PARK CITY

1884

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

April 10, 2025

The Council of Park City, Summit County, Utah, met in open meeting on April 10, 2025, at 2:00 p.m. in the Council Chambers.

Council Member Toly moved to close the meeting to discuss property and litigation at 2:02 p.m. Council Member Parigian seconded the motion.

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

CLOSED SESSION

Council Member Ciraco arrived at 3:10 p.m.

Council Member Dickey moved to adjourn from Closed Meeting at 3:30 p.m. Council Member Ciraco seconded the motion.

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

WORK SESSION

Long-Term Park and Ride Strategy:
Alex Roy and Julia Collins, Transportation Planning, presented this item. Roy reviewed the preferred hybrid system option for park and rides in Kimball Junction and Quinn's Junction would be analyzed and the County would advance a park and ride solution based on the study. He stated there were other related projects such as the Re-create 248 transit study, which looked at multi-modal mobility choices along the corridor. He noted SR248 had a lot of current and future growth and reviewed current and proposed parking areas of Richardson Flat and Gordo. Another related project was the Deer Valley Resort base area project, where Deer Valley committed to a $15 million match to support a park and ride near SR248.

Council Member Dickey thought the Re-create 248 study would bring recommendations for a park and ride. Campobasso stated that study would not make park and ride recommendations, but they would welcome feedback on them from the Council. Collins added the study acknowledged that a park and ride would be in the area. Council Member Dickey asked which lot would work best from a transportation perspective. He thought both sites worked but asserted Gordo was closer to town, the soil was clean, and it could be scaled to any size. He noted if the Council moved forward with Main Street improvements, employees would prefer Gordo over Richardson Flat.

Council Member Ciraco asked how Richardson Flat worked as a park and ride. Roy felt it worked to a degree for some skiers who didn't want to pay for parking, but to capture more drivers, a lot would need to be closer and have more amenities. Council Member Ciraco thought Richardson Flat had great growth in the last three years with better service. Sanderson indicated he was pleased with the usage of Richardson Flat. One challenge was getting people to use it on non-busy ski days. He thought having a closer lot would attract people on all days. Council Member Ciraco thought frequent service could attract people. He noted there would be many developments around SR248 and Richardson Flat would not be out of the way. Roy indicated Gordo would attract people from all locations, but he could look at circulation around the access points. Council Member Ciraco referred to the Canyons parking garage and noted it would have 1800 parking spaces. He stated many people from Kamas used the Richardson Flat Park and Ride and asked how they would access that, to which Roy indicated they would access Richardson Flat Road. Council Member Ciraco indicated both sites had pros and cons but Richardson Flat was the only one that might have direct access from Highway 40. His concerns with Gordo included the need for rezoning, it being in a recreation zone with Round Valley next to it. He asserted both sites should continue to be studied. He thought it would be interesting to see where Deer Valley put their temporary parking during their construction and hoped staff would use that as a case study. Collins asked if Council Member Ciraco wanted to see the following in the circulation study: what the access looked like off Highway 40 for both locations, how fast it would take people to get there for both locations, what the travel time implications were for bus movements, and infrastructure needed to move the buses quickly. Council Member Ciraco felt answers to those questions would be helpful.

Council Member Parigian indicated Richardson Flat was leased and asked how much area was available around that parking area. Roy stated some of the area was not available, and any expansion would require soils extraction. Mayor Pro Tem Rubell asked for implications for both sites. Council Member Parigian asked if the survey asked why people didn't go to Richardson Flat. Roy indicated Richardson Flat wasn't specifically mentioned, but responses for not using park and rides included there weren't any or they were inconvenient. Council Member Parigian noted repetition breeds familiarity and people could get used to it. He thought there was a lot of demand for Gordo, such as a site for Public Works and Transit offices. He didn't want to use it for parking. He expressed concern on the gridlock vehicles would encounter as they drove out of Gordo towards Highway 40. Mayor Pro Tem Rubell asked to see transit solutions to connect Gordo and Richardson Flat. Council Member Parigian indicated a circulator was not a benefit for Gordo at this time since there were still so many variables. He preferred improving Richardson Flat.

