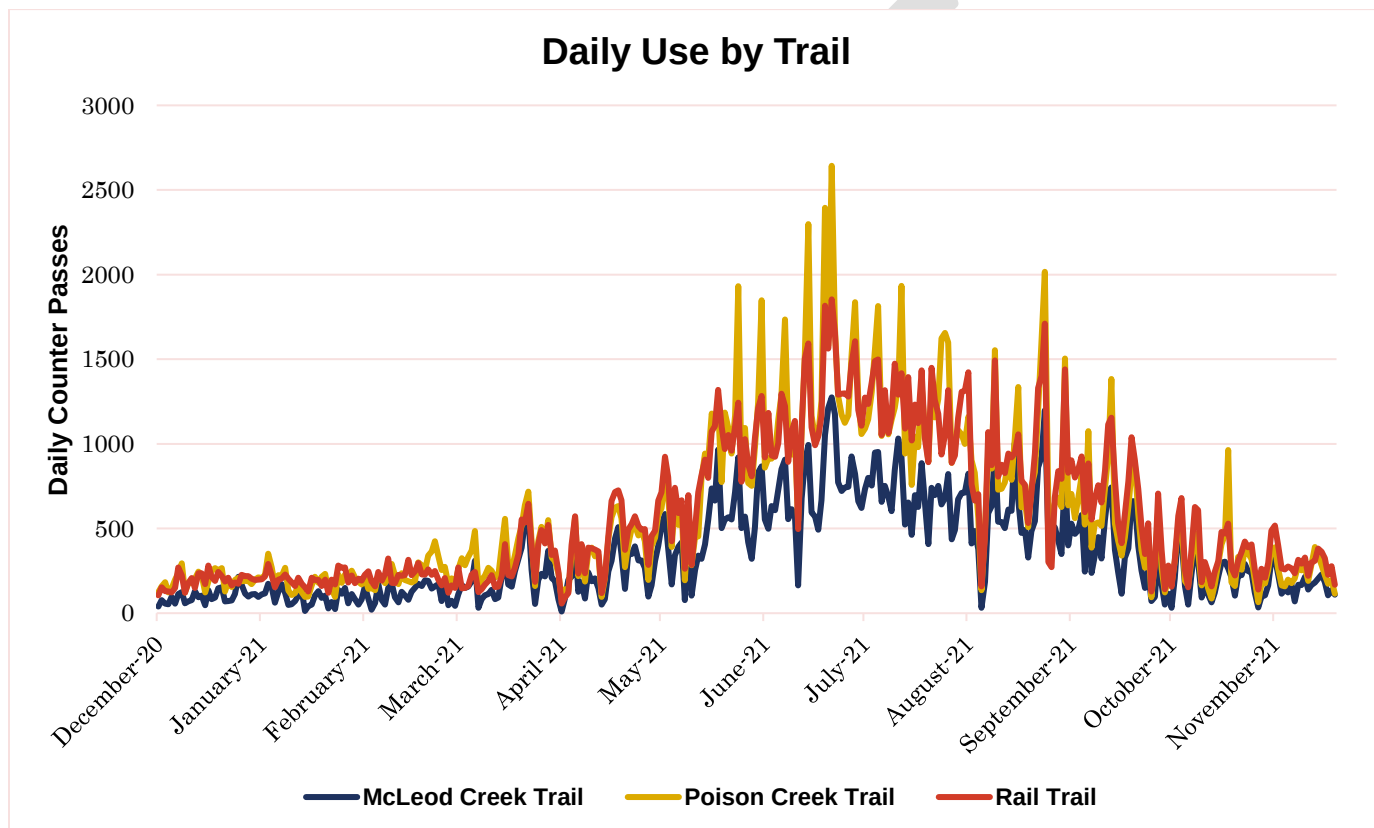


Chart 4: Paved trail use is significantly higher during warm months

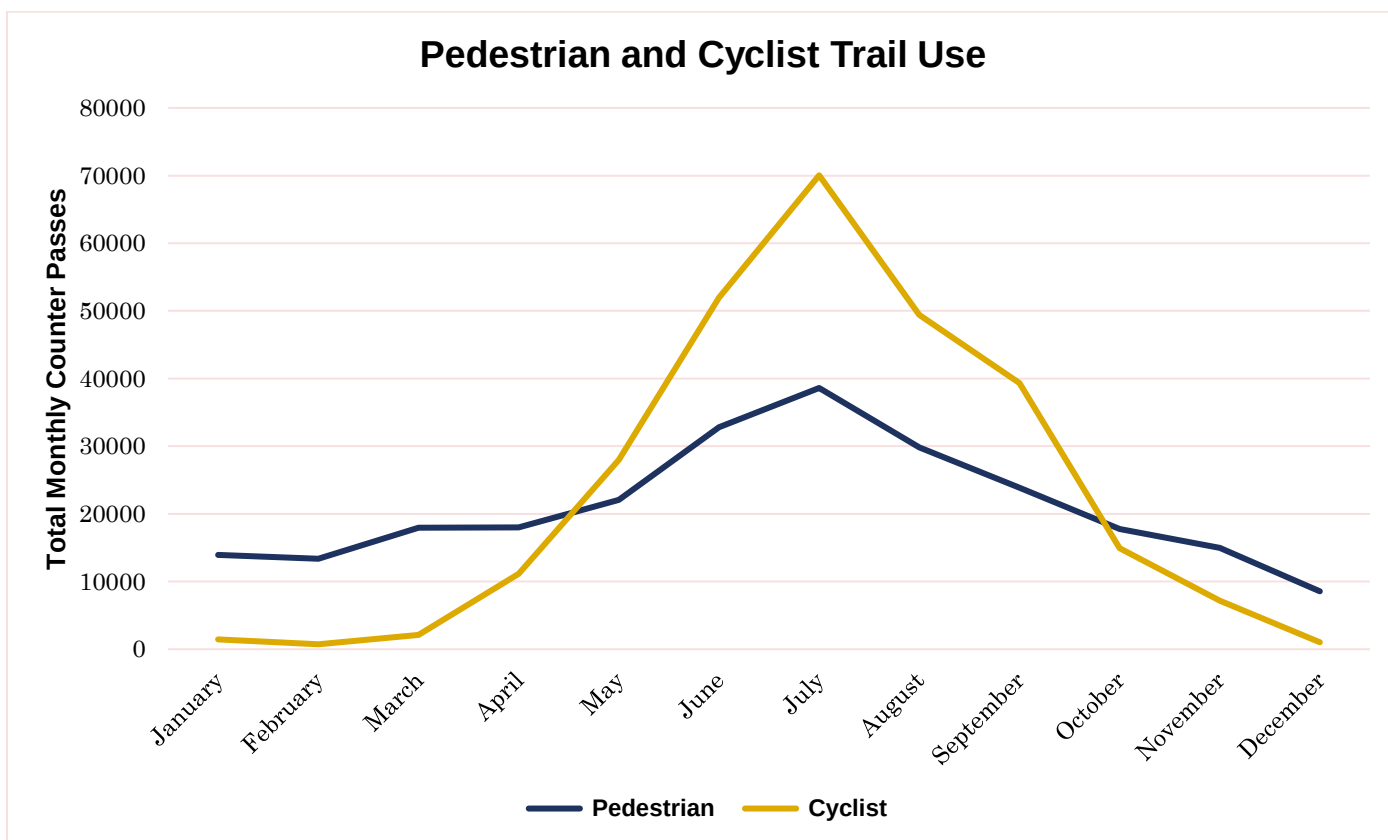


Chart 5: Cycling trail varies greatly by season compared to pedestrian trail use

Strava Data

Strava’s Metro data dashboard displays ridership heatmaps showing where people log cycling trips in Park City. The Strava app allows athletes to track their cycling, hiking, or other non-motorized trips to review their distance, speed, and time. The app is popular for recreational and athletic cycling, but not commonly used for commuting. A quick scan of the map (**Image 2**) shows that riders who log their trips on Strava cycle almost everywhere in Park City and that the paved pathways, singletrack trail network, arterial, and collector streets see the most cycling trips.

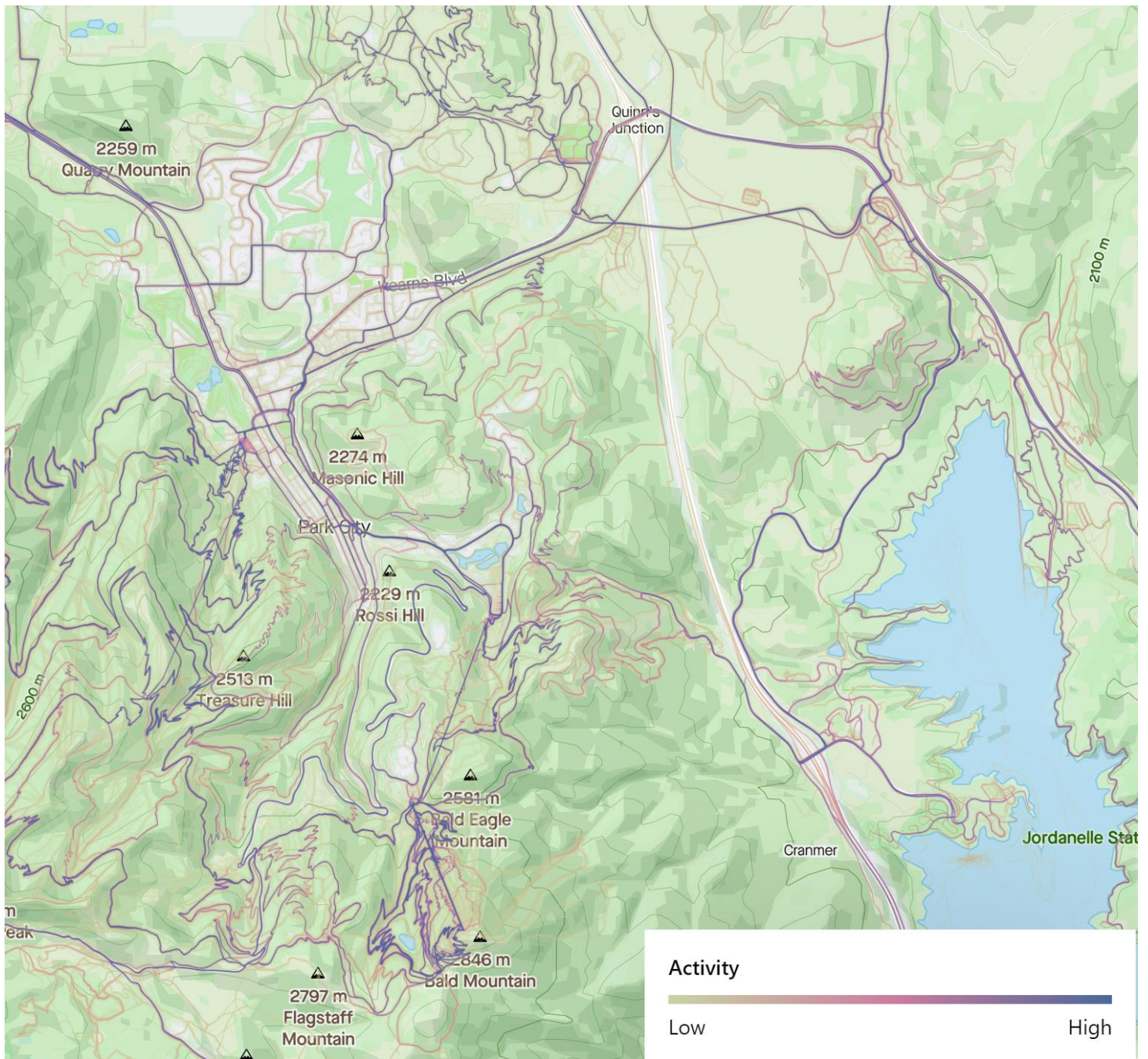


Image 2: Strava Metro Heatmap of Park City, 2020-2021

Strava can also tell us the purpose of someone's cycling trip based on their travel history. Repeated trips are classified as commute trips while sporadic cycling trips are classified as leisure trips. According to Strava, the vast majority of cycling trips in Park City are done for leisure (**Chart 6**). However, trips logged on Strava are more likely to be for recreational purposes. So, while the data is informative, it may be slightly skewed.

