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

December 19, 2024

The Council of Park City, Summit County, Utah, met in open meeting on December 19, 2024, at 3:15 p.m. in the City Council Chambers.

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

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

CLOSED SESSION

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

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

PARK CITY WATER SERVICE DISTRICT MEETING

I. ROLL CALL

Attendee Name	Status
Chair Nann Worel Board Member Bill Ciraco Board Member Ryan Dickey Board Member Ed Parigian (via Zoom) Board Member Jeremy Rubell (via Zoom) Board Member Tana Toly Matt Dias, Executive Director Margaret Plane, City Attorney Paige Galvin, Deputy Secretary	**Present**
None	**Excused**

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

Chair Worel opened the meeting for any who wished to speak or submit comments on items not on the agenda. No comments were given. Chair Worel closed the public input portion of the meeting.

CONSENT AGENDA

1. Request to Authorize Public Utilities to Extend the Term of the Water Supply Agreement between Salt Lake City Corporation and the Park City Water Service District, ending on October 31, 2025:

2. Request to Authorize Mayor Worel, a Member of the Board of Trustees, to Execute a Memorandum of Agreement in a Form Approved by the City Attorney's Office, to Continue Leasing Surplus Water to Weber Basin Concurrent with the Overarching Western Summit County Project Master Agreement:

Board Member Dickey moved to approve the Consent Agenda. Board Member Ciraco seconded the motion.

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

ADJOURNMENT

PARK CITY COUNCIL WORK SESSION

Discuss Proposed Treasure Hill Conservation Easement:
Ryan Blair, Property and Environmental Services Manager, Luke Cartin, Environmental Sustainability Manager, and Cheryl Fox, Summit Land Conservancy CEO, opened with a presentation and review.

Council Member Dickey supported keeping the access stairs and removing the flagstone patios. Council Member Rubell asked to clarify the difference between the emergency access classification and what is not necessary. Blair answered secondary access is primarily in older homes and they allow for additional entry to the home in case of an emergency and extend directly off the back of the house into the Treasure Hill property, unlike stone steps that extend along a hillside and the property already has access; the distinction being if there is no other space for the stairs off the back of the house.

Council Member Parigian supported the removal of the flagstone patio and maintained that he wanted to be consistent throughout the City so he supported removing the stairs also. Council Member Rubell supported consistency also and wanted either all or nothing. Council Members Toly and Ciraco wanted to be consistent. Council Member Dickey agreed, but noted the secondary access stairs have specific purpose, and it seemed fine to keep the stairs. He trusted the team to be able to establish the difference. Council Member Rubell supported removal only in the case that they do it in other areas that the City Council is already aware of in City boundaries. Council Member Ciraco was inclined for removal both here and the other encroachments throughout the City that the City is already aware of.

Council Member Toly didn't want to hold this up any longer. She added that they need to prioritize staff time for 2025. Discussion took place over enforcing other encroachments that are known to exist in Park City. Council Member Rubell noted that his approval was contingent on other areas being brought into compliance. Council Member Toly clarified that her support was not contingent. City Council supported the removal of the patio stones, stone stairs and the secondary access stairs.

Landscaping:
Council Member Parigian was concerned about the trees as they are a fire hazard, and he didn't want to encourage it looking like their backyard. He wanted to make sure it would be blended. Cartin noted there are fire and water wise species that would be approved through the Planning Department with a landscaping plan. Council Member Toly was somewhere in between a Christmas tree farm and the open space. She is okay with some things that would be enhancing to the property. Fox offered that property owners begin to believe that the City landscaping becomes "theirs" and then they want to put a bench and patio under their tree. It could create confusion as to who owns what. She suggested the property owners could request that the City put landscaping in. Council Member Toly offered a compromise to go back later and reevaluate the look after the items have been removed.

Council Member Dickey supported having a process in the City to allow residents to plant trees to create a buffer between the house and the public property. Council Member Rubell supported this landscaping piece. Council Member Parigian wanted to keep it rocky and make it look natural. He supported the City do it, not the landowners. Most City Council was fine with the residents doing their own City approved landscaping as it is written. Council Member Dickey would like the City to be the approver. He doesn't think the Summit Land Conservancy should be required for modifications of the ski runs or lifts. Park City's own processes were sufficient, and they are the property owners. Council Member Ciraco agreed and asked for specific notice to the Summit Land Conservancy so they could participate with the public process regarding the ski infrastructure on this parcel. Council Member Toly asked for clarification on the three choices: advise, notify or approve. Cartin stated that it could be said that it doesn't replace the City process, or the Summit Land Conservancy is notified and weigh in as the technical experts. Do you want them to also be approvers, or be the submitters and the deference is left to the City process? Fox clarified that the Summit Land Conservancy approval only covers the impact to the conservation values. This easement was clear that ski resort development and improvements were permitted. It is regarding how the new use impacts the conservation value. Without the ability to approve there is no real protection for the public benefit of this conservation easement because the Planning Department is looking at difference things. The conservation voice is important and is there to defend and protect the view shed and public access of the land that the public purchased.

Council Member Dickey stated that this is different as this is Park City land not private land. He was still ok with a public process with a lift improvement which is discretionary to Park City as the landowner. Council Member Rubell agreed they should maintain that control. Council Member Parigian suggested the Conservancy have a seat at the table. Mayor Worel summarized that the final authority should rest with Park City and the Summit Land Conservancy should be a very strong voice in the public process. Assistant City Attorney Luke Henry offered that they could add in wording to give Summit Land Conservancy notification and time to respond before the decision is brought back to Park City. Council Member Toly would like the language to be stronger than notification: perhaps advise.

Mayor Worel summarized that the majority of the City Council was supportive of the requested change and that City Council would like to come up with stronger language which spells out a specific process for the conservation easement holder. Council Members Parigian and Rubell agreed that whatever stronger language is inserted should come back for consideration.

<u>Discuss Woodside Park Senior Center and Housing Project:</u>
Rhoda Stauffer, Housing Specialist, introduced the partners of PCMC, Park City Seniors and development team of KTGY. She stated this has been in the works for 10 years with three versions in 2024. Council Member Rubell asked what happened in between the original RFP process in March because now we are in a different conversation. How did we get to the much higher subsidy? Stauffer answered that time has passed and the requests have changed from the seniors and the City Council. Stauffer showed a “wants and needs” document and noted that the seniors requested 15,000 sf. Sara Wineman, PCMC Housing and Development Coordinator, noted that the 15,000 sf doesn’t comply with the affordable master planned development (AMPD). It must be under 10,000 sf maximum. Stauffer offered that there is no field standard for how big a senior center should be, however she felt confident that this size would serve seniors well through 2050. Mayor Worel added that there is no money committed from Summit County. They have three senior centers, and they feel strongly about treating them all equitably. Council Member Rubell opined if there was overlap in the numbers of seniors served and that was very possible.

Council Member Dickey asked what the cost estimate with only a senior center which would be about $10 million without the affordable housing on site at $1,000 per sf. Council Member Ciraco asked about how long processes are, and exceptions and variances needed. Stauffer reassured him that the plans they were looking at comply with all codes.

Council Member Rubell wanted something closer to the original RFP proposal, what it looked like to maximize closer to the $100,000 affordable unit and what was needed in the Park City Senior Center. He would like to see a slighter smaller senior center plus family affordable housing which still exceeds the benchmark for other high end mountain towns. Council Member Dickey wanted the real timeline and the cost perspective. Council Member Toly didn't want to go lower than 10,000 SF for a senior center. Council Member Parigian was inclined to go between 7,000 – 10,000 sf for a senior center. It was indicated that this will be continued at the work session on January 9, 2025.

REGULAR MEETING

I. ROLL CALL

Attendee Name	Status
Mayor Nann Worel Council Member Bill Ciraco Council Member Ryan Dickey Council Member Ed Parigian (via Zoom) Council Member Jeremy Rubell (via Zoom) Council Member Tana Toly Matt Dias, City Manager Margaret Plane, City Attorney Paige Galvin, Deputy City Recorder	**Present**
None	**Excused**

II. PRESENTATIONS

1. Swearing-In Ceremony for Officer Davis Coppin:
Police Chief Wade Carpentar gave background for Officer Coppin. He worked in the Logan Police Department for four years with drones and traffic, and he is a Spanish speaker. Officer Coppin was supported by his parents, in-laws and wife, who were in attendance. Mayor Worel swore in Officer Coppin and his wife, Shaylee, pinned his badge on.

2. Consideration to Adopt Resolution 31-2024, a Resolution Naming the Park City Dog Park the Ian Weinman Legacy Dog Park:
Ryan Blair, Property and Environmental Services Manager, introduced this item. Rory Murphy approached Park City Municipal with the request to rename the dog park to honor the legacy of Ian Weinman. Ken Fisher, Recreation Director began by saying that thanks to Ian Weinman's determination, vision and hard work, that dog park opened in 2008. He absolutely supported naming the dog park after Weinman because without his effort he doesn't believe there would be a dog park there today.

Lisa Needham, Rich Weinman, and Owen Weinman were present with Rich saying some moving words. This is Park City's first dog park. Council Member Rubell asked if they could pursue a landscaping plan and for possible inclusion in the 2026 budget process with interest in some public fundraising.

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

Council Member Rubell moved to adopt Resolution 31-2024, a resolution naming the Park City Dog Park the Ian Weinman Legacy Dog Park and pursuing a landscaping plan through PCMC City Manager Matt Dias in the 2026 budget. Council Member Ciraco seconded the motion.

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

III. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments:
Council Member Ciraco disclosed that he and his family have considered purchasing a small piece of land that would be left as a remnant after the Robbins parcel annexation, but it won't color his view on this issue tonight. Council Member Toly disclosed she owns a business on Main Street, and they will be discussing the Main Street Area Plan later in the meeting.

Council Member Parigian stated that Ian Weinman seemed way ahead of his time, and he was so sorry for their loss. Council Member Rubell desired a clearer funding ask for the National Community Survey in the future. Linda Jager stated that it is a bi-annual survey.

Staff Communications Reports:

1. ERP Software Replacement Project Update:

2. Planning Commission Member Terms:
Council Member Rubell declared he wanted to start that process immediately. Michelle Downard, Resident Advocate, reminded that two terms ended at the end of June 2024, and they continue to serve until those appointments are made and one more ends in the middle of this coming year. If they were to stay true to the previous cycle, those mid-year term ends, that was the schedule outlined in the staff report. She explained the recruitment process involves advertising, interviews and then the beginning of the terms. Council Member Ciraco requested they open the recruitment advertising the last week of January until March, with interviews in April and on board them a couple of months ahead of the proposed timeline. Council Members Toly and Dickey were comfortable with the timeline outlined in the staff report for simplicity. They were still

getting a lot of value holding over Hall and Johnson. More discussion took place about when the terms would start and staggering them. Council Member Rubell volunteered that his request was about consistency and public process. The City Council never talked publicly about keeping them on to evaluate a specific application such as Deer Valley. Mayor Worel instructed staff to begin the recruiting process the last week in January.

3. Bonanza 5-Acre Site Project Update:

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.

Craig Weakley, 84060, started by thanking staff and Council, especially Toly and Worel for their years of commitment and work on the Senior Center. The 15,000 sf was based on a needs assessment of our own seniors. The 7,000 sf is not in the RFP which is a misreading of the RFP, and he hoped to clarify that.

Sydney Reed, 84060, pointed out that there are three senior centers in Summit County and 20% of the population are over the age of 60 and 38% are over the age of 50. Park City services 70% of that 20% so they have the most people coming, almost 70 people coming to lunch every time. There is a tremendous need for seniors to gather and they can only serve a fraction now. Please keep that in mind as they build a center of the future.

Dana Williams, 84060, proclaimed that the Council just took away the whole reason for the Summit Land Conservancy to hold the conservation easement. Don't be surprised if they come back and say that won't hold the easement anymore. The only check in the system they have is to advise and consent. They can't fundamentally change anything. Their only job is to make sure the conservation value of that property is maintained; it is not the City Council's job. He asserted that every other easement has that language so he hoped they will reconsider that soon.

John Stafsholt, 84060, pointed out that on November 6, 2018, 77% of Park City residents voted to support putting Treasure Hill in a third-party conservation easement to protect the open space in perpetuity. Not for this City Council or a future City Council to vote to change things. $64 million of our citizens money went toward it. Tonight showed exactly why a third party is required to enforce this. The will of the people should not be diluted or overridden by City Council. The request for removal of the easement holder's approval tonight would take away the power of the easement and, make no mistake, that request came from Vail. It did not come from the staff. I urge everyone to listen to the experts at Summit Land Conservancy who have multiple easements in this area without problems. It has been 6 years since we voted, and we have been paying for it for 6 years so let's get it done.