Council Member Toly asked if Richardson Flat was filled to capacity, to which Roy indicated no. Council Member Toly asked if there wasn't the demand or if it was the location, to which Roy stated it could reach capacity with future growth. Council Member Toly asked for cell phone data to determine who parked there. Roy indicated last season, drivers from Salt Lake were the main users. She also asked if the Gordo property could be split to have some parking and some development. Roy indicated they would have to review that with Building and Planning Departments. Council Member Toly thought the City would need all parking options and wanted to move forward. She asked about the difficulty for putting utilities at Richardson Flat. Roy stated they would need to run lines out there. Lighting was currently there. Council Member Toly favored both sites. She liked Gordo because it was City-owned so something could be done immediately, there was clean access from SR248 so better service, it was better suited for split use, and it was good for taking traffic off Richardson Flat Road since PC Heights residents complained about the traffic.

Mayor Pro Tem Rubell stated it seemed like Richardson Flat was a quicker speed to market since it was already built. He wanted to see what the speed to market would be for both options. He asked to know about the feasibility of Public Works and Transit moving to Gordo before considering Gordo for a park and ride.

FY26 Operating Budget Preview:
Penny Frates and Robbie Smoot, Budget Department, presented this item. Smoot stated the January revenues were up slightly, and February and March should follow the trend. He changed the revenue predictions for next year and noted the goal was to be adaptable in these uncertain times. Frates reviewed the operating requests, both ongoing and one-time expenses. Council Member Dickey asked if they would see things being cut. Frates stated the cuts were shown in a big spreadsheet, but she could highlight them in another way. She noted they found $667,000 in savings through efficiencies, which allowed them to approve items that would have otherwise been cut.

Frates reviewed requests from departments for FY26.Chief Carpenter explained the need for another school resource officer, and indicated this was required by a new state law. He noted they were also requesting assistance from Summit County in the same amount as the County gave other jurisdictions. Chief Carpenter requested that the Council direct him to negotiate an equitable resource allocation with the county council or county manager. Dias noted a Council liaison was needed for these negotiations as well. Council Member Ciraco stated he and Council Member Toly were school district liaisons and he thought it should stay in that circle. Dias stated law enforcement provided this service, so it was a mix of both circles. Council Member Ciraco asked if the cost should be proportional to the student population. Chief Carpenter stated they wanted equal treatment as the county gave other municipalities. It was indicated Council Member Toly would be the liaison for the county negotiations. Mayor Pro Tem

Rubell noted residents paid shared taxes for shared county services, but they didn't get fair delivery and he wanted that to stop.

Chief Carpenter indicated the dispatch services had been combined with the county for several years now. Part of the tourism tax went to public safety. Of the City, the Utah Department of Public Safety and Park City Fire District, Park City Municipal was the only municipality that paid in addition to the tourism tax revenue. Dias noted the contract had just expired so this would be a good time for Chief Carpenter and himself to address this issue and they would welcome a Council liaison to help as well. The Council agreed to discuss this with the county and approved Mayor Pro Tem Rubell to be the liaison. Council Member Parigian noted he had called dispatch in the past and they didn't seem to know the Park City streets. Chief Carpenter indicated he should be made aware of those issues, and they could be addressed.

Frates stated they found $1.6 million in cost reductions in the Enterprise Funds, mostly because the microtransit pilot program was eliminated and the Water Department found efficiencies. She stated they would continue looking at the economic forecast and revising predictions. Dias asked the Council to get with him if they wanted to see any additional services in the coming year.

Council Member Toly asked about the Sundance Festival budget for next year and if that would be changed. Chief Carpenter felt the City could not fail going into the Olympics and recommended the same plan as last year. He noted Main Street would be shut down. Frates stated they would look at all those numbers as they figured the Sundance budget. Council Member Toly asked that the Main Street Sundance budget be included in the budget since that was the recommendation. Council Member Ciraco requested the Budget Team meet with Special Events to see if any costs could be reallocated to public safety for those increased costs. Mayor Pro Tem Rubell asked if there were discretionary funds for Sundance that could be cut. Dias stated he would rely on the Special Events Director to answer that.

Council Member Dickey asked to discuss bus route 2010, and noted it was a great success and he wanted to increase the frequency. He also referred to the paved multi-use path between Cove Trailhead and the Round Valley Way Trailhead and asked that it be repaved. Troy Dayley stated it was a public pathway. They didn't do snow removal, but they wanted to improve that. Pavement costs were high, but he would get quotes on Monday and determine feasibility.