Trips ⓘ

2021 ∨ ☐ Total ☒ Leisure ☒ Commute

2021 Total
196,536

Commutes
9,123

Leisure
187,413

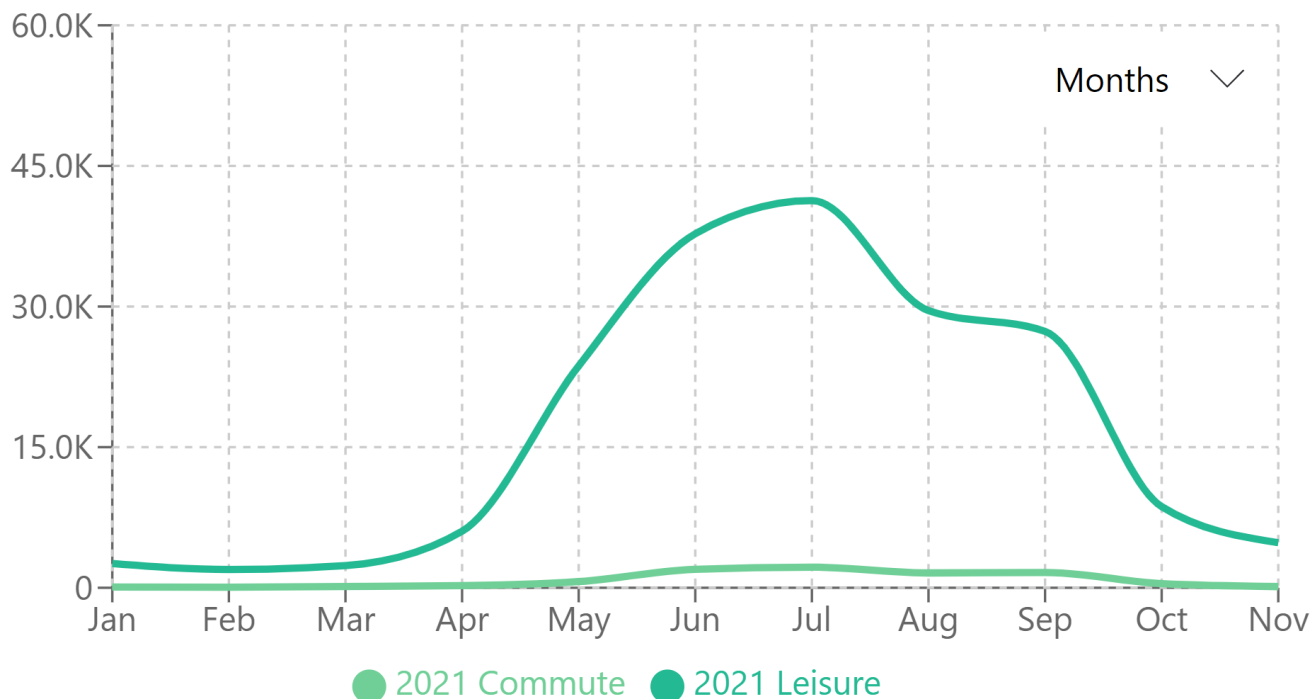


Chart 6: Leisure trips dominated commute trips logged in Strava in 2021 Lastly, Strava trips are classified by residency status. Visitors logged 86% of the trips logged on Strava in Park City in 2021. This is not surprising due to the tourist economy and popularity of Park City as a regional destination for recreational cycling, including mountain biking, road cycling, and leisure cycling.

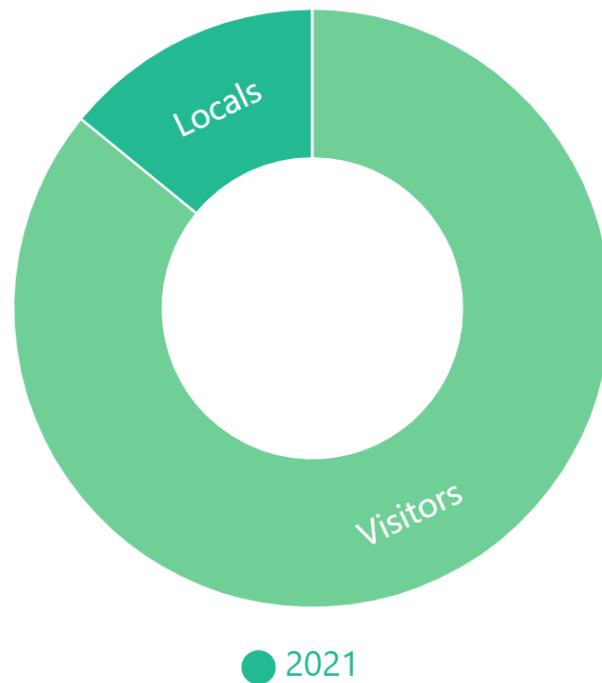


Chart 7: Visitors logged 86% of cycling trips on Strava in Park City in 2021

Key Districts for Transit, Walking, and Biking

The 2022 Short Range Transit Plan identifies where Park City's transit-dependent population lives (**Image 3**). Those who ride transit are also active transportation users, as most bus riders walk to bus stops. Targeting infrastructure investment in and around these transit-dependent areas will improve the conditions for those who walk Park City streets the most.

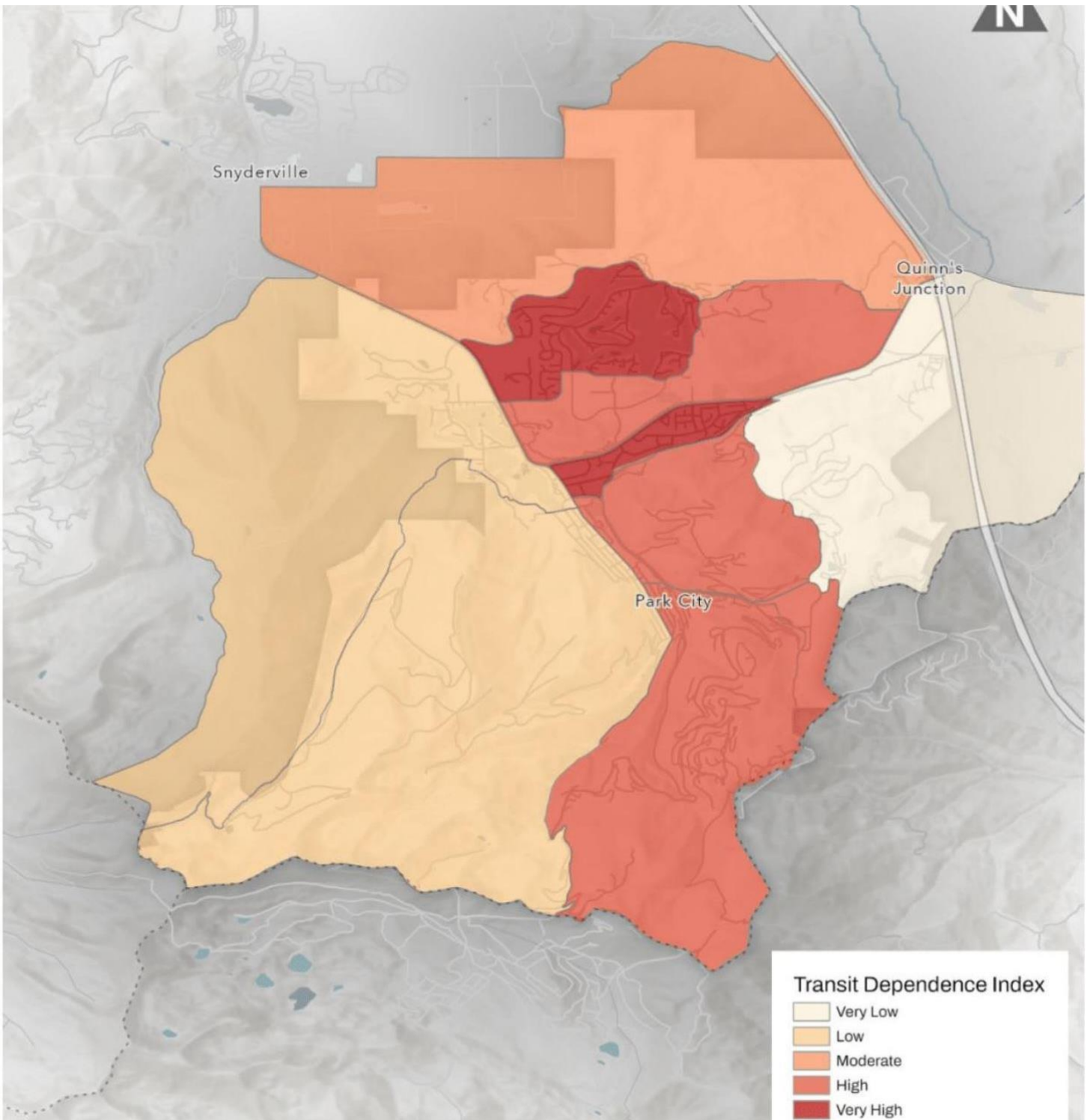


Image 3: Park City's Transit Dependent Populations, 2022 Park City Short Range Transit Plan

Students at Park City School District's McPolin Elementary School live roughly within a two-mile radius of the site (**Image 4**). This puts many children in a bikeable or walkable distance of the school. The City should make targeted investments to improve the safety and convenience of school commute trips.