Francie McNally, 84060, is on the Senior Board. They did their homework and did what Council Member Rubell asked. They researched similar socio economics, similar places with similar populations and not one was below 10,000 SF. Jackson Hole has 12,000 SF. They are not asking for something because they want more room and are being greedy; they want more room so they can continue to service the senior population and give them a cheerful and happy place. They deserve a center that will move them into the future with the needs met.

Comments submitted via email are attached to this document.

Mayor Worel closed the public input portion of the meeting.

V. CONSENT AGENDA

1. Request to Approve and Accept the Fiscal Year 2024 Annual Comprehensive Financial Report (ACFR):

2. Request to Approve the Type 2 Convention Sales Licenses for Operation During the 2025 Sundance Film Festival:

3. Request to Approve the Special Event Temporary Alcoholic Beverage Licenses During the 2025 Sundance Film Festival:

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

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

VI. NEW BUSINESS

1. Consideration to Approve the 2025 Sundance Film Festival Supplemental Plan and Amended Level Five Special Event Permit in a Form Approved by the City Attorney's Office:
Chris Phinney, Special Events Manager, introduced Heather Weinstock and the Sundance Team of Amanda Kelso, acting CEO, Laura Ryan, COO, and Carlos Le Madrid, Chief Revenue Officer, Robert Dick, Director of Partnerships and Luna Bonari, Director of Utah Community Outreach and Government Affairs.

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

Council Member Toly was thankful and excited for their 44th year!

Council Member Toly moved to approve the 2025 Sundance Film Festival Supplemental Plan and amended Level Five Special Event Permit in a form approved by the City Attorney's Office. Council Member Ciraco seconded the motion.

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

2. Consideration of Ordinance No. 2024-22, an Ordinance Approving the Annexation of a 0.94-acre Parcel (Parcel SS-104-B) within the Thaynes Neighborhood to Create One Lot for One Single-Family Dwelling and Affordable Accessory Apartment and a Zoning Map Amendment to Zone the Parcel Single Family and Sensitive Land Overlay. PL-23-05882:
Rebecca Ward, Planning Director, gave an overview of this annexation.

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

Council Member Parigian wanted to know how this house compares to the other ones in the subdivision. Ward answered that the Planning Commission reviewed it using the average size of the home within the surrounding subdivision and the original recommendation was the 6,500 SF. The applicant was requesting no cap on the total square footage and proposed that they look at a comparable lot and this lot is a little larger than the others. The Planning Commission felt the home could be compatible at the 7,500 SF maximum with the addition of the limitation on the height and the restriction on the upper story development.

Mark Harrington, Senior City Attorney, introduced a slight modification on finding fact #10 in the ordinance. This finding of fact was modified between the Planning Commission staff report and the forwarding to Council and he wanted to make sure it properly reflects the Land Management Code rather than applies the LMC. He suggested the wording be changed to read, "Pursuant to LMC Section 5 – 7.1 - 6 and add sub-Section 2. The final plat application shall include remnant pieces of IC – MI SC. Dedication of such parcels to the City as public right-of-way open space shall be addressed at the time of final plat subdivision." That is because those parcels are not part of this application for annexation before the Council tonight. The Planning Commission needs to make certain findings under that section when they do that and so it really needs to part of the subdivision approval.

Council Member Dickey mentioned if they do nothing, this parcel had more intensive development rights with more square footage and greater heights, and he commended the Planning Commission for doing a great job with this application. It was scaled down and he supported the annexation.

Council Member Dickey moved to approve Ordinance No. 2024-22, an ordinance approving the annexation of a 0.94-acre parcel (Parcel SS-104-B) within the Thaynes neighborhood to create one lot for one single-family dwelling and affordable accessory apartment and a zoning map amendment to zone the parcel Single Family and Sensitive Land Overlay with Fact #10 as proposed. Council Member Toly seconded the motion.

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

VII. PRESENTATION

1. Presentation by U.S. House of Representatives-Elect Mike Kennedy:
Mayor Worel congratulated Mr. Kennedy and described his background. He enjoys divergent opinions, building consensus and he wanted to know what he can do to serve the people of Park City. What unites us is the Winter Olympics coming to Utah in 2034 and we all want the Olympics to be amazing. Information and relationships are important to him. The City Council thanked Mr. Kennedy for coming and they were excited to work with him in the future, specifically the Olympics and infrastructure to improve Park City.

VIII. OLD BUSINESS

1. Consideration to Approve the Main Street Area Plan:
Chris Eggleton, Economic Development Director, began by introducing Matt Lee, Economic Development Project Manager, Tristan Cleveland, Happy Cities, and Erik Daenitz, Zions Public Finance. Cleveland confessed that the public feedback on November 12 was impressive, thoughtful, and useful criticism, and they received lots of support while he thanked the advisory group. It was the expertise of the local business and people that they were able to fashion a plan that would receive this response. He noted that a construction mitigation plan is imperative.

The item was paused so the Council could here from Representative-Elect Mike Kennedy. Following his remarks, this item discussion resumed.

Mayor Worel remarked that the merchants and Old Town residents asked Park City to investigate how they could revitalize Main Street, so the City Council was responding to that. The advisory group spent several 4-hour meetings on this and the team was excited to be able to deliver this in the time span requested. Council Member Toly asked about the funding. The project as it stands right now, the development on Swede Alley that helps fund the projects on Main Street without using taxpayer dollars, correct? Daenitz assured they would be inviting new taxpayers in to pay for it and they would be the developers of those assets. Would you be deploying existing taxpayer money? the answer is no. Would you be deploying future taxpayer money? the answer is yes but it is driven by the new investment the private entity is bringing to your city. The City has existing revenue to use to pay for something like pedestrianization, but the City Council would have to prioritize the budget. Council Member Toly also confirmed that tonight the

City Council was being asked if they would like to move forward with ranking Main Street in the list of City priorities rather than approving specific improvements. Cleveland augmented that it would allow the staff and consultants to further investigate those ideas and concepts, but it didn't mean that they will be implemented or not. Daenitz restated that every single one of these specific projects would still need to go through the City procurement, application, and approval processes.

Council Member Rubell wondered if there were other funding mechanisms to use to fund this and Daenitz answered yes. Council Member Rubell asked what the goal is and Daenitz answered to allow uses that the market already would provide you if you allowed it to continue to reinvest in a resident and community experience for continued vibrancy in the Main Street core, enhanced experience of the street, stability for existing business and opportunity for new businesses. Council Member Rubell asked what the curve would look like on the business cycle and Daenitz responded this is the trend before COVID intervened and it has persisted after COVID. The trend was a decline of 3% a year which when compounded would be concerning to a business owner. However, it is likely not falling off a cliff or a race to zero. Council Member Rubell asked about the unique character and how that was factored in and Daenitz speculated that unique character was an existing condition and was priced into the existing trend. Now they believed that they could enhance those through the streetscape improvements on Swede Alley and Main Street. They also don't believe that replacing the parking with hotel assets will damage or detract from the unique character. Overall, it is all a net gain. The proposed developments on Swede Alley involved replacing the parking on site.

Cleveland added that guidance from the advisory committee was to preserve that historic character and used it as the primary economic asset of Main Street: no one else can compete with Park City on their heritage. Council Member Rubell asked what the risk of impact on the historic designations would be by doing what is proposed here? Daenitz informed that the transit center, North Marsac parking lot and China Bridge are not part of that area. Rebecca Ward, Planning Director, continued that within the historic district, the regulations would look for compatibility to make sure that the historic integrity of the core was protected as there is infill coming in.

Council Member Parigian questioned using the economic data from Spain to compare and Daenitz answered that the bulk of the economic impact was driven by the improved square footage and experience. They looked at multiple studies and the Spanish example significantly discounted the output of that study against overestimating the impact of the car lite option. Council Member Parigian again noted that the pedestrianization doesn't look improved with the benches and pinch points that made the flow worse. Cleveland answered that they didn't update the renderings since his last input but if the plan was approved, a top priority would be more free flowing without those impediments.

Council Member Ciraco speculated that given the high fixed capital and operating costs on Main Street, they don't need to go to zero for the decline to become problematic and Daenitz agreed. There was a big difference between the businesses that own their real estate and those that don't. Cleveland shared that investments by businesses are already not being made due to these financial issues and difficulties attracting employees.

Mayor Worel opened public input.

Ronny Wedig 84032: Director of Operations for three Main Street businesses, Main Street has some serious competition. He supported revitalizing Main Street but how much do we change? There are other projects in town that need more attention now. It is cool to be talking about gondolas, where should they be? Convenience is king, don't take parking away, increase it. He supported a change and would be honored to serve again on a future committee.

Monty Coates, 84098, Business Owner on Main Street and member of the HPCA: Thanked the Council for directing the resources for this plan. He understood that these are just concepts and there would be adequate opportunities to give input to shape those projects. HPCA believed that a vibrant historic business district is the heart of Park City, the local economy and a unique community asset and we support the Council to continue moving forward with the planning and investing in the future of the downtown area.

Jeff Camp, 84060: Our quality of life has diminished, and he didn't see how this would improve the quality of life for the locals unless you are a Main Street business owner. Downtown is overrun with tourists, they have embraced tourism and at some point, in time, you need to pump the brakes. The locals are fatigued and are not being heard and our well-being is not the first thing to be considered. The post office is the last thing left for the locals.

Joe Davis, 84060, remote: Owns three Main Street businesses and a lifelong city resident. The history is important, and he wanted to remind everybody to take this very slowly and make the best choices to keep the mining history of this town alive. He wanted progress but make it measured and when everyone looks back at us, they laud us and not make fun of us.

John Shatsfolt, 84060: Main Street is the goose who laid the golden egg, and it is an authentic and national historic district. The Main Street Area Plan #1 goal is to preserve the Park City character, and this plan has both the Post Office and City Hall being repurposed and are the last buildings for the locals downtown. The plan undermines all our planning and zoning protections instead of protecting and enforcing them. There is zero quality improvement of life for the locals by building two hotels and increased congestion. The one-way idea on Main Street is crazy. Deliveries and construction will stop all traffic and if it is one way that will increase traffic in the neighborhood.

Becca Gerber, 84060, Chamber of Commerce has decided to support continuing the discussion and the concepts going forward. Local hat: She supported creating public benefits and improvements. Parent hat: She is raising two young children and there is nothing for families on Main Street and this is a great opportunity to draw locals and families to Main Street. Former Councilor hat: Housing, transportation, sustainability and historic preservation were priorities, and this plan could explore improvements in all those areas. There are a lot of great opportunities that would provide great public benefits for families and businesses.

Matthew Prince, 84060: If every business on Main Street loses 3% a year that is 25% in 10 years and no business can sustain that, so something needs to change. He misses a grocery store. He fully supported this plan for the locals and his kids and to not have Main Street revert to a ghost town. There will be nothing left to preserve, and he was in full support of this plan.

Dana Williams, 84060: He didn't like the renderings, nor did he want Main Street to look like a resort base. He was not excited by 4 to 6-story buildings in this area and he wanted to slow down.

Brad Olch, 84060: He agreed with 100% of what Dana Williams. A gondola doesn't make sense to the Brew pub parking lot. Why not create some parking and put a gondola to Main Street in the arts and culture district?

John Kenworthy, 84060: Talked about the past gondola plans and studies and concluded that the gondola doesn't work. Stop the nonsense with the gondolas and focus on the Town Lift. He entered the 2020 gondola feasibility study into the record.

Shiva Minter and Alec Lebowol, 84098: Believed this plan helps to preserve that small town feel that existed when they moved here years ago. If they want people to continue to use Main Street, they need to implement this plan such as sustainability, economic vibrancy, cultural preservation and transportation. They have strong support for this plan and want to voice young people's opinions.

Mike Pundmann, 84060: They love it here in Old Town and constantly wish there were more reasons to come out to Main Street. He believed that the plan thoughtfully balances preservation and progress and enhanced the attractiveness and the character of Main Street for both locals and visitors. It cleverly reimagined the overpriced parking lots and brings needed amenities such as a grocery store, new parks, the Post Office Plaza and the Brew Pub Gondola. The best streets in the world are pedestrian friendly and removing the cars some of the time on Main Street would massively enhance the public experience. As a finance person and taxpayer, he appreciated that this would not be built by raising taxes in the future. He urged the City Council to execute this plan.

Rob Slettom, 84060, thought that there is a lot more research that needs to be done. The last thing we need on Swede Alley is a hotel for tourists - they should stay at the resort centers.

Bob Martin, 84060: was completely opposed to almost everything that was suggested. It is important to slow down. He agreed 100% with Dana Williams. Swede Alley needs to be where all the parking should be. The plaza idea was great, and he agreed that pedestrianization of Main Street was a great idea and the businesses would survive. He cited Halloween as a perfect example of pedestrianization.