Mayor Pro Tem Rubell asked about the new detective sergeant versus the canine request. Lt. Little stated there was an increase in child victim crimes and domestic violence cases. There were independent reports on how to improve interviews. These cases required mandatory reporting to the state and closely supervised intervention. Mayor Pro Tem Rubell asked if this was a full-time position and also asked if a canine was not needed. Chief Carpenter stated the Sheriff's Office had a canine for explosive devices and they contracted canine services for special events. In the future, they would look at getting one, but the detective sergeant was prioritized. Mayor Pro Tem Rubell asked to see what was paid for canine services to evaluate if a full-time position was needed. Chief Carpenter stated the City still came out ahead on canine costs, but indicated he would bring back those numbers. Council Member Ciraco asked to see how many times calls for canine services went out and they were unable to get them.

Mayor Pro Tem Rubell referred to the Recreation request for $200,000 and asked if cost recovery was considered in this. Frates reviewed that amount was for part-time staff, certifications, contract services, and merchant services fees. There was a 70% cost recovery and they looked at how it related to their budget increase. Ken Fisher, Recreation Manager, stated budget requests were part of the General Fund and then they would try to reach the 70% cost recovery. He noted sometimes they spent outside of their budget. Mayor Pro Tem Rubell asked to discuss recovering the credit card fee cost. Frates noted the new EERP system would help lower those card fee costs. Mayor Pro Tem Rubell clarified he wanted to discuss passing those fees along or eating the cost.

Mayor Pro Tem Rubell asked about the IT Help Desk Manager position. Scott Robertson, IT Director, stated so much was required for technology now including services, expectations, and compliance. They were now a bigger department, and it was harder to manage all the divisions, so he needed help. Mayor Pro Tem Rubell asked for a discussion on delivery strategy and contract services for this kind of thing.

REGULAR MEETING

I. ROLL CALL

Attendee Name	Status
Mayor Nann Worel Council Member Bill Ciraco Council Member Ryan Dickey Council Member Ed Parigian Council Member Jeremy Rubell Council Member Tana Toly Matt Dias, City Manager Margaret Plane, City Attorney Michelle Kellogg, City Recorder	**Present**
None	**Excused**

II. PRESENTATIONS

<u>1. Swearing-In Ceremony for Lieutenant Danielle Snelson and Sergeant Kacey Comer:</u>

Chief Carpenter reviewed 13 officers tested for these positions, which indicated the caliber of officers in the City. He summarized the prior positions of Lt. Snelson and Sergeant Comer. Mayor Worel swore in these members of the Police Department.

III. APPOINTMENTS

1. Consideration to Appoint Members to the Planning Commission:
Michelle Downard, Resident Advocate, presented this item and reviewed there were three open seats for Planning Commission. She requested that the Council appoint Grant Tilson, Seth Beal, and Bill Johnson. Council Member Rubell asked when the new commissioners would start for the seat that hadn't expired yet. Mayor Worel indicated she hoped the new terms would start after the Bonanza Park code amendments were finished. Council Member Rubell preferred that they start upon appointment. Council Member Parigian noted issues tended to drag on and he thought they should finish the projects they were working on. Council Member Ciraco indicated there were always ongoing issues, so he favored them starting now. Plane clarified that the code indicated the new terms would begin July 10th. Since Sarah Hall's seat had already expired, it was decided that Tilson would begin on May 1st and Beal would begin on July 10th. Johnson would continue serving since he was already a sitting commissioner.

Council Member Dickey moved to appoint the following to the Planning Commission: Grant Tilson for a term beginning May 1, 2025 to July, 2028, Seth Beal for a term beginning July 10th to July, 2029, and Bill Johnson, for a term expiring July 2028. Council Member Ciraco seconded the motion.

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

IV. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments:
Council Member Rubell referred to the Planning Commission denial of the Yarrow project and asked what tools the Council had to get involved with the application. He stated the Planning Commission did their job in applying the current code, but the code was close to being modified and he hoped to accelerate the process. Margaret Plane stated she could discuss this at a future meeting, but the Land Use Development and Management Act had two provisions that could be useful. One provision dictated that a legislative body could approve a development agreement that was inconsistent with the current code unless it went through the regular process, which meant the Planning Commission recommendation and a public hearing. There was a new provision effective May 7th that would allow a legislative body to settle a land use dispute if that land use dispute had exhausted the administrative remedies under subsection 801 and litigation was filed in district court. If those things happened, the legislative body may settle a land use dispute that contradicted the current code. Council Member Rubell asked for a future communication about next steps and the Council agreed. He also referred to the

UDOT meeting on the SR224 BRT project and asked for an update. Dias stated it would be a staff comms on April 24th.