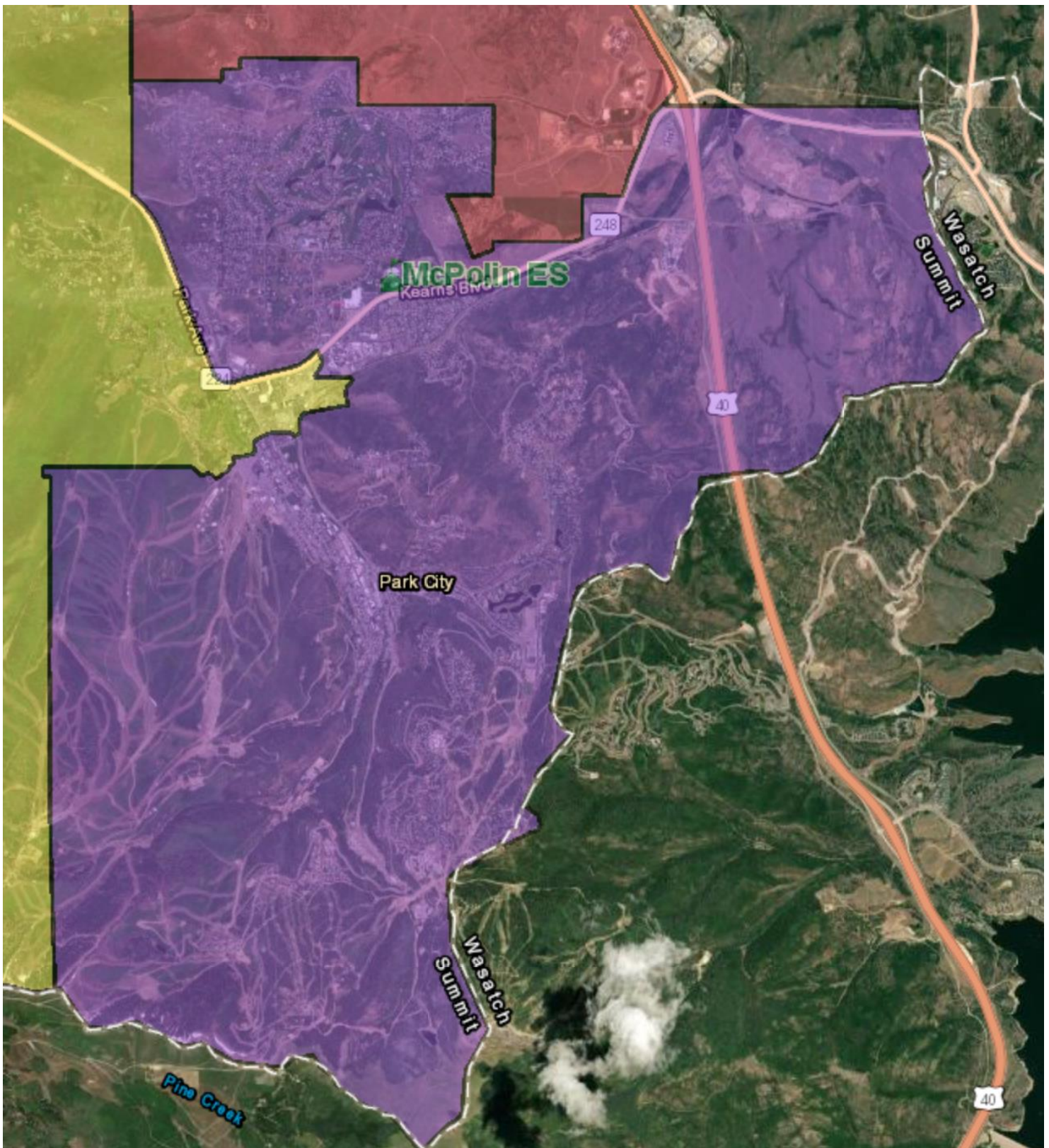


Image 4: McPolin Elementary School Boundaries, 2021, Park City School District

Regional Center

Park City serves as an employment, education, and recreation center for the region. Over 10,000 workers commute into Park City each day, with 65 percent of commuters coming from Wasatch Front and the Kimball Junction and Snyderville Basin area (US Census, 2019). Furthermore, over 75 percent of students in the Park City School District live outside of Park City municipal boundaries. Given the flow of commuters into and out of Park City, combined with limited entry points into Park City, emphasizing and elevating active modes is critical to managing

travel demand and congestion.

The two major entrances to Park City, State Route 248 and State Route 224, carry a large amount of vehicle traffic and experience significant congestion during morning inflow and evening outflow. 2019 UDOT Traffic Counts show that SR-224 (Park Avenue; four travel lanes) carries an annual average of 31,000 cars per day and SR-248 (Kearns Boulevard, two travel lanes) carries 19,000 cars per day within city limits. The City has made great efforts to make walking and biking parallel to these corridors safe and comfortable—both routes have paved pathway alternatives. However, the commute distance is still too great for many employees and students who live outside Park City to walk or bike. The City could work in partnership with Summit County and UDOT to ensure that first- and last-mile connections to regional transit service are safe and convenient to relieve congestion on the two highways into Park City. The BRT systems planned for both highways will provide a convenient alternative to driving and will support active transportation.

Key Destinations and Popular Cycling Routes

Identifying destinations where people are likely to walk or bike helps inform locations where bicycle and pedestrian improvements may spur potential new trips. These types of locations include parks, schools, hospitals, community centers, and other trip generators. These locations can be found in **Figure 5**, and include the following destinations:

- Park City Mountain Resort, Deer Valley Resort, and Canyons Village
- Old Town, especially Main Street
- Prospector Square and Iron Horse commercial district
- Park City School District schools
- Park City MARC
- Grocery stores, including Park City Market and Fresh Market
- Transit centers, especially Old Town Transit Center and the Fresh Market bus stop
- Park City Hospital and other businesses in the Quinn's Junction area
- Subsidized housing, including a cluster of subsidized housing toward the City's southern boundary
- Singletrack trailheads

Strava Metro data can tell us what the most popular cycling routes are between areas of the city. **Figure 6** shows the most popular cycling routes between a few neighborhoods and key destinations in Park City. This data shows that the City's collector and arterial streets are the most popular place to cycle. However, it is important to recognize that Strava users tend to be "bold and fearless" cycling enthusiasts who have been conditioned to riding on high-volume and high-speed routes. People are also more likely to log trips on Strava when they are out for a long-distance or high-speed recreational ride rather than a typical commute or casual ride. Given these trends, the data likely undercounts the number of cyclists who ride on low-speed local streets and paved paths.