Sydney Reed, 84060: agreed with the pedestrianization but be sensitive to blocking the historic view up the street towards the south with the trees. Buildings should not be higher than the Marsac building which is an iconic building and the City should not touch that. Main Street will always be visited because there is nothing else like it.

Linda McReynolds, 84060: we are a National Historic Register Site, and we can't take that lightly. She believed the plan to be bold but in a bad way.

Jody Whitesides, 84060: He pointed out that to bring more kids and families back to Main Street, then the businesses that exist on Main Street need to change too. He concurred that we don't need 6 story hotels on Main Street, no gondola at the brew pub, and offered to get people out of their cars outside of town and then they can walk around once they are here.

Bonnie Park, 84060: the thing most important to her is Park City's heritage and the historic charm. The view up Main Street is irreplaceable. Postpone this and continue the neighborhood meetings and at least listen to those residents before adopting this plan.

Jennifer Wesselhoff, 84060: Main Street is the beating heart of Park City. They worked so hard to ensure that the plan contained all the shared values and priorities of the City such as, health and safety, transit and transportation, sustainability, housing and livability, parks, historic preservation and community character all while fostering economic prosperity and vitality. It is focused on creating safe pedestrian pathways, better utilizing underutilized spaces, creating a community square and gathering spaces, enhancing transportation options and integrating mixed use and affordable housing. It is not perfect or without its challenges and lots needs to be sorted out with respect to construction timelines, phasing, traffic and transportation planning and business access must be managed carefully and prioritized but we can navigate that together as a community. It is an investment and commitment to our community. She encouraged them to support this vision and work on the next steps.

Emma Sopko, 84060, She thought the gondola was a great idea. How does the gondola work in Telluride? She supported this vision, but it needs more iterations before it is truly a plan that most locals would support. The renderings need to be more consistent with the historic small-scale zoning.

Betsy Wallace, 84060: She desired to make sure that the City Council understood that they just want to slow this down, but it is important to stay relevant and evaluate what they are doing in context with Snow Park, PCMR base area, and the Arts and Culture District. All that put tougher will have a significant impact on Old Town traffic. She believed that they are on the right track but some pieces of it are scary for the public. It is important to showcase what Park City is all about.

Mayor Worel closed public input and reminded the public that if they want their written comments to be part of the public records, they need to request that with their comments.

Council Member Parigian maintained that this was a good start. He didn't see any quantitative analysis leading to the hotels or grand staircase. Maybe they start with replacing China Bridge. The comments tonight were just the beginning, and he wanted to hear from more of the public. He would start with the transportation and pedestrian improvements.

Council Member Rubell acknowledged that there was zero consensus in the community. They need to evolve and make a change but he was concerned that the value of unique is not being considered as a driver. And who do we want to be? How do we balance more of a local feel with trying to attract revenue from tourism? He felt that to make an informed decision he needed to know what the alternative was. He would like to see those decline projections. Are they looking at the right solutions to solve the problem but what is the problem they are trying to solve? The 5-acres in Bonanza is going on 8 years at this point and he was having a hard time believing that this would be any different. He was concerned that if they try to bite this off in the same way they will be sitting in the same spot. He supported evolving Main Street especially the pedestrian experience and the traffic circulation and implied they should start immediately with those. Then China Bridge, if it is deemed necessary, to do something then and we could merge those efforts. Building out Swede Alley to finance the rest is a bad reason. Improvements to Swede Alley could follow once they have better clarity on the other pieces of the puzzle.

Council Member Toly began that in 1998, 2011, and 2021, all have iterations of plans for Main Street. They don't ever finish the plans and that gives her trepidation. She wanted to focus on the Brew Pub lot and pedestrianizing Main Street and links between Swede Alley and Main Street. She also wanted to address the street intersections in Old Town. She wanted to evolve and dive into each thing and find out what the cost would be. She suggested to move forward with resources to make it a priority.

Council Member Ciraco emphasized that nothing in this plan has them wiping out any historical structure. They are all critically focused on the historic nature of Park City. Everything costs money and money doesn't grow on trees, but the tourists bring it. He supported moving forward on the pedestrian and transportation efforts on Main Street and in general was supportive of moving forward and figuring out the other parts but not specifics.

Council Member Dickey concluded that this plan strengthens historic preservation, it would be restoring the delisted Historic Post Office and building a City Hall plaza that accentuates that historic building, and it is making real history come back. It doesn't touch the historic buildings on Main Street, the view will not change. He reminded them that there were public open houses that were well attended, and most comments were supportive and loved the vision and to keep working on that. It was important to recognize that approving this plan means that each project would still have its own lane of approval. This was nothing more than saying to staff to invest time and money into exploring this vision further. He loved the plan and wanted to get working on it. He promised it was not going to go too fast.

Mayor Worel reminded them they need to start talking about China Bridge which has a 5-year life on it, and they can't wait 4 years to start talking about that. Discussion took place about the vision being driven by economic development, vibrancy of people or experience, and what that meant holistically. Council Member Ciraco wanted to move this forward such as pedestrian experience, traffic, and vehicle flow now, and then that will shed light on what the rest of our capability will be. He conceded to move forward with feasibility and economic studies on specific parts of the puzzle. Council Members Rubell and Parigian weren't comfortable with approving a plan that really isn't a plan per se, but a vision which has varying timelines and funding goals; however they were supportive of directing staff to continue to work on elements and the vision of this.

Eggleton offered that the Main Street Area Plan is a series of investments that are trying to move things forward in a way that would be non-binding as a guiding document that would allow the City staff to further evaluate all of the parts of the plan: project prioritization, the resource allocation, the implementation strategies and the timing and even the options that Council today is unclear about. Is there support to continue to move forward because these things can go on for some time and cost a lot of money and resources so it would be helpful to understand the velocity of which we are moving forward, and the inclusion of the process is an important piece.

Council Member Ciraco opined that this is very much about economic vitality but not to exclude the experience and the experience doesn't exclude one group of people versus another. Our business is tourism but does not come at the expense of the locals. Mayor Worel appreciated Matt Lee's suggestion of staff coming back with a feasibility plan of this is what we would do first, because she liked the structured approach so that the City Council can make decisions going along such as we don't want to talk about a gondola, or a hotel, etc. City Manager Matt Dias pointed out that the next step (feasibility) is going to require more resources, so we would need air cover at a staff level to begin working more seriously on these and to engage upon them as a phase two.

Council Member Rubell reiterated that before approving a plan he would like to have that prioritization conversation so that we are very clear about what we're approving in allocation of those limited resources. We aren't quite there yet but we can give direction to get there. Council Member Parigian would like to know whether some of these ideas can or can't be done such as a gondola or move the post office. Dias furthered that staff needed to know whether they should explore these initiatives and do due diligence, and you adopt the plan or not. They need one or the other to take a logical next step into a phase two.

Council Member Dickey would adopt the plan because it provides a push, and a logical consideration set and a body of work for staff to go after. Council Member Ciraco wanted to move forward and understanding what could work economically but there is also the political part of it that we must manage which may require flexibility. Council Member Parigian is a no to approving a plan. Council Member Rubell suggested we continue the adoption of the plan and give direction to staff what we heard consensus on which was pedestrian and traffic circulation improvements, and take those to stage two and everything else is still in stage one now. Bring it back and prioritize it, and then we will have something to discuss and adopt which is actionable with all the other elements, and then we are very clear about what we are doing and not doing, and when.

Discussion took place about priorities. The City Council ultimately decided to continue this discussion in January 2025. Dias will prioritize a work session as soon as possible. Council Member Dickey requested the consultant team involved in that work session, however Council Member Parigian countered that by saying this is a local decision with no consultants needed unless they can bring him numbers. Dias reiterated that City Council would like to continue the item to the next available opportunity and it is a high priority for City Council to get this back as soon as possible. Between now and the next meeting City staff can attempt to use the feedback heard tonight to prioritize and conduct some quick due diligence to try to answer some of the data questions that have arisen we will work on that in the next two to three weeks. All of City Council agreed.

To conclude, Mayor Worel gave a thank you to Malena Stevens for her great partnership and willingness to work with Park City over her entire term. The Mayor has had the privilege to work with her for the last four years and she truly is a great public servant, and she is going to be missed.

IX. ADJOURNMENT

With no further business, the meeting was adjourned.

Paige Galvin, Deputy City Recorder

December 19, 2024 Public Comments

Jennifer Wesselhoff, Chamber and Visitor's Bureau CEO, eComment: "On behalf of the Park City Chamber of Commerce & Visitors Bureau's Board of Directors, we support this vision to reinvest in Park City's Historic Main Street. As the heart of Park City, our historic district, and a significant center of commerce, maintaining, if not increasing the vibrancy and access to Main Street is an exciting prospect for us as locals and employers, but also for our visitors. While we aren't speaking to specific projects in the plan – and we know there will be much more work to be done on the specifics - we are supportive of this vibrant vision and of continued exploration of the concepts.
We believe that this plan addresses many priorities of the community including: 1. Health & Safety - By creating safe pedestrian passages and public facilities for both residents and visitors; 2. Historical & Cultural Preservation: By highlighting and celebrating our community's historical assets and values; 3. Transportation & Mobility: By creating a comprehensive transportation and parking plan that could help bring locals back to Main Street and improve access for the workforce and guests; 4. Sustainability: By enabling better recycling and food waste management, requiring energy efficient building and materials, and helping get our visitors out single occupancy vehicles; 5. Housing & Livability: By utilizing public private partnerships to build affordable housing in the district to reduce impacts of commute and improve the quality of life for employees; 6. Economic Vibrancy: By building infrastructure that welcomes and meets the needs of families, seniors and our visitors, ensuring a stable economy in the face of growing regional competition; 7. Community Programming: By creating opportunities to bring community together to engage with friends, neighbors, and family.
While we are excited about the overall concept of revitalizing our downtown core, we have also heard concerns from our members on Main Street and feel there are a few key issues that are critical to ensuring the success of the project related to impacts on the businesses, and their long-term sustainability. If Council approves moving forward, we ask that you continue your commitment to civic engagement & representation and keep the following issues top of mind: **1. Main Street Access:** To sustain current business levels during development and construction, access to Main Street must be prioritized. We support HPCA's position that transportation and intercept parking lot(s) must be developed first to support alternative forms of transportation. Transportation improvements must be prioritized to ensure that those who may rely on vehicles for accessibility can still reach the area without undue burden. We also believe that expediated development of affordable housing in the area should be prioritized. **2. Construction Timeline and Impacts:** Construction will inevitably disrupt the normal flow of business. A clear, realistic timeline is essential to minimize these impacts. The planning team will need to work closely with stakeholders to understand the impacts of construction, creatively seek solutions to access, waste management and promotion of the street, and ensure milestones are communicated so that businesses can plan accordingly. We also support the city developing a Main Street Economic Sustainability Fund, providing emergency grants for businesses facing undue hardship due to construction impacts. We look forward to working with the City and doing our part to communicate updates to businesses and visitors, and to propel visitation to the area as we do now. We understand the fierce competition from other destination resort

communities and that doing nothing, will in the long run, lead to a loss for our local businesses and a loss for the community, as we depend on visitor spending and tax generation to fund the many amenities residents enjoy. Overall, we support the general vision behind improving the Historic District and we look forward to being a collaborative partner in helping our community to continue to thrive."

Rebekka Hall eComment: "Enough with the development on Main Street/Swede Alley. Do something about traffic congestion and consider the impact on the few remaining people that still live in Old Town year round. I was born and raised in old town PC, Main Street used to be a place for the locals and it is morphing into a place that the locals avoid - don't make this worse by adding more nightly rentals, condos etc. Keep the high rises in the county or at the resort base areas."

Carole Fontana eComment: "Re: Housing in the Sandridge parking lot. I am concerned about the severe impact on traffic flow this will have on Marsac. Thousands of cars pass every day, and the number increases annually. What's the plan? Traffic lights? Widen Marsac? I see no solution."