Council Member Ciraco indicated there was a scam going around regarding the Summit County Sheriff's Office and warned residents to beware. Council Member Toly reminded people that the waterline project on Main Street had started. Also, parking on Main Street was free. Mayor Worel indicated she and Michelle Downard visited Washington, D.C. and met with the Utah delegation. She also spoke at a national childcare event and several businesses were there with great ideas.

Staff Communications Reports:

1. January Sales Tax Staff Report:

2. Public Electric Vehicle Charging Program Status:
Council Member Rubell referred to the staff report which stated the City had fallen behind on technology and this program would be transferred to the Parking Department. Luke Cartin, Environmental Sustainability Manager, stated the Parking Department was available to flip breakers and address issues. If the Council wanted to limit charging time, the Parking Department could handle that. They were issuing an RFQ to see what contractors could do with a Level Two or a fast charger. They were also looking at Level Three chargers, and noted they were a significant cost. A faster charger would cost more than all the City's Level Two chargers. He indicated he could create a list of where they could be placed and the associated costs. Council Member Ciraco asked if a data packet on the current City use would be included in the RFQ. Cartin stated they would look to see what other cities were doing and what the cost would be.

3. Installation of Marsac Roundabout Traffic Signal:
Council Member Rubell stated there were three options in the staff report and staff wanted the option that only served a single purpose. Julia Collins reviewed the problem was that the buses had a hard time leaving the transit center during peak time traffic. They piloted the temporary transit signal to see how it worked, and they felt it had worked well. Other options would require more infrastructure. Andrew Leatham reviewed that activating an officer in that location presented a safety hazard for that officer. On extreme peak days, an officer would activate a red light to get the buses out.

4. Investment Advisory Services Request For Proposals:

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

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

Pete Emery introduced himself and indicated he was excited to be the new fire chief. Council Member Rubell stated he was sad to see Chief Zanetti retire but noted Emery had the full confidence of the Fire District and the support of the Control Board.

John Wilson 84060 requested a pause to Phase Four of the school district master plan because they didn't communicate with the neighbors. They were not complying with Park City Code. They tried to meet with the school board and reviewed a timeline of the neighborhood's efforts, which had resulted in no success.

Gina Rossi 84060 agreed with Wilson and stated they lived on Lucky John behind the high school and knew the need for expansion, but the school district had no regard for Lucky John Drive in terms of noise, traffic, and congestion. They wanted some level of engagement.

Brian Wayling 84060 also spoke on the school district master plan. He specifically wanted to keep traffic out of Park Meadows and noted the plan was to have all the buses going down Lucky John. They proposed all the accessory buildings be on Lucky John. There was excessive lighting which was not dark sky compliant. Engagement was limited. He suggested having the new superintendent review the proposal and design and having a traffic study on Lucky John. He also wanted the superintendent and others to perform a walkthrough to see what the buildings would look like.

Mike Engal stated his mailbox kept getting knocked down by buses and construction vehicles. The buildings being planned were going to be huge and the Planning Commission needed to see them personally.

Jocelyn Scudder, Arts Council CEO, stated the Sundance contract was mentioned in the budget discussion and when they left the City, there would be a void. Currently, the Arts Council was developing a master plan. She asked that the Council not reallocate Sundance funds until after she presented the master plan to the Council in a few weeks. She hoped a large portion of the Sundance funds would go to local arts programs.