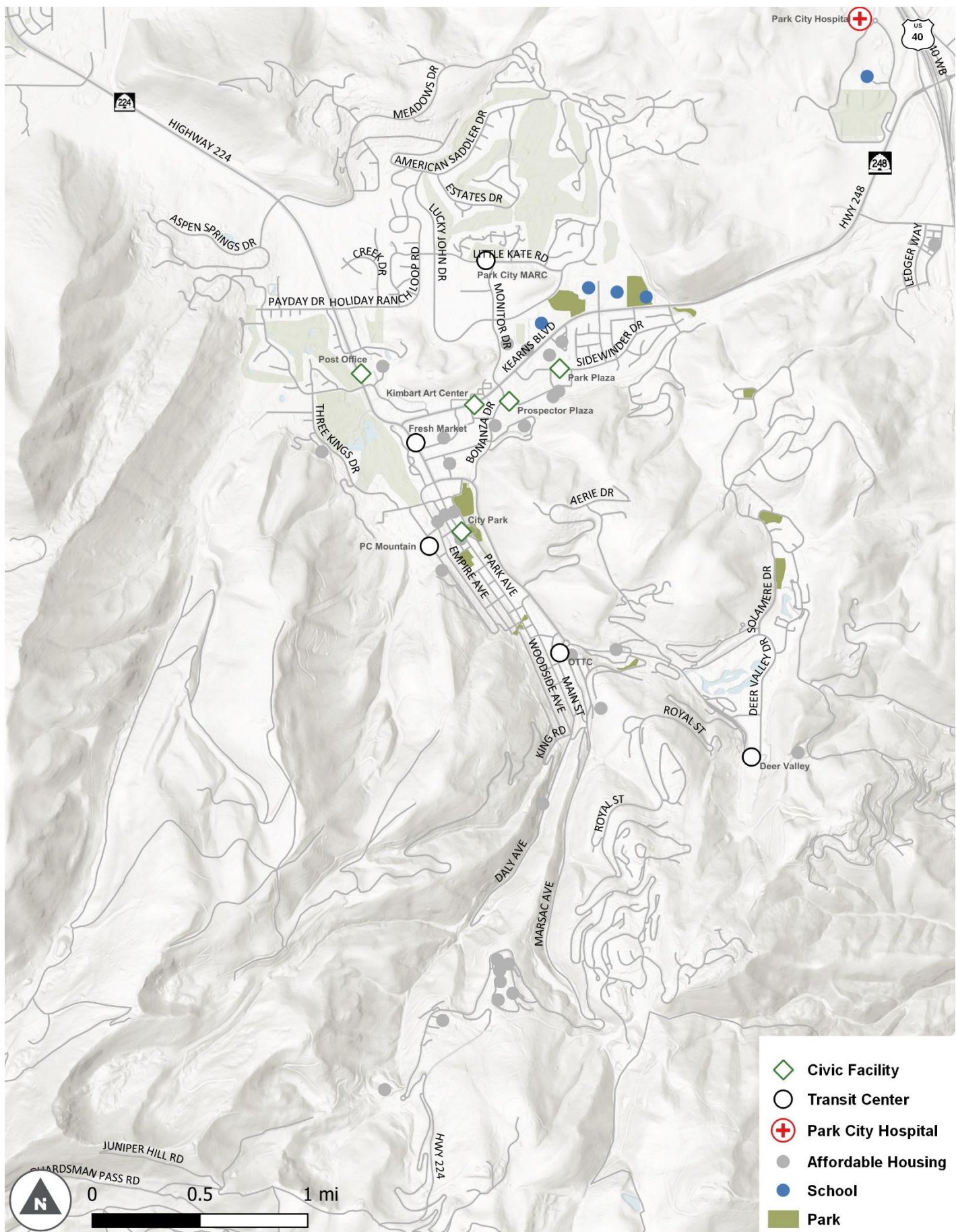


Figure 5: Key Destinations in Park City, UT

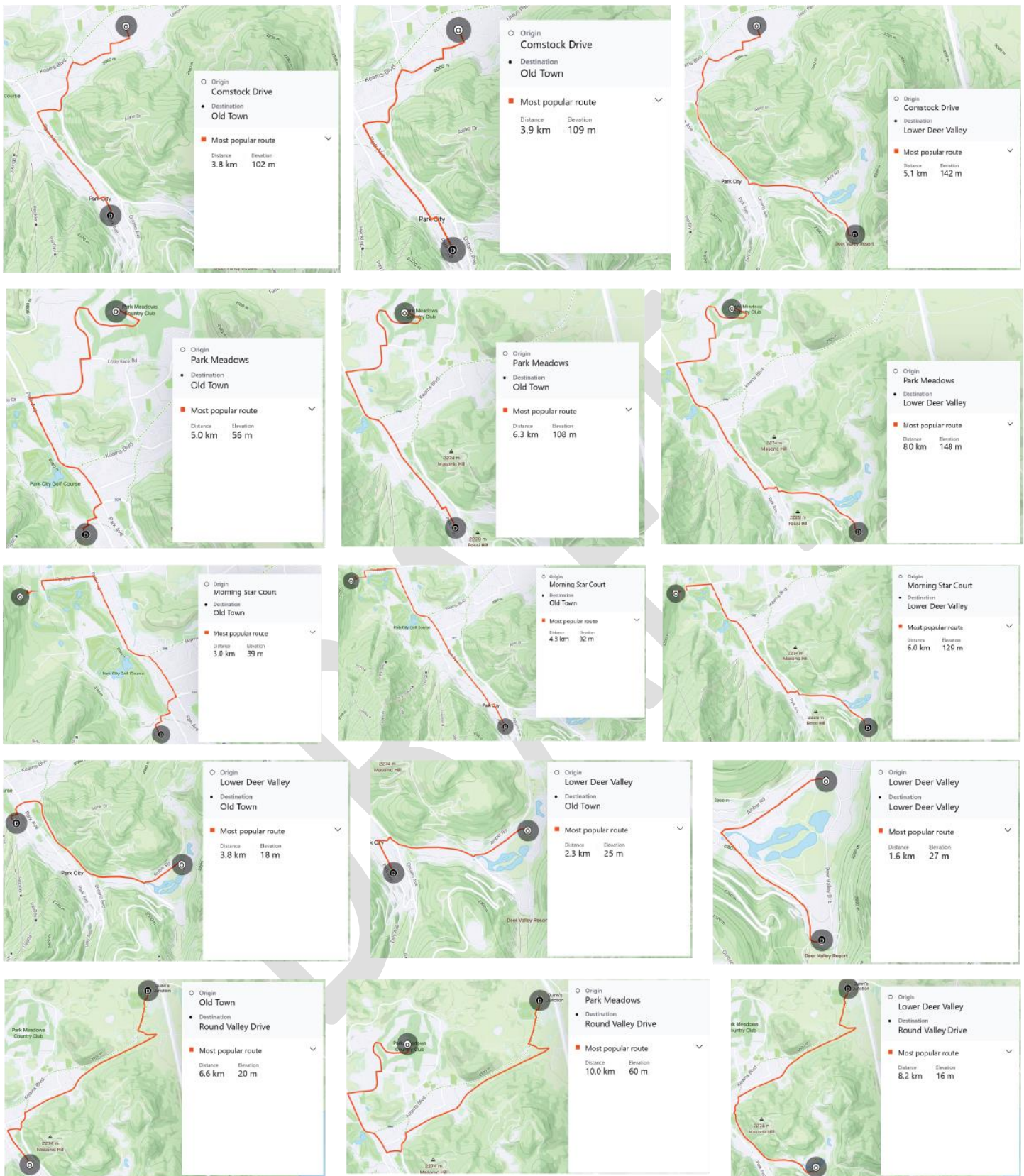


Figure 6: Most popular routes for Strava-logged cycling trips between select neighborhoods and key destinations

Safety

Fatal and Injury Crashes

Between January 2016 and December 2020, there were 2,082 total reported collisions involving all transportation modes in Park City (**Chart 8**), including 410 crashes where at least one person was injured and 3 crashes where at least one person was killed (**Figure 10**). Of the fatal crashes, 1 included a person walking. The 3 fatalities occurred at the following locations:

- Park Avenue at Hotel Park City Driveway (2016)
- Empire Avenue at Silver King Drive (2020)*
- Marsac Avenue between Prospect Ave and Wheaton Way (2020)

*Involved a person walking

Of the crashes that resulted in serious injuries or fatalities, 43 percent occurred at intersections and 57 percent occurred along roadways, at driveways, or at business entrances.

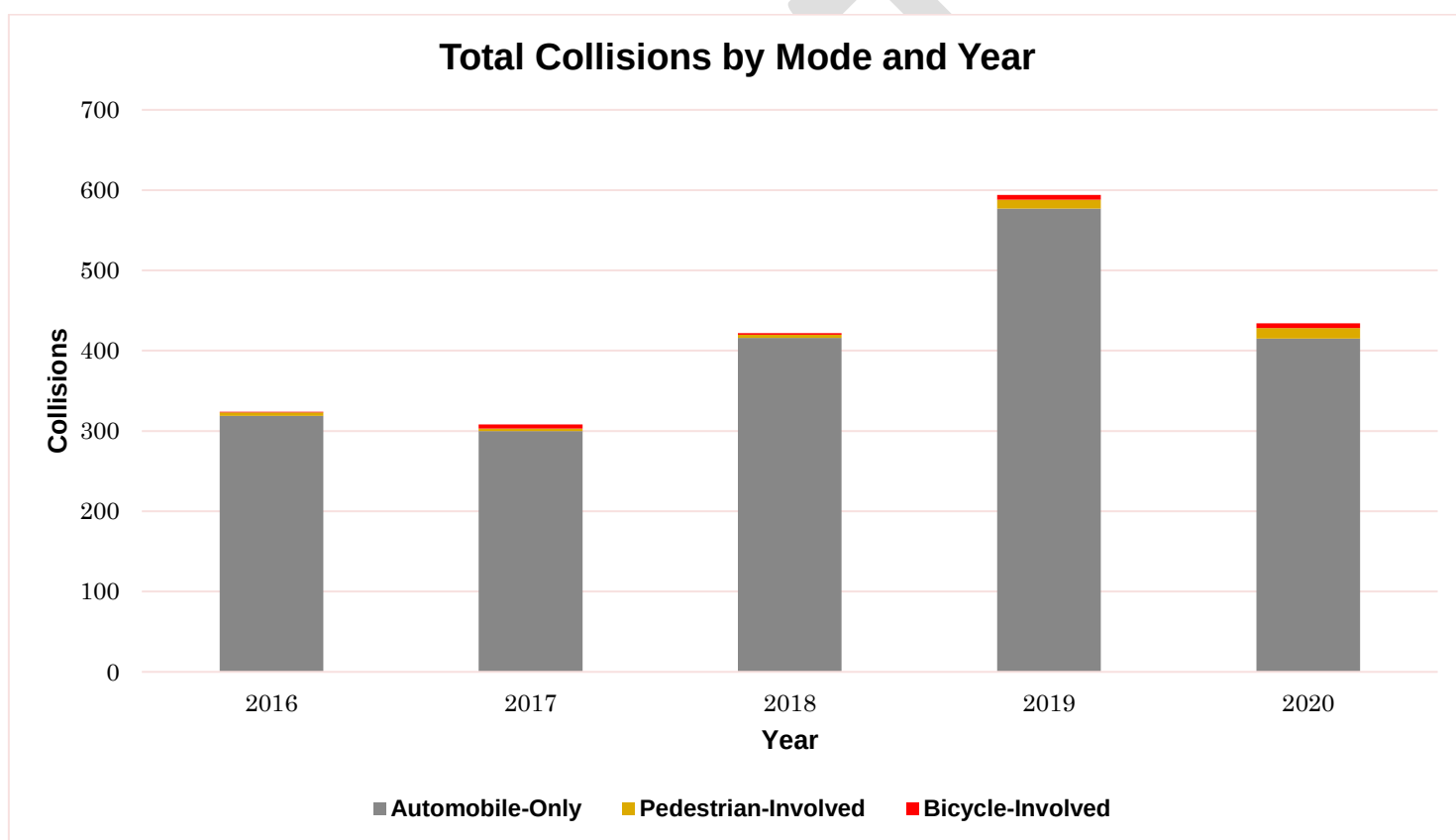


Chart 8: All crashes on roadways in Park City by mode; data from UDOT's Numetric website, Traffic Records division

Bicycle and Pedestrian Crashes

Figure 7 and **Figure 8** display crashes involving people bicycling and people walking, respectively. All crashes also involved a vehicle, confirmed by UDOT's Traffic Records division. Patterns of collisions involving people walking and biking can be found in urbanized areas within Park City, along high-volume and high-speed roadways such as Park Avenue, Kearns Boulevard, and Deer Valley Drive. This indicates a need for better bicycle and pedestrian infrastructure along busy streets. In the period between the beginning of 2016 and the end of 2020, there were 20 total bicycle-involved crashes and 35 total pedestrian-involved crashes. Of these, 1 pedestrian was killed.

Of the bicycle and pedestrian crashes, 53 percent occurred at intersections and 47 percent occurred at non-intersection locations (**Table 5**). Improvements to slow vehicle speeds and separate bicycle and pedestrian

movements from vehicle movements can reduce or eliminate these crashes. Leading pedestrian and bicycle intervals, protected intersections, and curb extensions could decrease the number of crashes involving people walking and bicycling in Park City.

	Four-Way Intersection	T Intersection	Intersection as Part of an Interchange	Not an Intersection	Total
Bicycle-Involved Crashes	3	5	0	12	20
Pedestrian-Involved Crashes	14	7	0	14	35

Table 5: Bicycle and Pedestrian Crash Locations

Ninety-five percent of bicycle crashes and 63 percent of pedestrian crashes occurred during daylight hours (**Table 6**). This is typical due to the higher likelihood that people are walking rather than bicycling at nighttime. Better lighting at intersections and more frequent and safe crossing locations could reduce nighttime pedestrian crashes. The primary factors for collisions involving people biking and walking include failure to yield right of way and contraflow cycling. Providing safe and visible crossings at desire lines for people walking and considering “two-way” separated bike lanes for people biking at certain locations will help reduce these types of collisions.

	Darkness Lighted	Darkness Unlighted	Dawn	Daylight	Dusk	Unknown	Total
Bicycle-Involved Crashes	0	1	0	19	0	0	20
Pedestrian-Involved Crashes	6	4	1	22	2	0	35

Table 6: Lighting Conditions during Bicycle and Pedestrian Crash

Bicycling collisions are concentrated during the summer months (July to September), likely because the weather is more conducive to bicycling. In contrast, collisions involving people walking occurred more frequently during the winter months. Forty-three percent of collisions involving people walking occurred in January and February. The high concentration of collisions involving people walking during the winter months may indicate the following:

- Lack of visibility and snow clearance may pose a threat to safety for people walking and biking, though fewer people bicycle in the winter months
- Collisions involving people walking is positively correlated with spikes in tourism and transit ridership

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Bicycle-Involved Crashes	0	0	0	0	0	0	7	6	6	0	0	1
Pedestrian-Involved Crashes	8	7	3	0	0	4	1	1	3	3	3	2

Table 7: Bicycle and Pedestrian Crashes by Month

Opportunities for Addressing Crashes in Bicycle and Pedestrian Plan Recommendations

An analysis of travel behavior in Park City indicates that residents and visitors are more likely to walk and bike for social activities and crash data indicate that bicycle and pedestrian collisions are concentrated along busy roadways and activity generators. The Bicycle and Pedestrian Plan can address this trend by:

- Recommending a suite of countermeasures, by roadway type, to improve visibility and providing safe crossing facilities mid-block and at intersections
- Paying special attention to improving roadway crossings and visibility on major roadways and near activity generators
- Offering strategies to improve visibility and snow clearance for people walking during the winter months
- Committing to regular maintenance of multi-use paths, sidewalks, and bikeways
- Introducing separated and protected facilities for people biking along major roadways, such as Park Avenue and Deer Valley Road
- Considering “two-way” separated bike lanes at trail crossings, major activity generators, and at major bikeway connections

For Park City and Summit County to achieve their collective vision for a “car-optional” culture, strategies that calm vehicle traffic speeds, improve visibility for people walking and biking, and designing safe linkages within the active transportation network are paramount.