Kim Marks eComment: "While titled the Main Street Area Plan - most if not all of your committee's recommendations are for everywhere except Main Street - these have far wider implications on the community at large that have been left out as you ponder these fast track wide-scale commercial changes without proper public input from residents. I'm very concerned that your "fast track" approval will have devastating consequences as your committee qualifies everything as "best use" on its financial payback above all else. What price have you put on our views, open-space and historic charm that are simply brushed aside as worthless in comparison. We must have balanced public input from more residents that are unaware of the scope of this project in a manner that provides more feedback than you have gotten to-date. The goals are not clearly articulated or quantified ~ Does this mass and scale help Main St. merchants, or will it in fact adversely affect them. Residents are shut out with high end hotels - as if we don't have enough already? While guests will be encouraged to dine-in as part of their package deal. Day care will be affordable for hotel guests only and so the gentrification and death of full time Old Town residency continues - let the Chamber rejoice. Upscale is repeatedly used in the proposal - can anyone say where historical character and upscale exist in the real world?, and then at what cost to the affordable living you profess? Shouldn't Swede Alley be geared more towards that, than the upscale vision you are now being presented with? Buildings of the scale proposed spew out exhaust from heating systems, laundry services, restaurant exhaust fans, and the demand for outdoor radiant heaters and fireplaces, natural gas heated snow melt, will more than likely create an inversion layer that will greatly affect the quality of air and distant vistas we enjoy in old town. Go see the Montage on cold mornings to see what it will mean for Old Town. The mentioning of a ground loop heating system is simply a "green washing" of this oversized urbanization of our Historic Old Town. The vistas as you walk Main St. are an immeasurable asset to the Old Town experience. The "Canyonization" caused by oversized building robs the public, both residents and visitors, of this experience. It seems no one on the committee is thinking about these devastating impacts while they have their heads buried in the financials. There are dozens of concerns I have that cannot be expressed loudly enough here in the time I have or against a 3 minute clock late into the night a week before Christmas. The reporting from the single public open house is comical - can you really act on the input from a single resident or two? The implications of doing something/nothing or somewhere in-between are enormous and should not come about on a compressed time-frame and just because we have an Olympic milestone looming. The Olympics are coming back because we did it well last time so there goes that excuse! I urge a step back, a proper analysis of what is really needed and when and why, and not just from a bankers perspective, but with proper public input to get a balanced solution that works for everyone and not a committee of a dozen mostly business merchants and an overbearing chamber of commerce."

Emerson Oliveira eComment: "I am part of the MSAP committee and was able to participate in all the meetings and would like to express my personal thoughts after the last City Council meeting when I spoke. I am leaving town with my family otherwise I would come in person again. Please accept this letter in my place. I accepted to be part of the MSAP group because I can see a need of a "better" Main Street. The question is, what is a "better" Main Street?, what are we facing now, and what we will face in the future? Common subjects like, parking, pedestrian friendly, character, historic preservation are on the top of the list, as usual. But years pass and we are in the same place as we were for many years past. We saw an increase in traffic, business, constructions, some sidewalk improvements, water line replacements, etc., but none of this brought much of a change or vibrance to old town. Areas like, Canyons Village, Kimball Junction and Deer Valley were always on the spot line. The whole Park City area was growing and Main Street remained Main Street. We are very lucky as we are still considered the heart of town and we will have people coming to see what the heart of this beautiful small town has to offer but the heart is not pumping as it should. Anyway, point is, we need to start "again" somewhere and this MSAP came with this new vibe to try to get the City to move in the right direction. But it is too complicated. It does not reflect the wants needs of HPCA people I talk with. At this point the directions are not so clear or at least no clear for a full agreement of all parts. In my point of view, we won't have a perfect solution for everyone, but we have to start somewhere and show the good faith. Let us focus where we agree both the HPCA, the MSAP group and Park City government. Main Street will be better if we can get better public transportation and better pedestrian experience. And if we can get those accomplish then we can work better together on other pieces like the parking, streets, hotels and public space. I am not good in writing, as my wife always pointed out, but I believe it can be understood somehow. I support improvements and changes to make it better. Let us start there to do it well, but let's start."

Iron Canyon Annexation

(Robbins Annexation)

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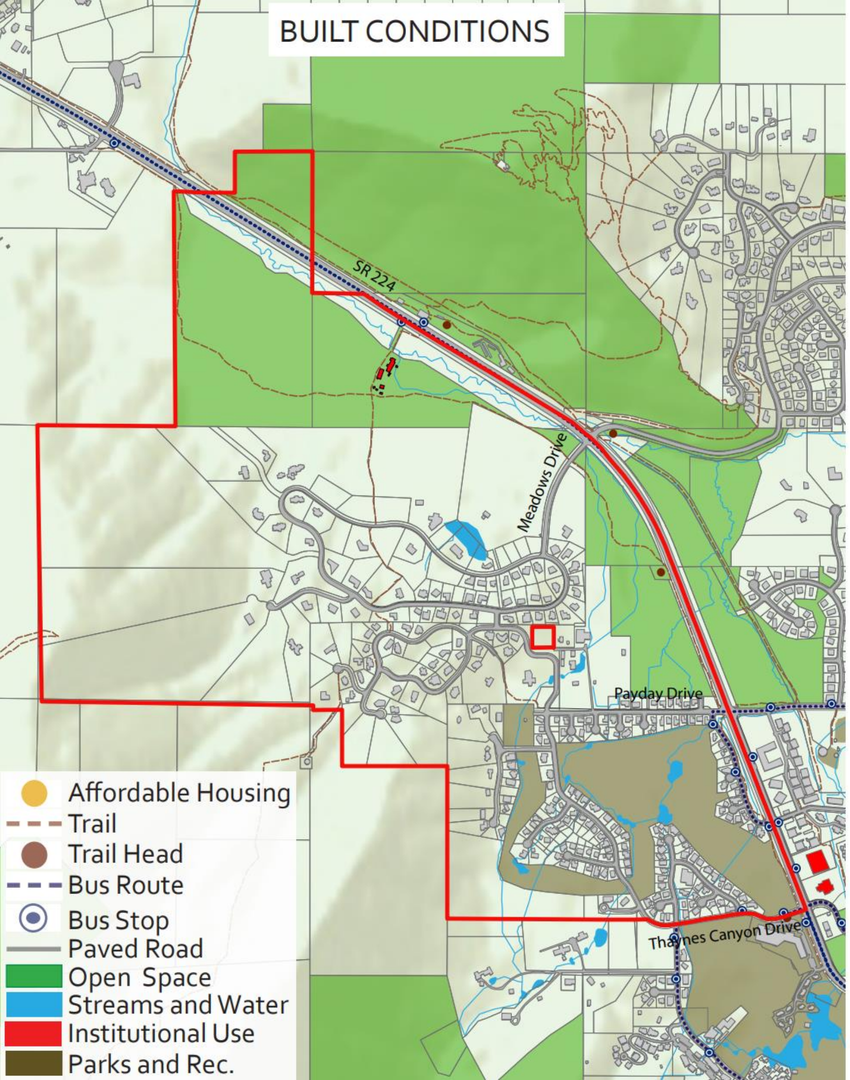
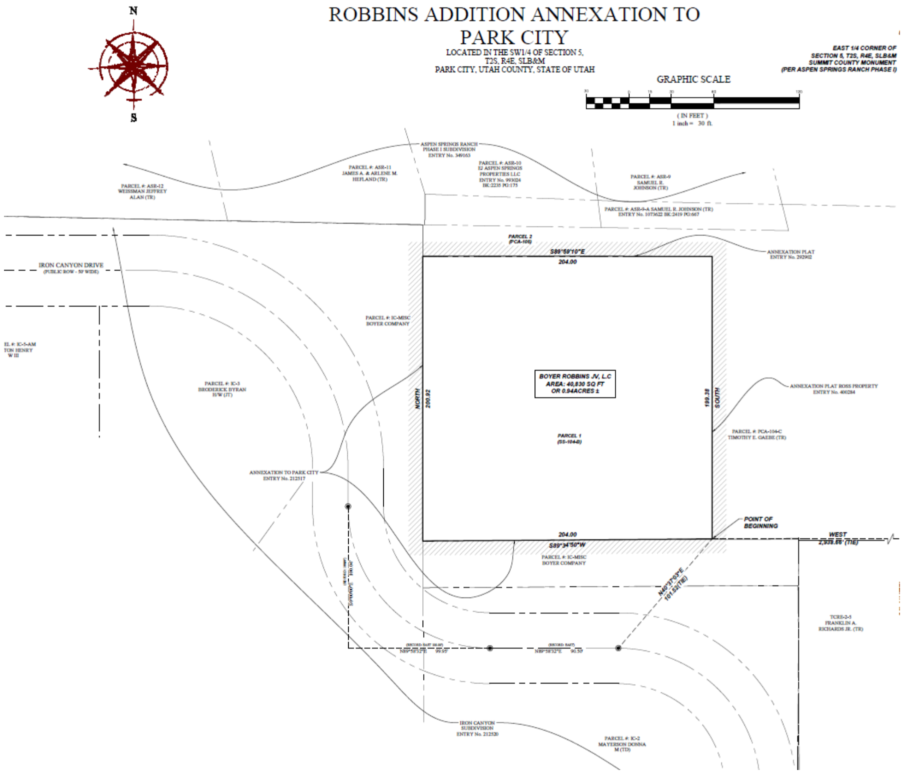


Annexation Parcel

- 0.94-acre unincorporated Summit County Parcel
- Zoned Rural Residential in Summit County -- allows a SFD and accessory structures, limited commercial uses and nightly rentals.
- Surrounded by three previously annexed areas
- Proximity to Northern Entry corridor and surrounded by the Sensitive Land Overlay

Background



- ❖ Council accepted petition on March 7th for further processing
- ❖ Staff Review Team
- ❖ Planning Commission public hearings on September 25th and October 23rd
- ❖ Planning Commission forwarded favorable recommendation to City Council with recommended terms in annexation agreement

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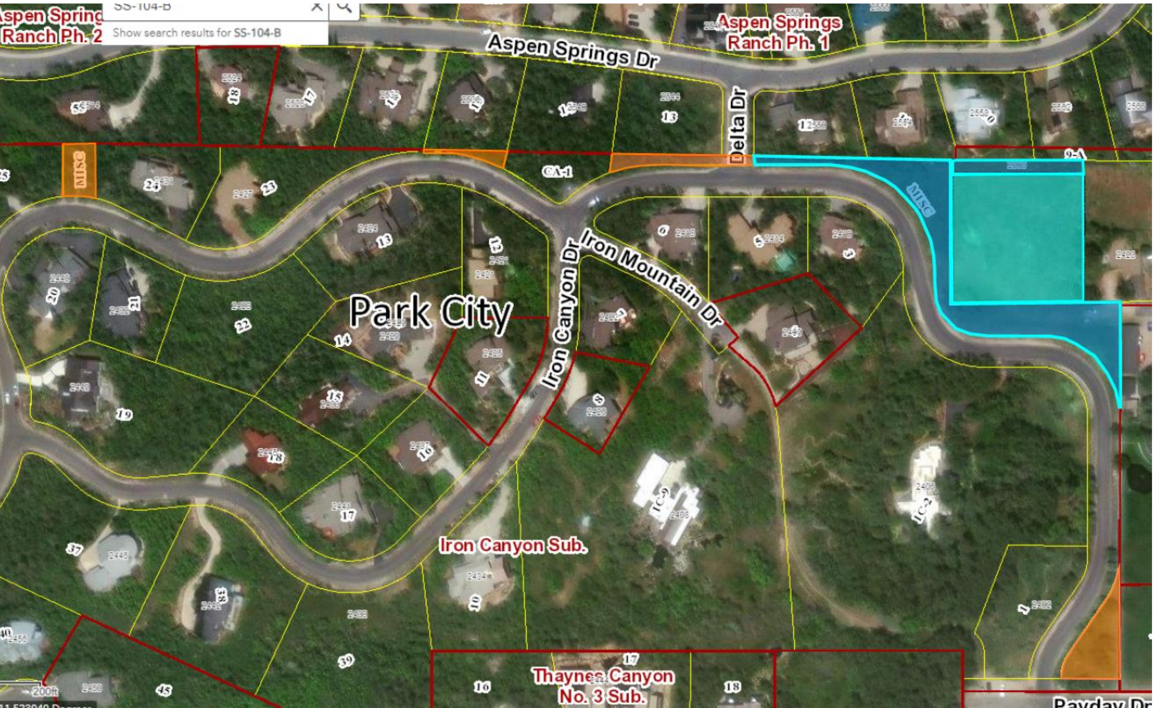
Preliminary Plat

- Original preliminary plat: three Lots for development of three SFDs
- Revised preliminary plat: one lot for development of one SFD and affordable accessory apartment



- Plat proposes combining annexation parcel with surrounding parcels already within City Limits to create a 1.73-acre Lot.
- Neighbors expressed concern for safety along the S-curve of Iron Canyon Drive and development of IC-MISC parcel

— Land Management — Code 15-8-1

Purpose Annexations include:

- Protecting the general interests and character of the community.
- Assuring orderly growth and development.
- Preserving open space.
- Protecting entry corridors, view sheds, and environmentally sensitive lands.
- Creating buffer areas.
- Protecting public health, safety, and welfare.
- Compliance with the General Plan.

– General Plan –

General Plan Goal 1:

> *"discourage sprawl, and direct growth inward to strengthen existing neighborhoods."*

This location is appropriate for infill development and would not contribute to sprawl.