Angela Moschetta eComment: "I write tonight with deep concern about the continued lack of progress in Bonanza Park, a key project area with the potential to shape Park City's future for the better. It is impossible to ignore that some of the challenges we face are rooted in past decisions, yet I want to acknowledge the efforts of Councilors Parigian, Rubell, and Ciraco in redirecting the planning of the 5 Acres and SAP away from a process that had become increasingly compromised by inadequate consultants, ineffective staff oversight, and devalued community input. Unfortunately, upon reading the current staff report on the proposed zoning changes, it's evident we are not where we should be in 2025. The "enhancements" bundle approach to incentivizing developers is as unsophisticated as the Post-It note exercises some tried to pass off previously as meaningful data collection. While perhaps sufficient on the surface thanks to buzzwords and general concepts, the framework explored in the staff report and outlined in the draft zoning falls far short of encouraging what the community prioritizes - affordability, reduced car traffic to and through Bonanza Park, transit improvements, and an appealing pedestrian experience. And there is far too much subjectivity in the conditional uses to guarantee successful application/outcomes in the future. The continued circulation of misinformation—particularly that perpetuated by Jen McGrath and the consultants-is deeply frustrating. The original, unfiltered community survey data tells a very different story than what MKSK reported and what is still relied upon by staff as evidenced by recycled graphics, characterizations, and narrative throughout the staff report. The real data reflects the following community priorities: 1. A strong desire for ground-floor consumer commercial with multi-story residential above. 2. Overwhelming support for more affordable retail and restaurants in the area—businesses like Boneyard, Blind Dog, and Sammy's Bistro were specifically mentioned as the kind of "local culture" residents wish to support. 3. A clear consensus against taxpayer subsidies—residents believe developers should shoulder the full cost of development, including incubator spaces, housing, and nonprofit facilities. 4. A preference for public gathering spaces that remain flexible and unprogrammed. 5. A call for improved pedestrian connectivity. 6. A strong feeling that the current project area maps are misguided and misleading. 7. Persistent and widespread concern about traffic congestion. In alignment with those 7 priorities, I urge Council to consider the 7 following actionable suggestions. 1. Office space is not a community-supported use in this area and should be neither promoted nor permitted broadly, especially given the vacancy of area office space. The only exception to this should be a co-work model that organically drives a higher level of use and vibrancy and would address a need for 84060 contract workers and other self-employed individuals who could support area F&B and retail around their work hours. Additionally, co-work tenants tend to be younger and more progressive, the very kinds of people more likely to walk/bike/bus to the office. 2. Square footage and frontage limits on commercial units are a natural mechanism to encourage fast-casual, affordable, and/or locally owned businesses. Prohibited uses should extend to include art galleries, real estate offices, schools, medical/med esthetics/wellness practices, and rentable event spaces; the group that traveled to Toronto learned firsthand how these specific uses kill vibrancy/foot traffic and we see this confirmed in Prospector where an influx of these types of businesses attract a focused visitor and fail to service modest income residents living within walking distance of Barrett Lane. Finally, while a singular food truck is called out as a potential use and landowners are permitted to convert existing parking to green space, the area and its many parking lots seem a natural fit for the food truck garden (i.e. multiple food trucks in the same location) the community has repeatedly asked for. 3. The need for taxpayer subsidized affordable housing evaporates if this Council has the vision and courage to do what cities around the world are successfully doing: remove parking minimums. I personally haven't driven in nearly five years, and there are many more people like me than the last time I made this declaration to any of you. With nearly every Park City Transit and High Valley Transit line touching Bonanza Park, there is no neighborhood better suited to be transit-first. If caution is necessary, test this vision with a smaller AMPD 2.0 pilot zone and allow a 100% affordable project with no parking except for essential services and guests. You will find no shortage of interested developers and tenants. In fact, an opportunity may exist to work with Deer Valley, which might welcome a no-parking workforce housing site. And given the topography of their project site in Ironhorse, perhaps a bonus story could be considered as part of this AMPD 2.0 pilot zone. (Sorry, Ed.) 4. We must take seriously the lessons from the underwhelming public response to the summer of art installations and performance art former Councilors Gerber and Doilney pushed to fund. The community has been clear in its preference for unprogrammed open space, like library field. (Thank you, Ed.) 5. If parking is not mandated to be underground for new development, we risk creating Prospector and Fresh Market 2.0 aka a sprawl of asphalt. Can we please take a genuinely urban (not suburban) approach here? Additionally, the insistence on costly tunnels - with their inherent ramping challenges, permanence, and limited appeal - contradicts public input. People find tunnels creepy. They've asked for bridges instead. More importantly, local business leadership (including Craig Dennis who offers tons of experience overseeing a pedestrian only zone) has advocated for aesthetic bridges. 6. Once again, please stop including the cemetery in the visualized project areas, and please do include the entire Prospector business district, extending to Silver Mountain. This is important not only in terms of zoning, but for building emotional and philosophical continuity among neighborhoods we are trying to physically connect. And that said, it's essential to respect the real boundaries and identities of our neighborhoods: Bonanza Park is distinct. Prospector is Prospector. Snow Creek is Snow Creek. Ironhorse is Ironhorse. Please do not allow staff reports that refer to anything east of Bonanza Drive as Bonanza Park. 7. The current staff report—and the years of work leading to this point—reflect a troubling lack of seriousness about solving the community's most pressing concern: traffic. A meaningful transit future starts with a basic, actionable step: do not allow new development anywhere near critical curbs. Preserve the ability to shift curbs (and therefore setbacks) along Bonanza Drive and Kearns Boulevard back to create space for dedicated bus lanes. You may think neither temporary setbacks nor dedicated bus lanes are possible along single lane stretches of Kearns and Bonanza. They are. When I worked with PTL to address traffic issues around the loop and before the Y, every single HOA and Deer Valley opposed the flawed flex lane concept ideated by staff; the HOAs refused to grant easements to allow said lane. Eventually, I got every single affected HOA to agree to grant easements for improved pedestrian and bike infrastructure. When Matt Dias asked how I accomplished such unanimity, I explained it was because we worked together to develop a comprehensive plan that measurably solved for everyone's most urgent needs. Unfortunately, PTL's vision was not backed by Mayor Worel or Councilor Dickey. But Alterra, recognizing the myriad advantages to the PTL plan, ultimately validated many of the community's ideas; now Deer Valley's Snow Park plans are headed in a direction better for almost everyone. On the matter of Bonanza Park, this Council need not remain tethered to bad ideas that both residents and community partners dislike. (For the record, all DV HOAs and Deer Valley still oppose the flex lane concept, and the biggest issue remains traffic which Council failed to improve on account of rejecting investment in expanded micro-transit/shuttle service and failing to sufficiently reduce parking). With UDOT's cooperation and some skilled negotiation among local property owners, we have real opportunities - dedicated express bus lanes from Richardson Flat to Old Town Transit Center, the 224/248 intersection, and the Marsac roundabout. But these opportunities will vanish if you fail to preserve the necessary setbacks now. Developers will take advantage and build too close to roadways, foreclosing any chance for future bus infrastructure along parcels that are entirely within our current control at the moment. Taking a moment to pause now could prevent long-term, irreversible damage. This is your chance to be legitimately bold and demonstrate real leadership: protect the space for solutions, before short-sighted decisions lock them out forever."