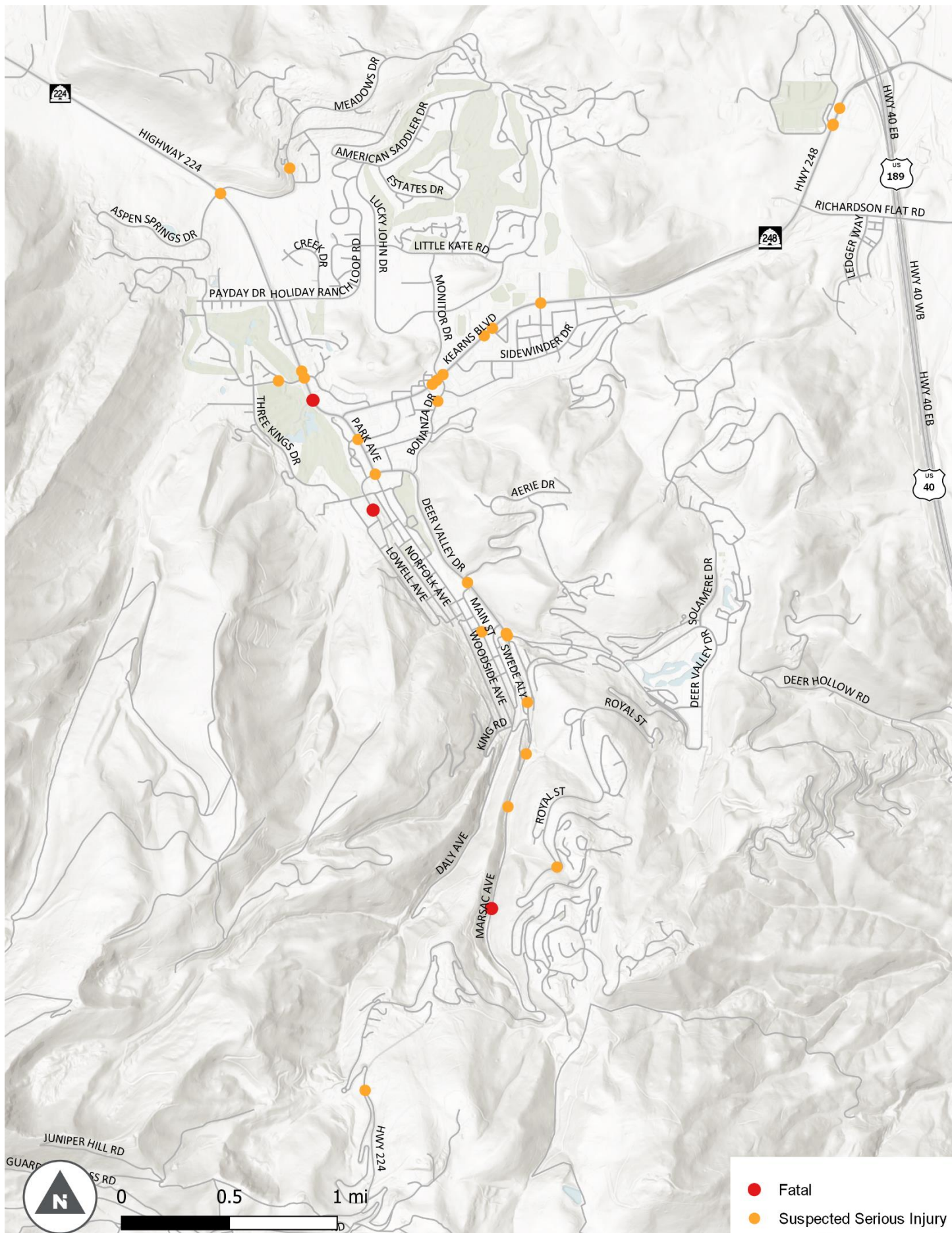


Figure 7: Fatal and Serious Injury Crashes (All Transportation Modes)

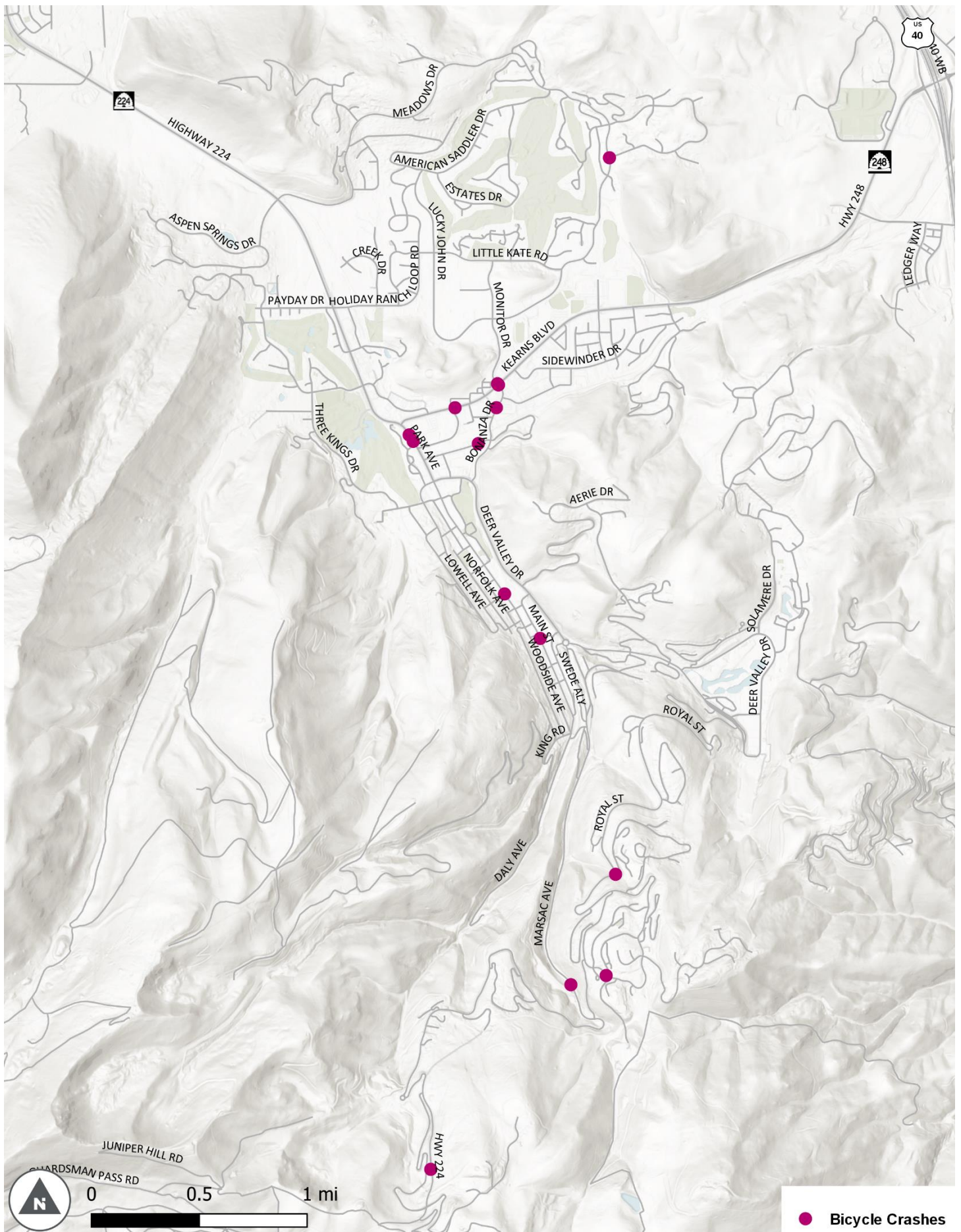


Figure 8: Crashes Involving People Bicycling

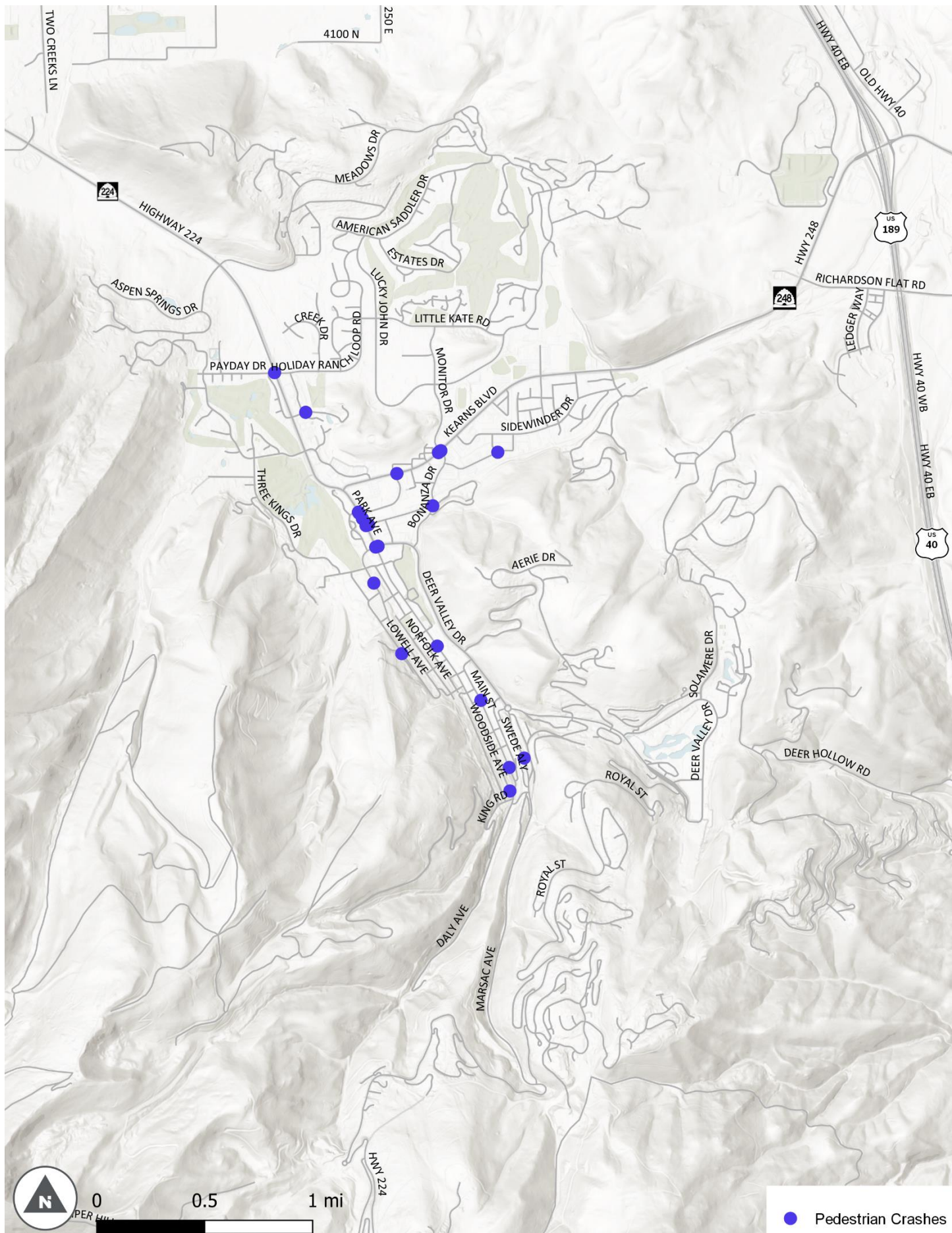


Figure 9: Crashes Involving People Walking

Conclusion

This Needs Assessment identifies the local and regional planning framework guiding the Bicycle and Pedestrian Plan, evaluates existing multimodal networks, analyzes demographic and socioeconomic trends, and summarizes relevant roadway safety data.