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Annexation Agreement

1. Property is annexed within SF and Sensitive Land Overlay zone
2. Nightly Rentals prohibited in perpetuity
3. Density restricted to one Single-Family Dwelling and affordable Accessory Apartment on 1.73-acre lot
4. Gross Floor Area of SFD is limited to 7,500 square feet.
5. Building Height limited to 25 feet for the SFD
6. Limits of Disturbance established pursuant to SLO Analysis at time of Final Plat – to include City Engineer approved driveway access and width
7. Sidewalk to be constructed on property's frontage along Iron Canyon Drive
8. Affordable housing requirement

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Northern Entry Corridor

Development at the property will be visible from HWY 224

- SF Zoning District: max 28' from Existing Grade for SFD and 18' for detached Accessory Buildings
- Planning Commission recommends limiting building height to 25 feet for the SFD

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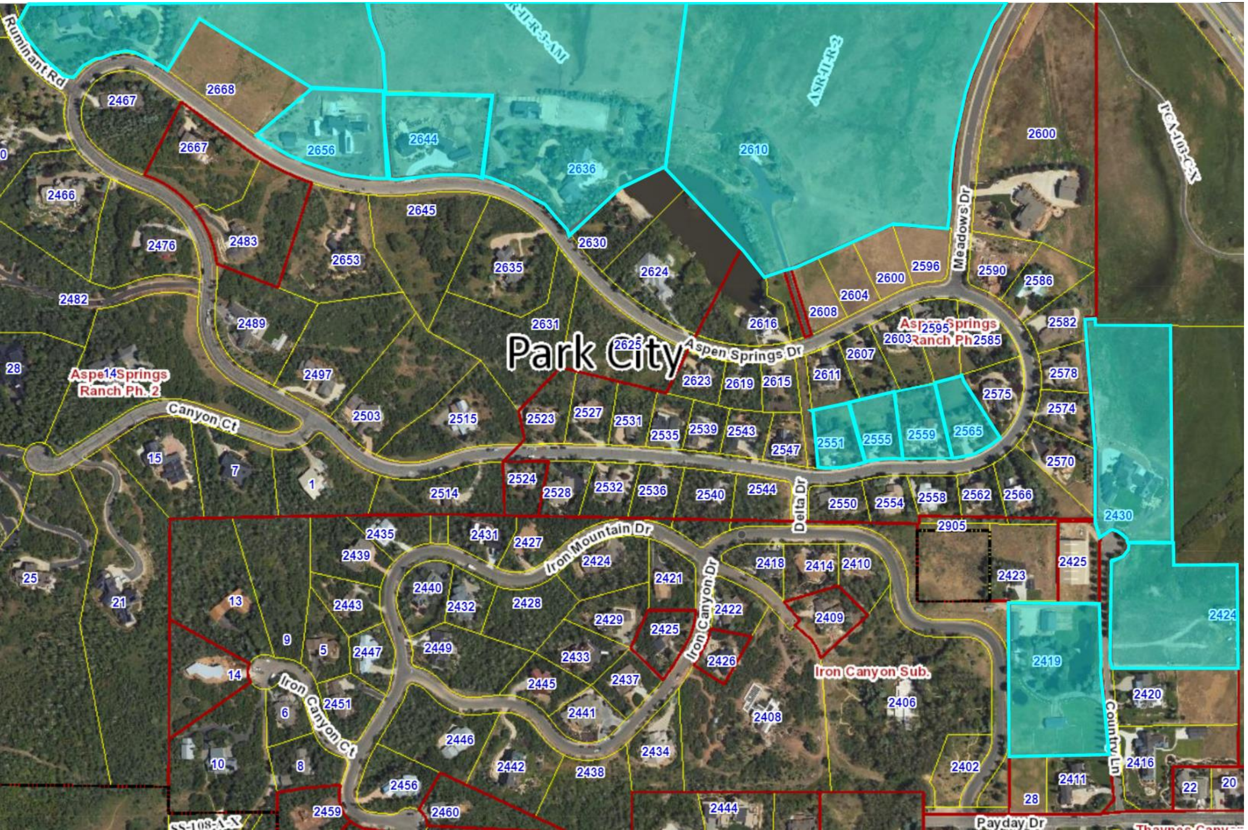
Building Height Limits



- ➢ Lots in Aspen Springs and Thaynes Creek Ranch Estates Subdivisions are limited to a building height of 25 feet to protect the northern entry corridor

Neighborhood Compatibility

The **General Plan** recommends:

"[t]o maintain the natural and built environment of the Thaynes neighborhood, regulations limiting building pads should be adopted. Building pads should be located to follow the pattern of the street, typically maintaining Open Space toward the rear of the lot."

Purpose of annexation requirements: protect the community character

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Max Gross Floor Area

Subdivision Plat	Lot Size	Max Floor Area
Aspen Springs Phase II	1 acre	6,000 SF
Aspen Springs Phase II	1.7 acres	8,250 SF
Thaynes Creek Ranch Estates	1.3 acres	6,640 SF

Adjacent Lots	Lot Size	Gross Floor Area
2423 Country Lane	1 acre	unknown
2419 Country Lane	2.7 acres	5,304 SF
2406 Iron Canyon	4.5 acres	6,106 SF
2410 Iron Canyon	0.5 acres	5,574 SF
2554 Aspen Springs Drive	0.4 acres	6,346 SF
2558 Aspen Springs Drive	0.4 acres	6,020 SF
2562 Aspen Springs Drive	0.4 acres	4,768 SF
2566 Aspen Springs Drive	0.8 acres	6,480 SF
AVERAGE:		**5,779 SF**

Planning Commission recommends a max Gross Floor Area of 7,500 square feet with second level Floor Area not to exceed 35% of the overall Gross Floor Area

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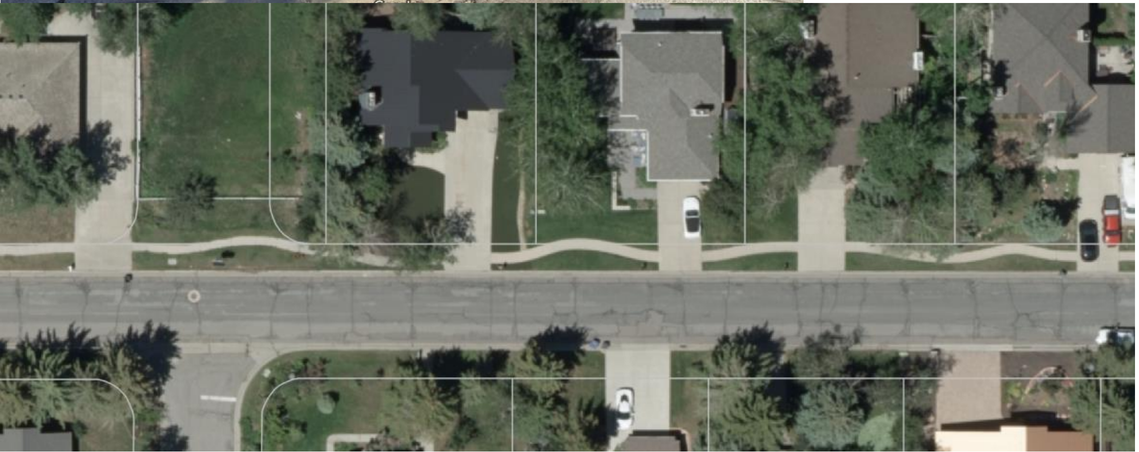
Public Access Easement and Sidewalk

- Annexation agreement requires ten-foot public easement for public access, utility, storm water drainage and snow storage.
- construction of a sidewalk within the ten-foot public easement.



The Sidewalk will be required as part of the subdivision public improvements, to provide safe pedestrian connectivity to existing sidewalks and trails

See LMC § [15-8-5(C)3]
LMC § [15-7.3-8]

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If Approved...

- Annexation Agreement is fully executed
- Ordinance is recorded with Summit County and zoning map is officially amended to include Parcel SS-104-B in Single Family Zone and SLO
- Applicant submits SLO Analysis and revises Plat to include required plat notes as outlined in Annexation Agreement
- Final Plat -- processed to final decision
- Housing mitigation plan submitted to Housing Department for approval.
- Deed restriction for Affordable accessory apartment is recorded with Plat

SUNDANCE FILM FESTIVAL

2025 SUPPLEMENTAL PLAN

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2025 CHANGES

Material Changes:

- Venue Changes & New Sponsors

City Initiatives (Status Quo from 2024):

- Transportation Operations
- Drop and Loading
- Extended Transit
- Parking Adjustments & Rates
- Outreach and Engagement

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QUESTIONS & RECOMMENDATION

Consider approving the Supplemental Plan and Level Five Special Event Permit for the 2025 Sundance Film Festival.

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Submitted by John Kenworthy

Transit Gondola Feasibility Study for the Park City Municipal Corporation

May 2020

Prepared for:

Park City Municipal Corporation

Prepared by:

SE Group

Executive Summary

In 2020, the engineering and planning firm SE Group was retained by the Park City Municipal Corporation to conduct a preliminary evaluation around the concept of connecting various major destinations throughout Park City with an aerial transportation system (gondola). The impetus for such a study is the current and anticipated pressure on Park City's transportation infrastructure and system. Urban Aerial Gondola's (UAG) can provide options for transporting goods and people when roads are constrained due to geography, capacity, community goals, and a need to move a lot of people between fixed locations is desirable.

This Park City Transit Gondola Feasibility Study is guided by the following questions:

1. Does an aerial transportation system appear to be an effective transit solution for Park City?
2. Are there potential feasible alignments sufficient to accommodate the system?
3. To what extent may residents and guests use an aerial system for transportation and experience an enhancement of transportation services?
4. When considering construction, operations, maintenance and potential offsetting costs, what are the economic realities of these concepts?
5. Does an aerial transit system help achieve Park City's sustainability goals?
6. What other options are available to meet transit needs of the future?

One of the primary goals of this study was to evaluate potential gondola terminals/stations that would serve as a viable transportation option for Park City residents and visitors, while minimizing the number of stations/turn stations (due to the added costs and travel times that additional infrastructure brings).

Three segments of a system were conceptualized and evaluated through this analysis. The segments were selected based on connecting the major commercial nodes throughout the City, and a future Park City Arts and Culture District (A&CD) coming to the SW corner of Kearns Blvd and Bonanza Dr; with an anticipated completion date in 2024. The segments include: from the future A&CD to Old Town Transportation Center area (OTTC), with options for connecting lines to Park City Mountain Base Area (PCM) and Deer Valley's Snow Park Base Area (DVSP).

From the analysis performed in this study, it is concluded that while there are significant barriers, development uncertainties, and additional infrastructure requirements, an aerial gondola system could provide a feasible transportation option between the major commercial and resort centers within Park City. The approach and details regarding the conclusions are included within this report.

Introduction

In 2020, Park City Municipal Corporation contracted with SE Group to evaluate the feasibility of an aerial transportation system in Park City. A preliminary evaluation around the concept of connecting major commercial destinations and transit nodes throughout Park City with an aerial transportation system (gondola) was completed and is described in this report. Three segments were conceptualized and evaluated through the analysis contained herein from the future A&CD, to OTTC, PCM and DVSP. The alignment details are in **Figures 1 – 4**, further referenced in each segment siting section. Files are in report folder (link to folder provided in email). A gondola for the purposes of this study is defined as a cable driven aerial connection with independent cabins that runs an average of 11mph/1,000 feet per minute.

The need for this study developed from the increasing demand on current transportation modes. Park City and its surrounding area have been experiencing substantial growth over the last decade. This has put significant pressure on the limited number of transportation corridors into and out of Park City; that is, Utah State Route-224 (SR-224) and Utah State Route-248 (SR-248). Additionally transit passengers on Park City Transit routes continue to increase year over year by an average of 11% a year for the last five years [1], and the major nodes explored represent the most popular destinations. These routes are used to access major destinations such as Old Town Park City, Lower Park Ave/Bonanza Ave, Park City Mountain Resort and Deer Valley.

Aerial Transportation in Park City

1. Does an aerial transportation system appear to be an effective transit solution for Park City?

The conceptualized Park City aerial transit system can offer guests, residents, and commuters an alternative method of reliable public transportation that will help meet the City's goals of reduced single occupancy vehicle trips, and a sustainable transportation system. Park City has identified an aerial transit system as a potential opportunity to provide an alternative transit access to PCM, A&CD, DVSP, and OTTC. Given the estimated increase in traffic and public transit use, an aerial transit option throughout Park City could help reduce traffic, alleviate pressure on the existing transit system, and offer supplemental service to provide a more energy efficient transportation alternative for users.