Lillian Laszlo eComment: "I am a resident of Park City, who lives in lower Deer Valley and uses the roundabout at Deer Valley Drive daily. I just discovered the plan by UDOT to install a traffic light at the circle. I urge you to reconsider this. The traffic circle is designed to keep traffic flowing and NOT stop traffic entering the circle. Further study is needed to design signage to educate drivers who are unfamiliar with traffic circles how to navigate it successfully. Another unsightly stoplight is not the solution and will not work to clarify which lane a driver should be in to exit the circle at Marsac, Deer Valley Drive South or to return to Deer Valley Drive North. Do not act brashly and spend unnecessary funds on a remedy that will fail. We already have traffic backups and this will only make matters worse."

Mayor Worel closed the public input portion of the meeting.

VI. CONSIDERATION OF MINUTES

1. Consideration to Approve the City Council Meeting Minutes from March 14 and 20, 2025:

Council Member Dickey moved to approve the City Council meeting minutes from March 14 and 20, 2025. Council Member Ciraco seconded the motion.

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

VII. CONSENT AGENDA

1. Request to Authorize the City Manager to Execute a Contract with AVI-SPL, in a Form Approved by the City Attorney's Office Not to Exceed $140,000 for the Purchase and Upgrade of Audiovisual Technology in the Council Chambers:

2. Request to Authorize the City Manager to Execute a Design Professional Services Agreement with Kimley-Horn Associates in a Form Approved by the City Attorney Not to Exceed $495,537 for the Thaynes & Three Kings Drive Pathway Phase 2 Final Design:

3. Per Resolution No. 21-2023, the City Council may Consider Waiving Building Permit and Impact Fees Associated with the Proposed PC MARC Aquatics Project in the Amount of $137,537.95:

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

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

VIII. NEW BUSINESS

1. Leadership Park City Program Report:
Scott VanHartesvelt, Program Director, presented this item and reviewed his learning process as he took the helm of Leadership. He stated the best thing about the program was having class members swear that they will be leaders, yet he doesn't define leadership. This was a life-changing program. He changed a few things but didn't want to take out anything that would lessen the impact.