The following key findings of this Needs Assessment will be used in later sections of this Plan to identify opportunities to improve cycling and walking conditions in Park City:

- Park City has a robust active transportation network that is built primarily with off-street multi-use pathways.
- Summit Bike Share has operated since 2017 and primarily serves short-term trips and users. The system has struggled in recent years due to lack of bicycles in service.
- Park City's population—like the population of Summit County surrounding it—is majority White alone, high-income, and aging; however, Park City has a higher share of people in poverty and racial minorities than the County. The fastest growing population groups include non-English speakers and people over age 65.
- Park City serves as a regional employment, education, and recreational center. Much of Park City's workforce and school age population commutes into the city from the surrounding area.
- Mobility trends are highly seasonal in and around Park City—bicycling activity trends up during summer months, while transit usage peaks during winter months. This is in large part driven by local tourism, as winter skiing and major events like the Sundance Film Festival likely cause the surge in transit ridership, while warm weather recreation pushes bicycling and hiking activities.
- Use of the City's paved pathway network is high, reaching up to 5,600 counted trips per day on a peak day.
- The share of trips made by walking and biking is higher in Park City than in Summit County or Utah overall. This is largely because of the proximity of destinations, high-comfort multi-use path network, and active lifestyle of Park City residents.
- While the city has developed around economic drivers like winter and summer recreation tourism and special events that bring large amounts of visitors to Park City each year, local and regional planning and policy have recently shifted toward balancing economic growth with the needs and desires of residents, equitable development, and environmental sustainability. Planning is focused on how to make Park City an inclusive and vibrant place to live and destination to visit.
- Key to achieving equity and sustainability is developing a robust active transportation network that makes active transportation safe, easy, and convenient.
- Cyclist- and pedestrian-involved crashes are more likely to occur on busy streets and outside of intersections. Cyclist-involved crashes are more common during summer months when people are more likely to bike. Pedestrian-involved crashes are more common during peak winter tourism months than other times of the year.

These findings are intended to inform the recommendations and prioritization of projects in the Park City Bicycle and Pedestrian Plan.



APPENDIX B

Phase II Public Input Summary

Public Outreach

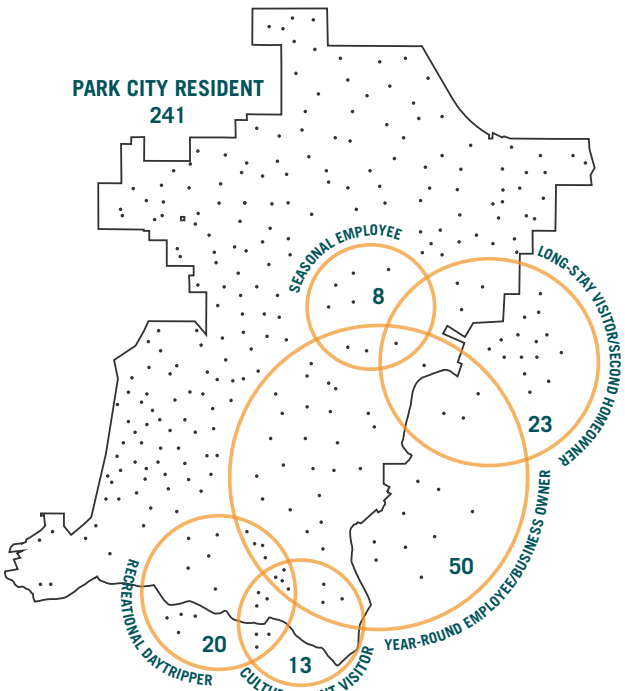
Public outreach for this phase of the project included an in-person open house, an survey, and an interactive map.

The online survey offered respondents the opportunity to rank priorities pertaining to bicycle and pedestrian improvements in Park City. A second question asked them to rank the level of importance of different types of connections throughout the city. Residents could also indicate and describe priorities that were not listed.

The survey received 280 unique responses, the results of which are laid out in this section. Respondents were asked to identify their relationship with Park City as well as their zip code. The majority of respondents identified themselves as Park City residents, but many are also seasonal employees, culture/event visitors, year-round employees or business owners, second homeowners, or recreational day-trippers.

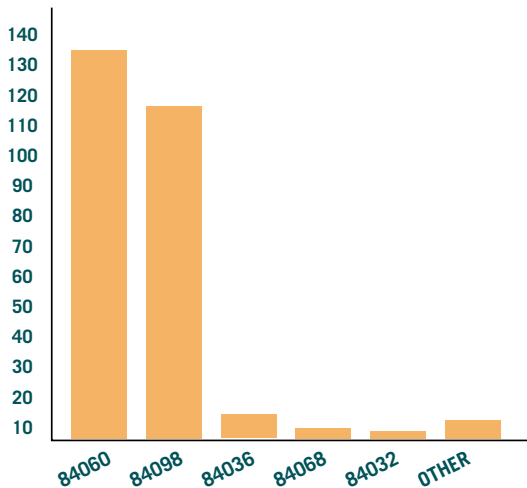
When it came to priorities for bike and pedestrian improvements, The highest rated first priority was ‘more or improved high-comfort routes, physically separated from vehicle traffic’, followed by ‘more or improved on-street routes’. The highest rated priority for connections was improving connections to trailheads, followed by improved connections to schools and Old Town/ Main Street District. The figures on the next page provide a detailed breakdown of results.

1. Please tell us about yourself (select all that apply)



In addition to the survey, an online interactive map was released to gather community feedback about specific proposed projects and locations. Here, visitors to the site could view the locations and descriptions of existing and proposed high-comfort and secondary bicycle routes and proposed crossing improvement locations. They could like, dislike, or comment on any of the shown features. Users could also drop a pin on the map to make a comment not related to a

2. What is your zip code?

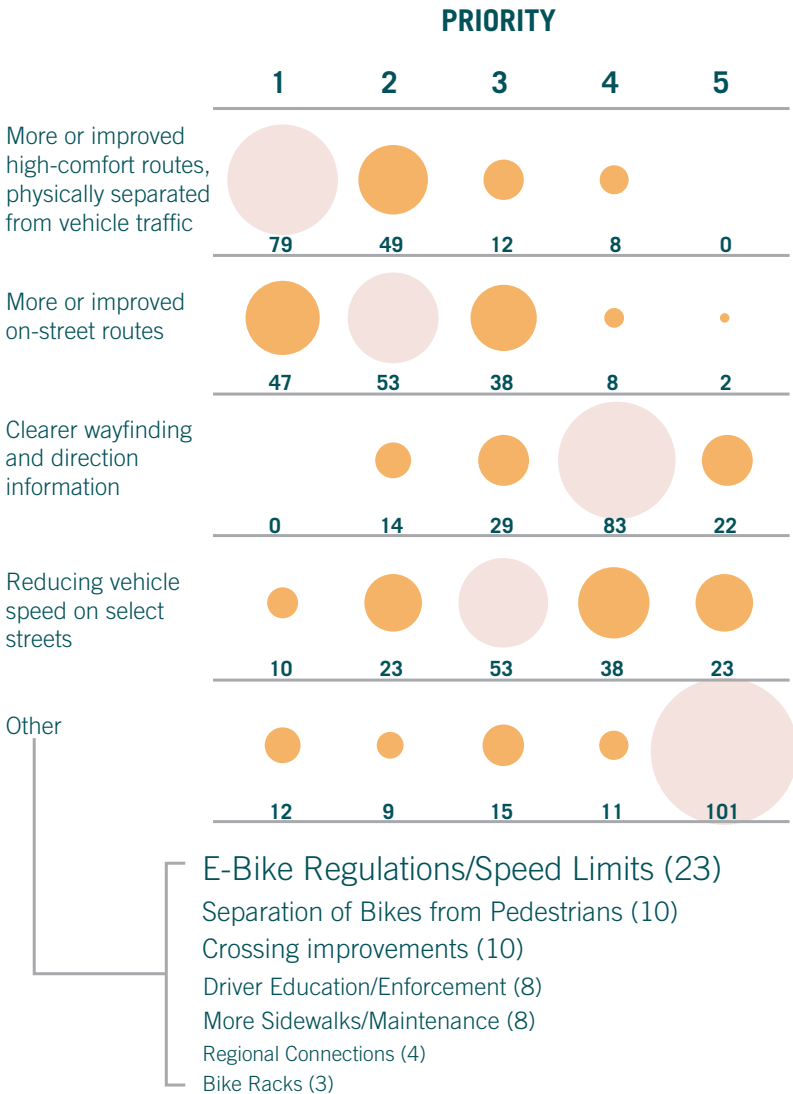


shown feature.