OPPORTUNITIES

The aerial system could be an effective transit solution as one component of an overall transportation system. If existing conditions persist, SR-224 and SR-248 are projected to reach over capacity during peak hours by 2040 [2]. In addition, parking options are projected to be more limited and in higher demand given the increased projection of daily users coming into Park City. In the future, economic incentives and transit options could motivate people arriving to Park City via Kimball Junction or Quinn's Junction to park in outlying lots (i.e., Ecker Hill Park and Ride, Richardson Flat Park and Ride and other future satellite parking developments) and take public transportation to the aerial terminal. Safe and accessible satellite parking options, served by high-frequency transit, coupled with strong in-town parking policies will allow visitors and commuters chose a viable alternative to access Park City other than driving a personal vehicle. In addition, current bus routes would need to be modified to provide access to current high density and frequently visited areas other than the four gondola terminals analyzed in this study. Essentially, the existing bus system would modify itself to become a "feeder" system for the trunk line that would be the gondola. Figure 1 shows the gondola system in proximity to current major public transit stops within Park City.

CHALLENGES

The gondola system does present some challenges as a transportation solution. As currently conceptualized, the gondola would help move people to/from the A&CD to OTTC and potentially PCM and DVSP. It could, but is not necessarily conceptualized to alleviate skier traffic during winter mornings and afternoons as the proposed alignments does not currently intercept regional travelers before they travel on SR-224 or SR-248. Other challenges concern uncertainty with future development of the A&CD, the PCM and DVSP; physical constraints of existing buildings, utilities and rights-of-ways; and parking and access to the gondola system. Collaboration with key stakeholders and property owners would be needed to overcome these challenges. These challenges are large enough that it may not be feasible for all three segments of the system to be built.

Figure 1: Park City Gondola - Proximity to Public Transit Stops

Boardings at Most Common Public Transport Stops

Existing

Proposed

Gondola Alignment

Terminals

SE GROUP

Siting of the Gondola System

2. Are there potential feasible alignments sufficient to accommodate the system?

The scope of the Park City Transit Gondola Feasibility Study was to analyze a potential aerial connection from the A&CD to OTTC with spur lines connecting PCM and DVSP. These were determined to be the primary "hubs" and "spokes" of a potential aerial transportation system due to being major destinations throughout Park City. Approximate travel times are identified in **Table 1** between major hubs. With terminals established, a siting analysis was completed that considered numerous factors of transporting riders to and from these locations. These factors assessed the viability of the alignment and included physical constraints (e.g., buildings, topography, and parking), property ownership, regulations and other assumptions about the operations of such a system. A brief description of each segment and a discussion about these factors are detailed below. The alignments should be viewed as initial concepts due to the number of uncertainties with property ownership and stakeholders. Figures 2 – 4 present the overall proposed aerial system configuration.

Table 1. Approximate Travel Times between Hubs

	A&CD	OTTC	PCM	DVSP
A&CD	--	~7 min	~4 min	~15 min
OTTC	~7 min	--	~8 min	~6 min
PCM	~4 min	~8 min	--	~15 min
DVSP	~15 min	~6 min	~15 min	--

Note: The above times primarily account for aerial transportation time and a small amount of transfer time. They do not account for any lift lines or other potential delays.

As all aerial technology types were briefly evaluated it was determined that a gondola connection provides the greatest flexibility for Park City to expand segments and capacity down the road while also providing users with the most comfortable experience. A gondola for the purposes of this study is defined as a cable driven aerial connection with independent cabins that runs an average of 11mph/1,000 feet per minute.

The feasibility of a gondola system in Park City was not necessarily designed for existing conditions, but rather for potential future conditions. These future conditions include a full build-out of the A&CD, PCM, and DVSP. With the construction of these areas, the opportunity to expand transit options and work through private/public partnerships exists. Additionally, with the growing expansions, more demands will be put on the transit system, roadways and parking supply than currently exists.

Figure 2: Park City Gondola Alignment Map - Full Extent

Existing
- Arts and Culture District
- Electrical Lines

Proposed
- Gondola Segment A
- Gondola Segment B
- Gondola Segment C
- Terminals

0 250 500 1,000

April 2020 Prepared by:

SE GROUP

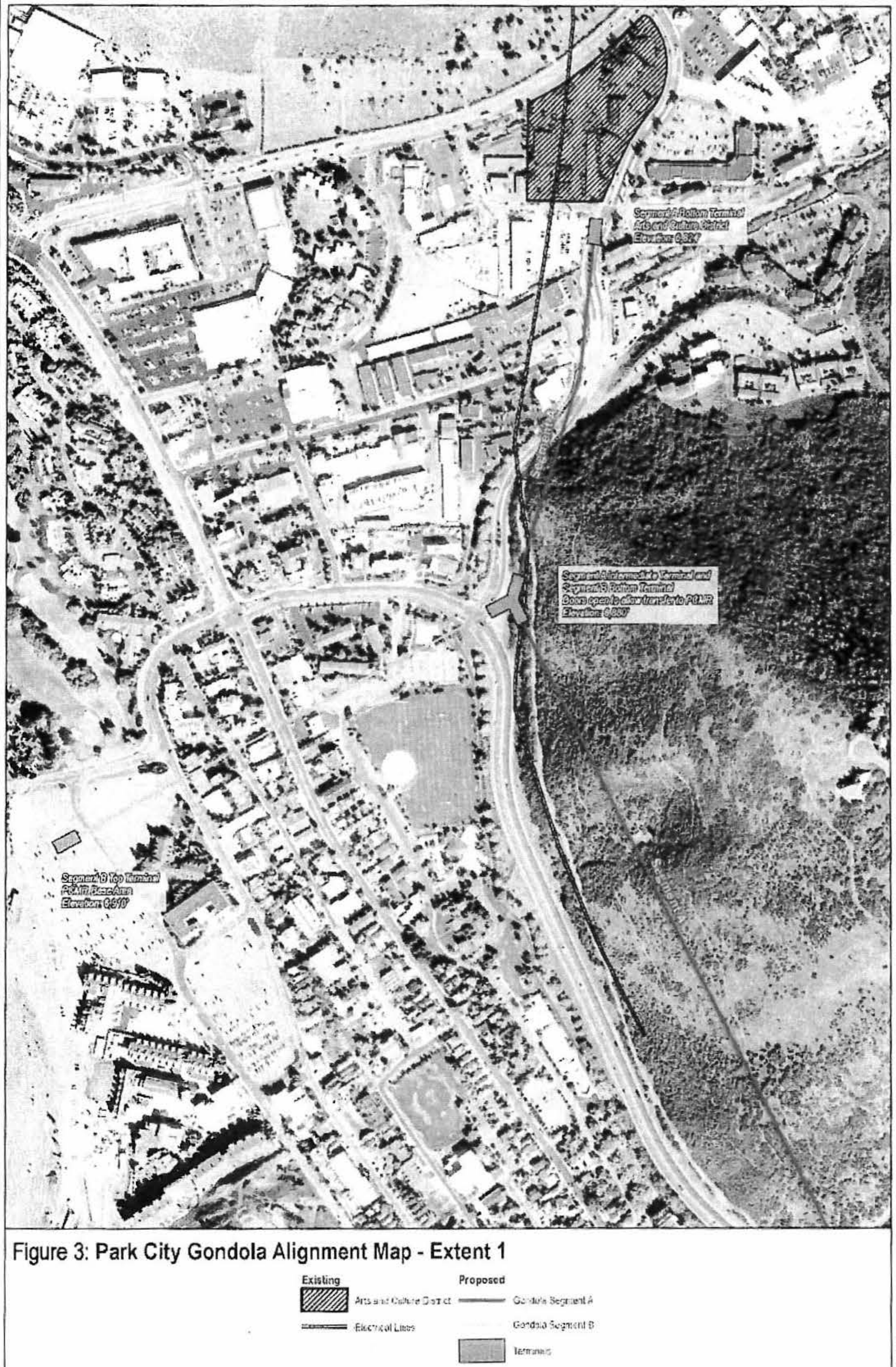


Figure 3: Park City Gondola Alignment Map - Extent 1

April 2006 Prepared by

SE GROUP

Figure 4: Park City Gondola Alignment Map - Extent 2

April 2020. Prepared by:
SE GROUP

Segment A

Segment A is the main line of the planned Park City Gondola. It would transport riders from the A&CD to OTTC with a mid-station on the east side of the intersection at Deer Valley Drive/SR224 and Bonanza Drive, then continuing up the East side of Deer Valley Dr. to the top terminal located near the OTTC. Having a mid-station in Segment A, would allow riders to transfer to Segment B and access the PCM base area (details in Segment B section).

The bottom or northernmost terminal of Segment A would be located in or next to the planned A&CD district. Depending on the exact terminal location, the alignment could span buildings or might require a small bend (less than four degrees) in the alignment to avoid crossing buildings. It is important to note that a bend greater than four degrees requires an angle station and increases the cost per line by approximately $3 million. Additionally the segment would need to be built high enough to clear current power lines and seek an exception to current fire codes, or relocation of these power lines should be considered.

From the mid-station, the alignment would traverse Aerie Mountain hillside for a distance of approximately 3,000 feet, avoiding buildings and potential land ownership conflicts. It would cross Deer Valley Drive/SR-224 near the intersection of Heber Avenue and Deer Valley Drive before reaching the top terminal, located near the OTTC. From the top terminal, riders would be able to access Old Town, the Park City bus transit system, or transfer to Segment C to access Deer Valley Resort.

The total length of Segment A is approximately 6,000 feet and includes three stations (bottom, middle and top terminals). A total of 49 cabins would be needed for an initial capacity of 1,500 persons per hour (PPH). The ride time would be approximately 6 minutes assuming an operating speed of 1,000 feet/minute (or 11 miles/hour).

Additional considerations for Segment A gondola alignment:

- A major distribution powerline for the A&CD runs parallel with the Munchkin lot (PCM owned property) located south of the A&CD along Munchkin Road at approximately 65 feet aboveground. These lines currently are not planned to be relocated underground. They could be relocated to the southern edge of the Munchkin lot to allow for the widening of Munchkin Road and to improve the aesthetics of the A&CD however; this would not benefit the current gondola alignment. The gondola would have to cross over or under the powerline. This is not an uncommon circumstance with aerial transportation and would require meeting regulatory fire and Utah state ropeway code to ensure the safety of the gondola and the powerline.
- To avoid bending the gondola alignment more than four degrees and increasing the cost of the alignment significantly, the mid-station of Segment A was located on the eastern side of Bonanza Drive and Deer Valley Drive. To provide access to Segment A mid-station, a tunnel or improved pedestrian crossing would be recommended across Bonanza Drive. These improvements could range from $10,000 for an improved

crosswalk across Bonanza Drive from the existing bike path to $4 million for an underpass similar to the recently installed SR248/Kearns Boulevard tunnel.

- For Segment A to be feasible, key stakeholders and property owners would need to be involved to overcome any property rights issues; however, the majority of Segment A is aligned on public property. (See **Table 2, Figures 2 - 3** for the number of potential property owners impacted). Variance to Utah state ropeway regulations would be needed to construct and operate the gondola with buildings within the required 70-foot corridor clearance (see *Regulations* for more details).
- Actual siting and parcel location for the terminal of Segment A has not been included in this study. Supportive amenities and facilities are not included in the cost estimate.

Segment B

Segment B would be a short ride from the Segment A mid-station (on the eastside of Deer Valley Drive/SR224 and Bonanza intersection) to the PCM base area. The proposed alignment as currently conceptualized spans City Park and a privately owned three-story building across from the PCM parking lots. This alignment was chosen due to the limited number of building crossings (there is considerable density between Sullivan Road and Empire Avenue) and an approximate location within the privately owned PCM existing parking lots. The top terminal location would likely need to be modified based on these plans. Key stakeholders and private partnerships would need to be engaged to determine an ideal top terminal location within the planned redeveloped PCM base area and any potential property owner conflicts that might arise.

The total length of Segment B is approximately 2,000 feet with two stations (bottom and top terminals). A total of 19 cabins would be needed for an initial capacity of 1,500 PPH. The ride time would be approximately 3 minutes assuming an operating speed of 1,000 feet/minute (or 11 miles/hour).

Additional considerations for Segment B gondola alignment:

- There may be the potential to align the gondola along 15th Street and avoid spanning taller buildings. The 15th Street alignment would require spanning some one-story buildings. Skiers and riders would likely use the First Time Lift. This could result in some circulation issues with a larger number of skiers and riders starting their day from this area. Additional attention would need to be given to the pedestrian circulation from the terminal of the gondola connecting users to the resort base area.
- For Segment B to be feasible, key stakeholders and property owners would need to be involved to develop partnerships to overcome any property rights issues. (See **Table 2, Figures 2 - 4** for the number of potential property owners impacted). Additionally Park City would need to seek variance to the State regulations to construct and operate the gondola between and above buildings within the required 70-foot corridor clearance (see *Regulations* for more details).