VanHartesvelt presented mission and vision statements for the program. He noted the Council's request for measures of success and displayed goals with their associated measures of success. He asserted he wanted to expand the leadership training curriculum and wanted to create a leadership program video to help with recruiting and with explaining the program to host cities for CityTour. He also wanted to reimagine the leadership symposium.

Council Member Rubell noted Park City paid $70,000 and Summit County paid $20,000 to the program although Park City only had 25% of the participants. He felt the cost was out of balance. Council Member Ciraco agreed generally, but he wanted to think about the City having ownership of the program. He thought partners should be true partners. Mayor Worel asked what percentage of the class worked in Park City, to which VanHartesvelt stated 54%. Council Member Toly stated tax dollars came from tourism, and she didn't have a problem with Park City workforce being in the program. Council Member Parigian thought it was a good program and he wasn't worried about the funding. Council Member Dickey had no problem with the funding. He praised the Leadership Symposium and asked what changes were being considered. VanHartesvelt stated they needed more breaks and suggested having some main speakers and then some breakout sessions. He hoped that it would bring more interactivity. Council Member Dickey also praised the expanded leadership curriculum.

Council Member Toly felt this year's class was going well and thanked VanHartesvelt. Council Member Parigian stated there were many ways to be a leader. Council Member Ciraco indicated he was open to increasing Summit County's and the Chamber's buy in. Council Member Rubell agreed. Matt Dias reviewed the history of the program and stated it was never meant to compete with the nonprofits in the community. Council Member Rubell supported fundraising. VanHartesvelt noted there was a bigger needs-based membership as they were preparing for this year's CityTour. Dias summarized the program was on the right track, and they could make recommendations for innovative solutions. Council Member Rubell asserted there were complaints that people contributed to the program and then couldn't get into the program, and he felt residents should take priority in being accepted.

Mayor Worel was excused at 6:30 p.m. and Mayor Pro Tem Rubell presided in her absence.

2. Request to Authorize the City Manager to Execute a Construction Agreement in a Form Approved by the City Attorney's Office with MC Contracting, Inc. for the Ability Way Roadway Improvements Not to Exceed $1,003,502:
John Robertson and Philip Adams, Engineering Department, presented this item. Robertson stated they worked closely with the National Ability Center (NAC) on the project. The project included reconstructing and widening the road, adding a 10-foot path adjacent to the road and constructing a secondary access road during construction to get to the NAC. An environmental analysis was required, and the project was delayed by a season so they were short on funds by $456,843. The NAC applied for a $194,000 grant, but they wouldn't know if they had received it until mid-May. They could value engineer the project or wait until the grant was issued before construction.

Council Member Ciraco asked what a Ute-ladies-tresses was that required the environmental analysis, to which Adams stated it was an endangered species. Council Member Dickey thought the path would be aggregate and asked why they wanted it paved. Adams stated they were trying to provide a separate surface for the day campers. Tracy Meier, NAC Chief Program and Education Officer, stated this was a safety feature for users using NAC and Round Valley. Council Member Parigian asked what the possibility was for getting the grant, to which Meier stated she felt confident they would get it.

Mayor Pro Tem Rubell opened public input. No comments were given. Mayor Pro Tem Rubell closed public input.

Council Member Ciraco moved to authorize the City Manager to execute a construction agreement in a form approved by the City Attorney's Office with MC Contracting, Inc. for the Ability Way roadway improvements not to exceed $1,003,502, including budgeting an additional $456,843. Council Member Dickey seconded the motion.

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

3. Request to Authorize the City Manager to Execute a Construction Agreement in a Form Approved by the City Attorney's Office with MC Contractors, Inc. for the Homestake Road Reconstruction Project Not to Exceed $4,876,208.11:
John Robertson and Philip Adams, Engineering Department, presented this item. Adams reviewed this was the second phase of the project. The project began in 2020, and it would pedestrianize the road and define parallel parking. There would be a 12-

foot multi-use path on the south side of the road and a 6-foot pedestrian path on the north side of the road. He explained the designs.