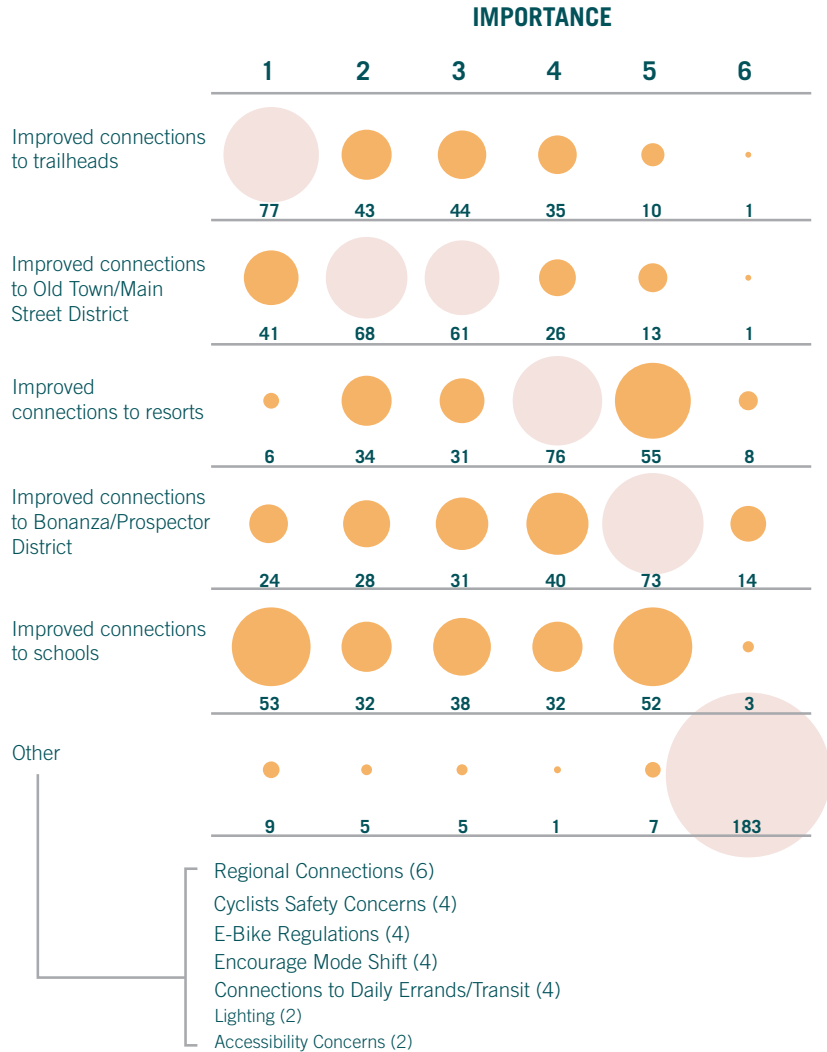
The interactive map received 131 dropped pins, 46 comments on proposed crossing improvements, and 50 comments on existing and proposed routes. Map 2 displays the map features by the number of likes they received during the public comment period, as well as comments on some of the most popular features.

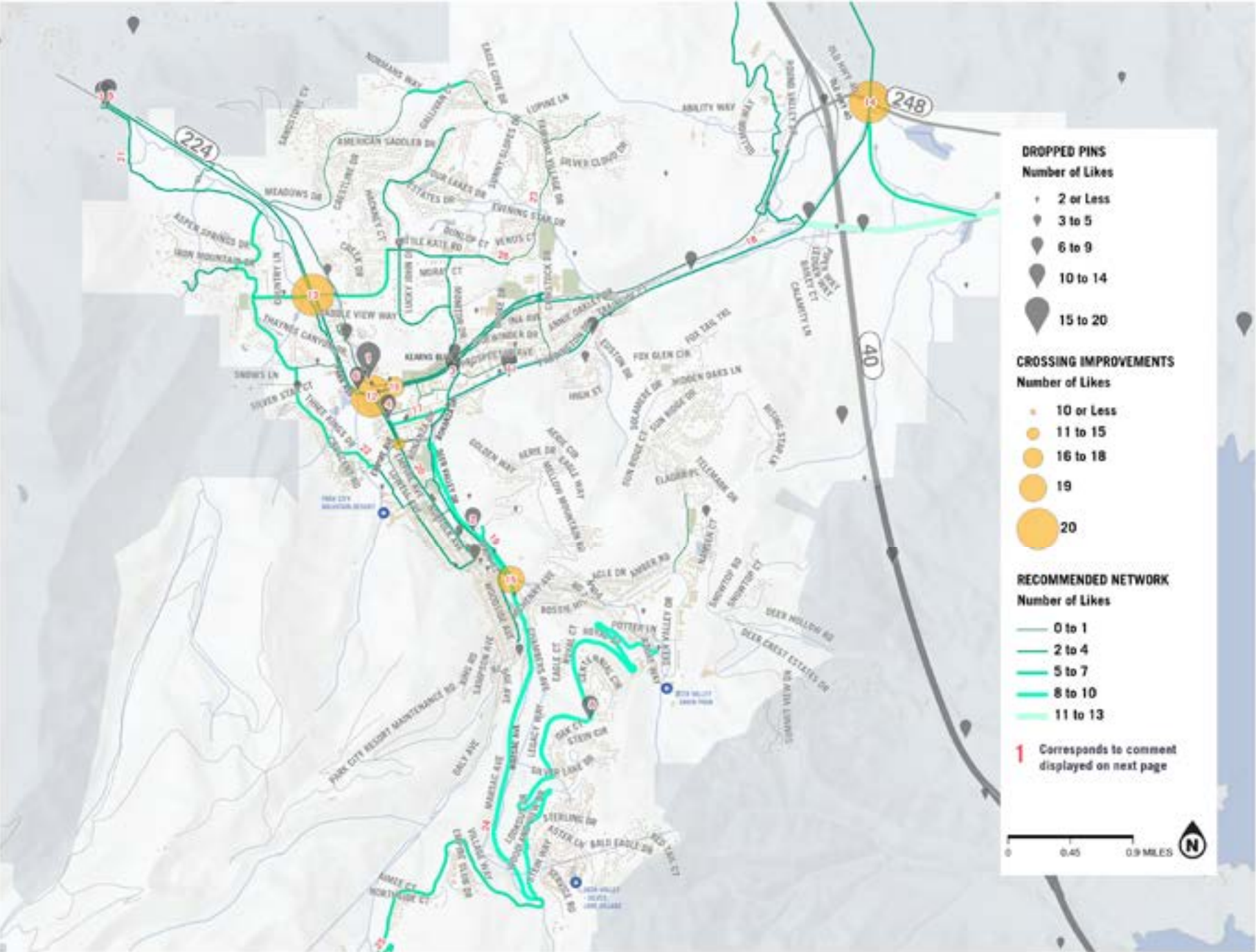


3. What are your priorities when it comes to bicycle and pedestrian improvements in Park City? Number from 1 (highest priority) to 5 (lowest priority)



4. How would you rank the following in terms of importance? Number from 1 (most important) to 6 (least important)





Online Interactive Map Comments

Most Liked Comments

DROPPED PINS

1. "This is one of the two segments that would make a "high-comfort" ride from Kimball Junction to Old Town. This should be prioritized"
2. "Residents wanting to get to Lost Prospector trail via Aerie Dr. have to risk their lives to cross Deer Valley or walk towards the roundabout"
3. "Prioritize this to make a "high-comfort" ride from Kimball Junction all the way to old town/prospector."
4. "Need bike lane, sharrows or widened sidewalk/trail to improve safety for both pedestrians and cyclists."
5. "More safety or clear markers on 224. Vehicles speed through here, makes road riding not feel so safe."
6. "Improve roadway so that the bike lane/shoulder doesn't disappear here."
7. "Continue this paved path to connect with path that starts at PC Nursery on this side of the 224"
8. "Clear bike lanes and reduced speed limits on Royal Street"
9. "An "official" connector to Parley's lane from JR would allow a nice loop that connects back to Kilby/Millennium Trail"
10. "Add a bike lane on Binter Ranch Rd."
11. "A fun and easy single track next to the rail trail would incentivize mtn bikers to ride that and separate them from the foot traffic"

CROSSING IMPROVEMENTS

12. "Need grade separated way to cross Kearns at Park. It's a terrifying intersection"
13. "Crossing Park Ave is a huge obstacle to safely using public transit."
14. "Would be great to figure out grade separated crossing of 248 at rail trail."
15. "It's hard to find the Poison Creek Trail along 224 at Heber"
16. "An underground tunnel here would really help connect Park Meadows to the Bonanza area"

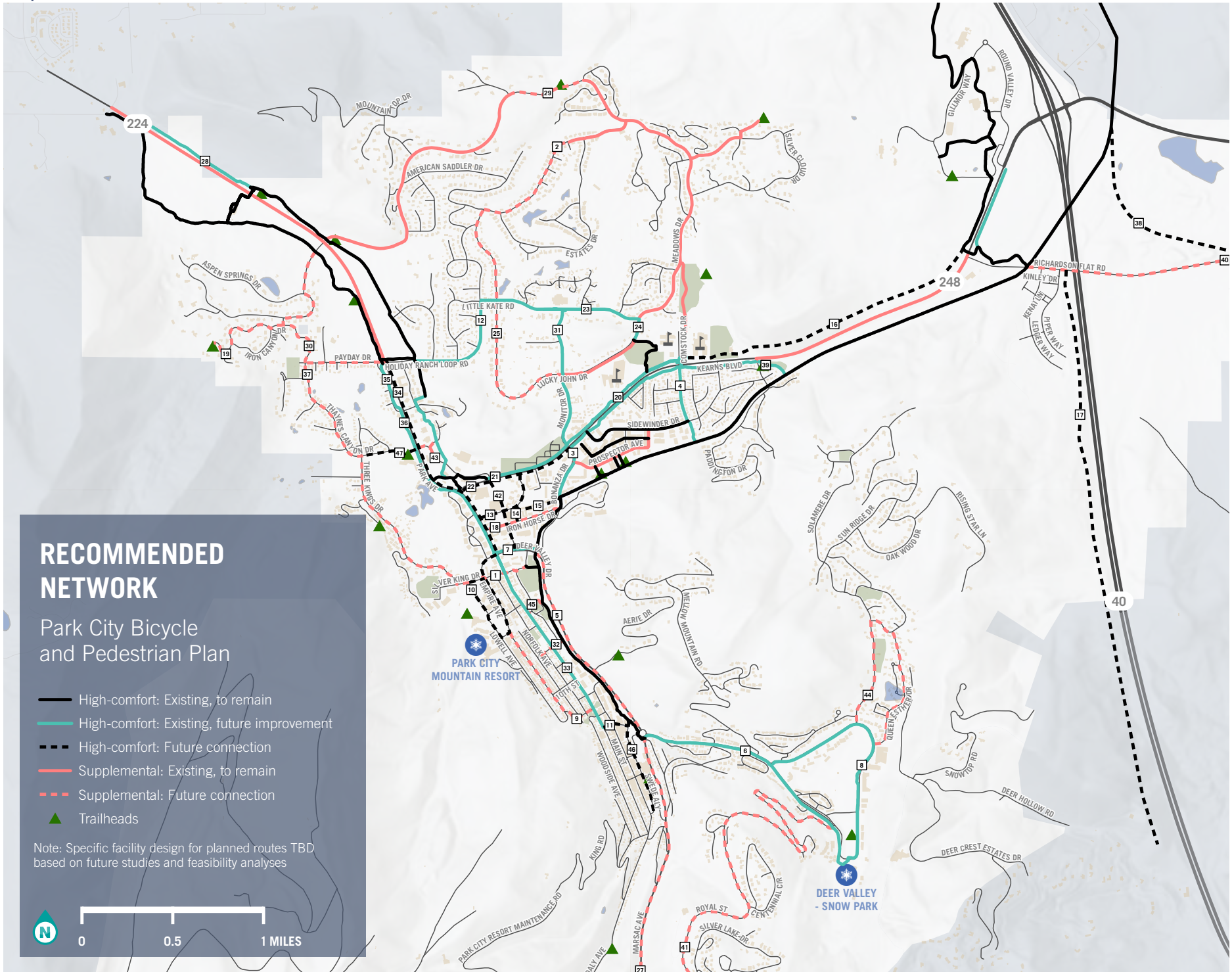
RECOMMENDED NETWORK

17. "This is a dangerous intersection (Bonanza/IronHorse) where cars don't stop for cross walk. The tunnel at this intersection (and the one closer to City Park) is scary/dangerous. It is dark with blind corners."
18. "The section of this that goes through the neighborhood is annoying to ride on, with all of the bumps with the street crossings, and then cars that aren't looking for bikes as they're trying to get out on 248"
19. "Love the idea of connecting this trail system to poison creek and old town....stopped doing these routes when I had a kiddo and couldn't risk both of us running across the road!"
20. "I ride from my house to the resort all the time and have to admit I have no idea where bikes are