Segment C

Segment C would extend from the Segment A top terminal at the OTTC area to the DVSP base area. The alignment would include two angle stations and generally follow the Deer Valley Drive road alignment. The first angle station would be located near the junction of Deer Valley Drive and Deer Valley Loop. The second angle station would be located near the junction of Deer Valley Drive and Mellow Mountain Road.

The top terminal location was chosen assuming the Silver Lake Express Lift would eventually extend down into existing parking lots. The DVSP parking lots are planned to be developed; and this is a partnership opportunity to advance transit for the City to explore. The top terminal location would likely need to be modified based on future development plans. Key stakeholders would need to be engaged to determine an ideal top terminal location within the planned development of the DVSP base area and any potential property owner conflicts that might arise.

The total length of Segment C is approximately 5,000 feet with four stations (bottom and top terminals and two angle stations). A total of 38 cabins would be needed for an initial capacity of 1,500 PPH. The ride time would be approximately 6 minutes assuming an operating speed of 1,000 feet/minute (or 11 miles/hour).

Additional considerations for Segment C gondola alignment:

- This segment lacks a direct alignment to DVSP base area from the OTTC area. The proposed alignment was chosen to maximize the existing roadway right-of-way and avoid multiple property line intersections, avoid as many structures as possible and to provide the most direct route possible. Even with these considerations, a number of private structures along Deer Valley Drive would be impacted. Other alignments were considered over Rossi Hill to Snow Park base area but were eliminated from consideration due to the number of property lines the alignment would intersection. This would be a significant challenge to overcome. This study only explored connections to DVSP base area, therefore additional alignments to the Silver Lake base area were not considered within the scope of this project.
- For Segment C to be feasible, key stakeholders, resorts and property owners would need to be involved to overcome any property rights and siting issues. (See **Table 2, Figures 2 and 4** for the number of potential property owners impacted). Variance to State ropeway regulations would be needed to construct and operate the gondola with buildings within the required 70-foot corridor clearance (see *Regulations* for more details).

Other Factors

PHYSICAL CONSTRAINTS

A gondola system at this scale and capacity requires a horizontal clearance corridor width of approximately 40 feet to accommodate towers, rope, cabins and requisite clearance distances to ensure safe operation. Utah Ropeway regulation requires a 70-foot corridor. Park City will have to seek variances for each proposed segment. (see *Regulations* for more details). Though tower footprints are relatively small (approximately 30 square feet) once installed, the required corridor width applies at the ground level should tree clearing be necessary. Per state Ropeway code, tree branches are not allowed within 6 feet of the cable, gondola cabins or towers. The gondola alignments presented here pass *between* existing structures to the greatest extent possible and attempt to avoid crossing *above* buildings. As mentioned above, Segments A, B and C as shown requires passage *over* buildings (see **Table 2** for number of buildings within a 70-foot gondola alignment corridor). These could be minimized once initial conversations with key stakeholders are held and ideal terminal locations are established. Topography was also considered in siting stations, with a preference for flat areas and minimization of grade changes between towers and stations. **Figures 2 – 4** presents the alignments on aerial imagery of Park City to provide context for how the alignments fit within the context of existing buildings, vegetation and in relation to the planned A&CD, PCM, Old Town and Deer Valley.

PROPERTY OWNERSHIP

An assessment of property ownership was conducted through the acquisition of detailed parcel data. A Geographic Information Systems (GIS) database was developed to allow site planning and property ownership to be considered and evaluated. The assessed alignments occupy Park City-owned property to the greatest extent possible to reduce the costs and impacts to private landowners**.** **Table 2** displays ownership of all parcels intersected for each gondola alignment segment within a 100-foot corridor and buildings within a 70-foot corridor.

Table 2. Property Ownership Along Gondola Alignment

Property Owners within 100-Foot Gondola Alignment Corridor	Segment A	Segment B	Segment C
Park City Municipal Corporation	X	X	X
UDOT	X	X	X
Deer Valley Resort Company			X
Vail Resorts	X	X	
Other Private Property Parcels	24	131	183
« Buildings within the 70-foot Gondola Alignment Corridor (per State Tram Board regulations)	2	5	18

UTAH STATE REGULATIONS

It was assumed the gondola system would be built to comply with all applicable standards and codes. In Utah, gondola systems are governed by the Utah Passenger Ropeway Safety Committee and Utah Administrative Code Rule R920-50 Ropeway Operation Safety [3].This is a subset of Utah Department of Transportation (UDOT). Air space requirements note no structure (temporary or permanent) shall be permitted to encroach into the air space (i.e., 35 feet space on either side of or under the ropeway). The Ropeway Safety Committee can grant variances can to the requirement, but typically require mitigation for any safety impacts to the gondola. Due to the urban setting, variances along certain sections of the gondola would be required and were assumed to be granted for the purposes of this study.

As planned, the gondola system could also require variances to the fire code for two reasons: the alignment would travel over buildings and terminals would likely be embedded into larger developments. The system was designed to avoid as many building crossings as possible, as well as determine a linear alignment to avoid expensive turn stations. In addition, a gondola terminal could be constructed on the second story of buildings to maximize developable space, create a seamless user experience and reduce the distance needed for gondolas to reach the required elevation. The building's fire alarm system and lift operations would likely need to be linked to receive a variance from fire code. It was assumed variances to the fire code would be granted.

Utilities

The alignment of Segment A and Segment B includes crossing of electrical distribution lines owned by Pacific Corporation (Rocky Mountain Power). These power lines are 60-65 feet tall. The study recommends further discussion with Pacific Corporation on the options available to Park City for: 1) relocating the lines; 2) running the gondola to go over or under the power lines and the required clearance. The estimated power requirements for each gondola segment are:

Segment A	500HP 540kVA, 480V, 3 Phase required power
Segment B	400HP 450kVA, 480V, 3 Phase required power
Segment C	400HP 450kVA, 480V, 3 Phase required power

For return and mid-stations, 80kVA of 480VAC (Per lift at station) are required.

Additional study and discussion with Rocky Mountain Power is recommended to determine exact power infrastructure and energy demands.

ASSUMPTIONS

The conceptualized gondola system required a number of assumptions to be made. These include impacts from future developments within Park City, coordination with key stakeholders and integration into the public transportation system.

Three major future developments within Park City include the A&CD, PCM base area and DVSP base area. Due to the uncertainty with these three properties (e.g., not yet constructed), terminal locations were generally placed within the boundaries of the given properties; however, additional siting and discussion with key stakeholders will be necessary and potential alignment modifications made based on these discussions. Additionally, the assumptions made to determine gondola terminal locations are also true for gondola alignments. If terminal locations were to change due to additional information about property development, alignments would also have to be modified. The terminal locations and alignments were chosen based on the best available information at the time of this report.

The analysis also considered the gondola system within the context of a greater regional transportation system. It was assumed the gondola system would not eliminate all bus routes in Park City but compliment them. It was also assumed a portion of vehicles would park in outlying lots (i.e., Ecker Hill and Richardson Flats park-and-ride lots or future park-and-ride lots), take a bus to the A&CD gondola hub to access OTTC, PCM or DVSP. Potential modifications or reductions to bus service (and associated cost savings) were not explored as part of this phase of feasibility. It can be assumed that the high capacity of the gondola system could supplement or replace most existing transit service that serves similar areas and many transit routes could turn into "gondola feeder" lines that drop off at various gondola stations. However, additional study and evaluation is recommended in order to determine the impacts and potential alterations needed to the transportation system to enhance the overall user experience and effectively incorporate an aerial system. Additionally, a gondola connections to/from Quinn's Junction and Kimball Junction were considered, but not studied in detail for this analysis due to the initial identified scope of the project. Refer to *Comparable Options* section for a more detailed discussion on these connections.

Capacity

3. **To what extent may residents and guests use the system and experience an enhancement of services?**

One of the primary goals of this study is to site gondola stations that would serve as a viable transportation option for Park City residents and visitors, while minimizing the number of terminals/turn stations (due to cost, maintenance and travel time impacts). Stations were located and spaced to serve the primary destinations within Park City by providing ready connections between the A&CD, PCM, Old Town and DVSP base area. The gondola system aims to reduce traffic congestion, improve connectivity across Park City and enhance both transit service and the experience of using transit. To that end, the existing transit system was analyzed at a very high level as well as existing vehicular traffic numbers to get a sense of what the initial and future demand on the gondola system might be as presented in this study. Future evaluation and study of these issues is recommended.

Gondola ridership has the potential to be very supported by users in Park City due to the mountain town culture, existing traffic volumes and bus ridership. However, a variety of barriers exists to ensure the system is successful and can adequately capture riders (shifting existing trips off of private vehicles and buses). A primary barrier to potential gondola ridership is the availability and location of parking to service the gondola. Ideally, cars would park at the periphery of the gondola system and use it to access all of the commercial areas. Currently, the base areas for DV and PCM have free parking, creating no incentive for vehicles to not drive directly to these base areas. It is unclear how much parking is planned as part of the A&CD, PCM and DVSP developments. While parking in Old Town is a scarce resource, the location of the proposed OTTC gondola terminal is walking distance to China Bridge - a five story ~600 vehicle capacity parking garage. Utilizing park and rides farther away from Park City along SR 224 and SR 248 (Ecker Hill, Quinn's Junction and Richardson Flat) are options, but would necessitate multiple transit trips to access the gondola system and require transfers. Until a broader parking strategy is included into the transportation system, it is unreasonable to estimate the ridership on the gondola system based off of existing vehicle traffic. We can only reasonably estimate gondola ridership as a replacement/supplement to current transit options.

The proposed gondola system would have a capacity of 1,000 to 3,000 PPH. Although existing transit demand is currently at about 450 PPH during peak times, that number is expected to increase each year. Therefore, an initial capacity of 1,000 to 1,200 for the gondola system seems to be a good target. If bus routes are reconfigured to "feed" the gondola segments and additional parking is built near any of the gondola stations, the gondola would likely have even higher utilization.

The existing bus network in Park City is robust. With twelve (12) bus lines and a Main Street Trolley (as well as some additional services during the Sundance Film Festival) the bus system recorded 2.8 million rides during 2019. Of those rides, 1.7 million of them occurred during the winter months of December through March. Transit ridership has increased on average by 11% per year for the last five years [4].

The routes that most closely follow the gondola system alignment are the 1, 2, 3, 4, 5, 10 and the Main Street Trolley. These are also known as the Red, Green, Blue, Orange, Yellow and parts of the Kimball Junction/Main Street Express Route. Ridership for these routes was estimated at 30,189 trips for the winter months of 2019 [5]. When service hours for these routes are taken into account, the ridership is 239 PPH across all service hours. If a peak hour is estimated to have triple the ridership of a non-peak hour, a peak hour could have approximately 450 PPH using transit. If a 10% growth per year projection is applied, the demand could be nearly 800 PPH in 2025 and over 1,200 PPH by 2030.

Vehicular traffic on the two main routes into Park City (SR 224 and SR 248) are also growing each year. The current AADT (Average Annual Daily Traffic) for SR 224 is 16,500 cars per day with numbers between 18,000 and 20,000 cars per day during the peak months. The segment of SR 248 between the intersections at SR 224 and Bonanza Drive saw an AADT in 2016 of 25,000 vehicles per day [6]. Vehicle traffic is projected to increase on both of these corridors by an estimated 3-5% per year between now and 2040 [7]. Park City has been working with the

Utah Department of Transportation on corridor plans and intersection improvements to manage traffic flow on these roads. Both are projected to have a LOS (Level of Service) of D or F in the near future. A level of LOS D through F describes a road segment that is at or is close to capacity and failure (frequent stoppages and delays in movement).

Financial Evaluation

4. **When considering construction, operations, maintenance and potential offsetting costs, what are the economic realities of these concepts?**

Using the information gathered, SE Group consulted lift equipment manufacturers (as well as our own internal data) to establish preliminary parameters for the cost, installation, operation and maintenance (short and long term) of the three gondola segments. The financial evaluation has been separated out by segment.

Capital Cost of Equipment and Infrastructure

Based on the identified system configurations and capacities, preliminary anticipated total capital project costs were developed by SE Group in conjunction with Leitner-Poma engineers. The anticipated capital costs include all lift equipment, site works, buildings, design, engineering, permitting and an applicable project contingency (10% of total). The values calculated are preliminary, based on project details known to-date and error on the conservative side where assumptions are required. While the equipment costs are thought to be reasonably accurate, the estimated costs for site works, construction, and buildings have been generalized at approximately 50 percent of the equipment costs (based on discussions with Leitner-Poma). Site works and buildings were considered to include grip maintenance building, standalone terminals, electricity to terminals, grading/paving for pedestrian and vehicle access and other required site work. If undertaken, more detailed site planning and analysis is recommended and may reveal these costs to be somewhat overstated.

Table 3. Capital Expense Detail

Segment	Equipment Cost	Site Works and Buildings	Design and Permitting (5%)	Contingency (10%)	Total Project Cost
Segment A	$14,100,000	$7,050,000	$1,057,500	$2,115,000	$24,322,500
Segment B	$7,700,000	$3,850,000	$577,500	$1,155,000	$13,282,500
Segment C	$15,400,000	$7,700,000	$1,155,000	$2,310,000	$26,565,000
Total	**$37,200,000**	**$18,600,000**	**$2,790,000**	**$5,580,000**	**$64,170,000**

Operations, Operating Cost and Maintenance

The analysis evaluated anticipated operating and maintenance costs inclusive of labor (operators, supervisors and maintenance personnel), daily/annual maintenance requirements/supplies, power, insurance, licensing and inspection. Operating costs were aggregated as a total cost per operating hour and were calculated to be $310/hour for Segment A, $190/hour for Segment B and $230/hour for Segment C. If all segments were operating, total operating cost would be $730/hour.

Season, days and hours of operation were developed using the following parameters (modeling the operations as a transit service):

- Winter operations would run from November 1 to April 30, 7:00 a.m. to 10:00 p.m.
- Summer operations would run from May 7 to October 24, 9:00 a.m. to 10:00 p.m.
- Total annual operating hours under these parameters is 4,925 hours.

Long-term maintenance costs for equipment replacement/refurbishment were calculated based on 20 years of cumulative operating hours and include stations refurbishment, haul rope replacement, motor and gearbox overhauls and gondola cabin restoration. These long-term maintenance requirements are apportioned over a 20-year operating period and included as an annual operating expense. To account for potential future inflation and cost increases, all operating and maintenance costs are inflated by 3 percent per year within the model. Maintenance was assumed to occur at the Segment A mid-station because it is a central locat within the gondola system and easily accessed from major roads. The building would include storage and space to complete gondola and cabin maintenance. The building would be approximately 2,000 square feet.

Table 3. Annual Operations and Maintenance Cost

Segment	Cost per Hour	Operating Hours	Operating Cost
Segment A	$310	4,925	$1,526,750
Segment B	$190	4,925	$935,750
Segment C	$230	4,925	$1,132,750
Total	**$730**		**$3,595,250**

Capital Origination and Debt Service

Per discussions with the PCMC, capital necessary to implement the project would likely be secured by municipal bonds. Terms included in the financial analysis are 100 percent bonding, 4 percent annual interest with a 15-year amortization. Annual expenses to service (retire) this debt have been allocated within the model by operating year. Capital could come from grants or other funding sources through private/public partnership.

Summary of Financial Evaluation and Operating Costs

As described above, three segments were evaluated in detail. The following tables present a summary of the operating expenses, maintenance costs, debt service requirements and Net Operating Cost by year for the first ten years of operation for each system configuration evaluated.

Table 5. Financial Evaluation Summary

Anticipated Financial Performance - Financial Performance

Operating Expenses estimated to increase 3.0% per year	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
Operating Expenses										
Segment A	$1,526,750	$1,572,553	$1,519,729	$1,668,321	$1,718,371	$1,769,922	$1,823,019	$1,877,710	$1,934,041	$1,992,062
Segment B	$935,750	$963,823	$992,737	$1,022,519	$1,053,195	$1,084,791	$1,117,334	$1,150,854	$1,185,380	$1,220,942
Segment C	$1,132,750	$1,166,733	$1,201,734	$1,237,787	$1,274,920	$1,313,168	$1,352,563	$1,393,140	$1,434,934	$1,477,982
Total Operating Expenses	**$3,595,250**	**$3,703,108**	**$3,814,201**	**$3,928,627**	**$4,046,486**	**$4,167,880**	**$4,292,917**	**$4,421,704**	**$4,554,355**	**$4,782,073**
Net Operating Expenses	**$3,595,250**	**$3,703,108**	**$3,814,201**	**$3,928,627**	**$4,046,486**	**$4,167,880**	**$4,292,917**	**$4,421,704**	**$4,554,355**	**$4,782,073**
Capital Maintenance Reserve (3% of Operating Exp.)	$107,858	$111,093	$114,426	$117,859	$121,395	$125,036	$128,787	$132,651	$136,631	$140,730
Annual Facility Cost before Debt Service	**$3,703,108**	**$3,814,201**	**$3,928,627**	**$4,046,486**	**$4,167,880**	**$4,292,917**	**$4,421,704**	**$4,554,355**	**$4,690,986**	**$4,922,802**
Debt Service - Segment A		$5,771,520	$5,771,520	$5,771,520	$5,771,520	$5,771,520	$5,771,520	$5,771,520	$5,771,520	$5,771,520
Debt Service - Segment B		$1,194,643	$1,194,643	$1,194,643	$1,194,643	$1,194,643	$1,194,643	$1,194,643	$1,194,643	$1,194,643
Debt Service - Segment C		$2,389,285	$2,389,285	$2,389,285	$2,389,285	$2,389,285	$2,389,285	$2,389,285	$2,389,285	$2,389,285
Total Debt Service	$0	$9,355,448	$9,355,448	$9,355,448	$9,355,448	$9,355,448	$9,355,448	$9,355,448	$9,355,448	$9,355,448
Net Operating Cost after Debt Svc.	**$3,703,108**	**$13,169,649**	**$13,284,075**	**$13,401,934**	**$13,523,329**	**$13,648,365**	**$13,777,152**	**$13,909,804**	**$14,046,434**	**$14,278,251**

Other Considerations

5. Does an aerial transit system help achieve Park City's sustainability goals?

SUSTAINABILITY GOALS

Park City has some of the most ambitious sustainability goals in North America: to be carbon neutral and run on 100% renewable electricity for city operations by 2022 and for the whole community by 2030 [8]. The city intends to achieve these goals by focusing on high-level strategies including energy efficiency, electrification, renewable energy and regeneration. Transportation plays an important role in achieving Park City's sustainability goals and efforts have already been made to reduce carbon emissions associated with travel. For example, since 2016, Park City has embarked on conversion of its bus transit system from diesel-powered buses to electric buses and has set up the beginnings of charging infrastructure for personal electric vehicles. Implementation of a gondola system is consistent with Park City's sustainability goals, as a gondola would provide a convenient and energy efficient option for local transportation, potentially reducing the use of personal motorized vehicles, especially for short, local trips. Gondolas are estimated to use approximate 0.1 kWh of power to carry one passenger over 1 km [9]. This makes gondolas more favorable than cars and buses, but less efficient than trains or light rails at moving people on a per person basis. Numerous studies have documented the energy consumption for these transportation modes.

Gondola systems may function as energy efficient transportation alternatives when compared to motorized vehicles. Lift conveyor systems benefit from operational efficiencies given the use of stationary motors which are optimized to meet the demands of the system. Meanwhile, automobiles consume energy transporting machinery in addition to passengers. An automobile's energy consumption may also vary based on the driver, road conditions, etc.

Furthermore, gondola systems may be plugged into the energy grid and powered or offset by renewable energy sources such as solar and wind. As Park City moves towards 100% renewable energy for city operations and the whole community, it is anticipated that the gondola system could also be powered by renewable energy sources. Renewable energy powered gondola systems currently exist in mountain towns such as Telluride and Aspen, which are powered by wind and solar energy [10].

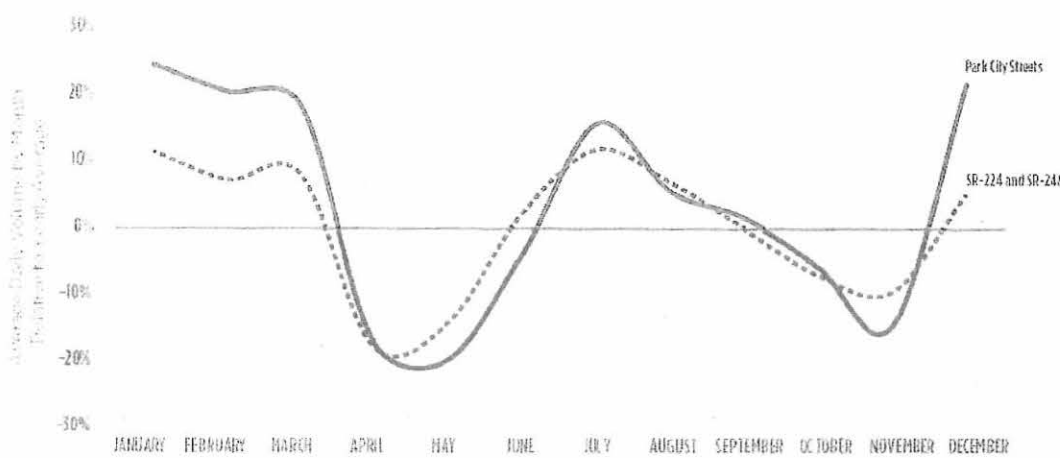
TRANSPORTATION GOALS

Based on Park City's aggressive transit and transportation goals, a gondola system can fit well with identified gaps and service needs. The feasibility for a gondola system has been evaluated within the context of the existing (and projected) transportation network in Park City. The concept proposed within this study is to operate the gondola system with similar hours to that of transit routes. For the gondola to replace single occupancy vehicle use or existing bus lines, it would need to operate in a manner that encourages its use: similar to transit; year round operation; access to desired locations, to mention a few requirements for successful implementation.

SR-224 is a north-south route owned by Utah Department of Transportation (UDOT) which connects Park City to Kimball Junction and Salt Lake City via Interstate-80. SR-248 is a state east-west route which connects Park City to Quinn's Junction and other outlying communities via U.S.-40. SR-224 has an express route between Kimball Junction and Park City which is the single busiest route for Park City Transit; however, both routes experience significant usage and traffic throughout the year [11]. Together, these two routes provide access to and from Park City for tourists, full-time residents, second-home owners and more.

However, both of these routes—and Park City in general—currently experience higher traffic volumes during both the summer and winter. Below is a figure showing the average traffic volumes from April 2017-August 2018.

AVERAGE TRAVEL VOLUMES BY MONTH RELATIVE TO YEARLY AVERAGE (APRIL 2017 - AUGUST 2018)



There are strong influences to traffic in Park City from special events to winter and summer visitation that drive large fluctuations in volumes and travel behavior.

Park City currently offers a variety of free public transit routes options to support multi modal transportation options for residents, visitors and commuters. Park City Transit operates twelve (12) bus routes and one (1) trolley within and beyond the Park City municipal boundary. The existing public transit system currently connects riders to Main Street, PCM, Deer Valley, Thayne's Canyon, Prospector Square, Quinn's Junction, Kamas, Silver Lake, Empire Pass, Canyons Village, Kimball Junction, Pine Brook and Summit Park. Utah Transit Authority and Park City Transit offer a route between SLC and Park City. The public transit system ridership has varied since implementation but existing ridership is approaching three (3) million one-way passenger trips per year [12]. Seven of the top ten most boarded bus stops are within the Park

City municipal boundary, meaning a significant number of riders use the transit system within Park City municipal boundaries, as well as use it to commute from Kimball Junction, Canyons, and Ecker Hill park and ride [13].

CHALLENGES

While the traffic volumes moving people into, around and through Park City are significant during peak times, the answer of how users will access the gondola segments from within Park City, as well as outlying areas was not part of this study. It is recommended that additional study be undertaken to further understand travel behaviors from a City as well as regional context, and how those may be shaped to both access and benefit from an aerial gondola.

Comparable Options

6. **What other options are available to meet transit needs of the future?**

This study analyzed the potential gondola connection from the A&CD to OTTC with spur lines connecting PCM and DVSP base areas and did not take a comprehensive look at other terminal locations throughout Park City, per the scope of the project. Other gondola terminals initially discussed but eliminated from the scope were connections to/from Quinn's Junction and Kimball Junction.

A gondola from Quinn's Junction could be feasible and could help address peak day capacity issues on SR-248. An alignment would be approximately 3 miles and could tie into the conceptualized gondola system analyzed in this report. Similar challenges, such as property rights and parking at terminus, would likely need to be overcome. Additional analysis of a gondola system from Quinn's Junction should be considered for a future study.

A gondola connection from Kimball Junction into Park City would be approximately 6 miles. Typically, a gondola is not an effective transportation option over 3 miles. At those distances, transportation modes such as light rail or other mass transportation options are typically more effective.

Alternative transportation options that could meet Park City's future transit needs include light rail, expanded transportation corridors, expanded bus services, congestion pricing and increased parking rates. Some of these alternative transportation options would be prohibitively expensive due to the cost and potential right-of-way acquisition that would be required (i.e., light rail at a cost of over a $100 million per mile [14]). Most likely a combination of transportation options will be needed to reduce traffic and congestion in Park City in the future and a gondola could be one piece of that overall transportation solution.

Figures

References

[1] Park City Transit Department. Ridership by Route past 5 years spreadsheet. January 2019.

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