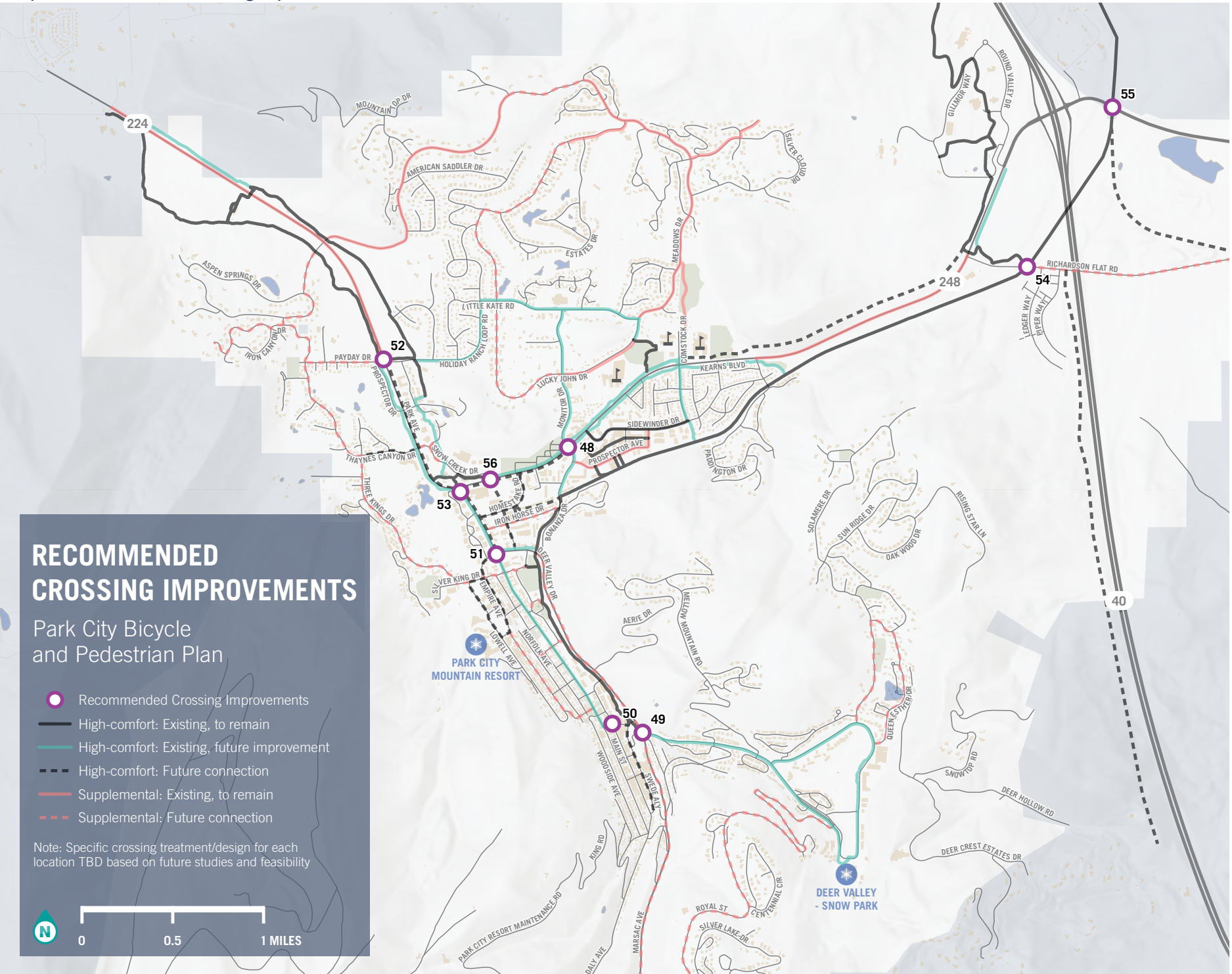
supposed to go after the path ends after the golf course."

21. "Continue this path to connect from this path to the path just past the PC Nursery. This would allow pedestrian and bike traffic to remain on the same side of the road"
22. "Yes! Riding a bike on this section of Park Avenue is very dangerous."
23. "This part of Meadows drive is used a lot by runners, walkers, and bikers. If there was a larger continuous sidewalk or walkway the entire route of Meadows it would be safer."
24. "This is a hazardous section for summer bicyclists. The speed limit should be reduced with symbols on the road for bicycle traffic."
25. "This area is fine to bicycle up if you choose your time of day. But if you don't have that luxury, then the vehicle traffic can be intimidating as they come close and speed by"
26. "Getting to the MARC by bike is hard unless you already live in Park Meadows. Anything will help."

Map 2.1: Recommended Network



Map 2.2: Recommended Crossing Improvements



Resolution 21-2024

**A RESOLUTION ADOPTING THE PARK CITY MUNICIPAL CORPORATION
BICYCLE AND PEDESTRIAN PLAN**

WHEREAS, the City Council of Park City, Utah, previously adopted *Park City Vision 2020* and *Park City Forward* which established goals and initiatives related to sustainable transportation, equal opportunity and access, environmental stewardship, and creating a community and transportation system that is safe for everyone.

WHEREAS, the goal of the Park City Bicycle and Pedestrian Plan is to serve as a planning tool for a bicycle and pedestrian system that serves people of all ages and abilities, makes useful connections, and improves roadway and trail safety, while aligning with previously-identified vision and goals for the community.

WHEREAS, Park City recognizes the importance of adequately planning capital and operational expenditures over a multiple year time horizon to assist in securing and managing existing and future local, state, and federal transit funding opportunities;

NOW THEREFORE BE IT RESOLVED that the Park City Council hereby adopts the 2024 Bicycle and Pedestrian Plan as shown in Exhibit A.

This resolution is passed and adopted this 26th day of September, 2024.

PARK CITY MUNICIPAL CORPORATION

Mayor Nann Worel

Attest:

Michelle Kellogg, City Recorder

Approved as to form:

City Attorney's Office

Resolution No. RDA 03-2024

**A RESOLUTION ADOPTING AN ADJUSTED BUDGET FOR FY 2025 FOR
PARK CITY REDEVELOPMENT AGENCY**

WHEREAS, Utah State law requires that city budgets be adopted; and

WHEREAS, a public hearing was held on September 26, 2024, at the City Council's regularly scheduled meetings, and a public hearing was held during the Redevelopment Agency's special meeting on September 26, 2024, complying with State law;

NOW, THEREFORE, BE IT RESOLVED by the Redevelopment Agency of Park City, Utah that:

SECTION 1. FY 2025 ADJUSTED BUDGET ADOPTED. The budget as outlined in the City Council's Adopted Budget adopted on June 20, 2024, and with changes as summarized in the attachments to this resolution is hereby adopted as the FY 2025 Adjusted Redevelopment Agency Budget for Park City, Utah.

SECTION 2. EFFECTIVE DATE. The FY 2025 Adjusted Budget shall take effect upon publication.

PASSED AND ADOPTED this 26th day of September 2024.

PARK CITY REDEVELOPMENT AGENCY

Chairperson Nann Worel

Attest:

Michelle Kellogg, Secretary

Approved as to form:

City Attorney's Office

Park City Redevelopment Agency FY 2025 Budget Amendment
September 26, 2024

Fund 034 Redevelopment Agency - Main St. - Revenue Summary

	Original FY2025 Budget	Amendment	New FY2025 Budget
Misc. Revenues	\$94,000.00	\$0.00	\$94,000.00
Beginning Balance	\$1,639,789.00	\$0.00	\$1,639,789.00
Grand Total	\$1,733,789.00	\$0.00	\$1,733,789.00

Fund 034 Redevelopment Agency - Main St. - Expense Summary

	Original FY2025 Budget	Amendment	New FY2025 Budget
Capital Outlay	\$0.00	\$625,000.00	\$625,000.00
Ending Balance	\$1,733,789.00	-\$625,000.00	\$1,108,789.00
Grand Total	\$1,733,789.00	\$0.00	\$1,733,789.00

Resolution No. MBA 03-2024

**A RESOLUTION ADOPTING AN ADJUSTED BUDGET FOR FY 2025 FOR
PARK CITY MUNICIPAL BUILDING AUTHORITY**

WHEREAS, Utah State law requires that city budgets be adopted; and

WHEREAS, a public hearing was held on September 26, 2024, at the City Council's regularly scheduled meetings, and a public hearing was held during the Municipal Building Authority's special meeting on September 26, 2024, complying with State law;

NOW, THEREFORE, BE IT RESOLVED by the Municipal Building Authority of Park City, Utah that:

SECTION 1. FY 2025 ADJUSTED BUDGET ADOPTED. The budget as outlined in the City Council's Adopted Budget adopted on June 20, 2024, and with changes as summarized in the attachments to this resolution is hereby adopted as the FY 2025 Adjusted Municipal Building Authority Budget for Park City, Utah.

SECTION 2. EFFECTIVE DATE. The FY 2025 Adjusted Budget shall take effect upon publication.

PASSED AND ADOPTED this 26th day of September 2024.

PARK CITY MUNICIPAL BUILDING AUTHORITY

Chairperson Nann Worel

Attest:

Michelle Kellogg, Secretary

Approved as to form:

City Attorney's Office

Park City Municipal Building Authority - FY 2025 Budget Amendment
September 26, 2024

Fund 035 Building Authority Revenue Summary

	Original FY25 Budget	Amendment	New FY25 Budget
Misc. Revenues	\$355,000.00	\$0.00	\$355,000.00
Beginning Balance	\$150,000.00	\$0.00	\$150,000.00
Grand Total	\$505,000.00	\$0.00	\$505,000.00

Fund 035 Building Authority Expense Summary

	Original FY2025 Budget	Amendment	New FY2025 Budget
Capital Outlay	\$0.00	\$500,000.00	\$500,000.00
Ending Balance	\$505,000.00	-\$500,000.00	\$5,000.00
Grand Total	\$505,000.00	\$0.00	\$505,000.00