Mayor Pro Tem Rubell opened public input. No comments were given. Mayor Pro Tem Rubell closed public input.

Council Member Dickey stated this was a big milestone because the street had been unsafe for a long time.

Council Member Dickey moved to authorize the City Manager to execute a construction agreement in a form approved by the City Attorney's Office with MC Contractors, Inc. for the Homestake Road Reconstruction Project not to exceed $4,876,208.11. Council Member Toly seconded the motion.

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

4. Historic Park City Alliance (HPCA) Annual Update and Consider a Term Extension for the Professional Services Agreement for Centralized Communications and Waste Management:
Chris Eggleton, Economic Development Director, and Ginger Wicks and Monty Coates, HPCA, were present for this item. Eggleton stated this contract covered communications with all the Main Street businesses, trash pickup, and onboarding new businesses.

Coates thanked the Council for its support. Wicks stated a new HPCA initiative was bringing in a tree for a tree lighting ceremony during the Christmas season. They were also doing a silver egg hunt for Easter. They were committed to bringing vibrancy to the street.

Mayor Pro Tem Rubell opened public input. No comments were given. Mayor Pro Tem Rubell closed public input.

Council Member Ciraco liked having a Christmas tree on Main Street. Mayor Pro Tem Rubell expressed concern that the City paid $87,000 to support Main Street when they didn't financially support the rest of the businesses in town. He thought this was duplicative to services provided by the City. Eggleton indicated the dollars were not duplicative because the money would be taken from another department if an employee was hired to do this. Matt Dias stated the City didn't have the capacity to do it. Mayor Pro Tem Rubell asserted Prospector complained the City didn't give them money. He thought Bonanza Park might do the same thing when it was running. Dias stated the parking and sidewalks were privately owned in Prospector, but Main Street was the historic district and had a lot of public space. The Council could have a discussion on that to contemplate insourcing, outsourcing, and the capacity of staff to provide this level of service. Council Member Ciraco reviewed that Communications, Sustainability, and Economic Development departments were involved and that wasn't limited to Main Street. Dias referred to areas on Main Street such as Miners' Plaza and the Franz Bear bench and noted the City maintained those and other public areas and a partnership had developed because of that. Council Member Ciraco wanted to support the Main Street business district, but he'd like to support other districts as well. Mayor Pro Tem Rubell asked what would happen if the contract was not renewed. Coates indicated trash would not be managed and there would no longer be recycling management or communications with the businesses. Council Member Dickey indicated Main Street businesses were constantly changing and there would be a drop in quality and higher cost if the contract was not renewed. He felt this was the most efficient way.

Mayor Pro Tem Rubell thought the City should find $80,000 in savings so they weren't staffing departments that could do the same thing. Luke Cartin stated the trash side of the contract was a unique situation. The way the trash system was divided between individual and shared containers with 350 businesses was a logistical dance and it would take constant management. Council Member Toly reviewed Main Street businesses did not have an HOA to organize it. Council Member Dickey noted Prospector was developed under different rules.

Mayor Pro Tem Rubell asked if the City should look at the Communications, Sustainability, and Economic Development departments to see if there was overlap. Dias asked for further clarification. Mayor Pro Tem Rubell stated the City had departments that did similar tasks and the City didn't fund other business districts, so he wanted to see if this was consistent and if this was a City strategy. He supported funding $80,000 but didn't want to fund it twice and therefore asked that savings from those three departments be considered as part of the budget process. Wicks reviewed she did a monthly audit with the Business Licensing Department to see who paid, if anyone was delinquent in paying, and if they were paying for the right service. Council Member Ciraco supported this contract but felt there would be a problem with Prospector, and they would continue requesting support from the City. Council Member Toly favored bringing back a conversation on how to support Prospector.

Council Member Dickey didn't think this contract was a call to action to look at efficiencies in these other departments. Mayor Pro Tem Rubell asked if there was support for staff to look for efficiencies in these departments and highlight duplications with HPCA. The Council agreed to have staff evaluate their workloads. Eggleton noted Wick's work involved every department. Dias stated Eggleton would write a whitepaper on this and a staff report would accompany it with HPCA and Communications, and if they thought there were some areas of overlap, those would be identified. They would also show the similarities between Main Street and the other districts as well as how different they were in many ways.

Eggleton asked what Council supported with regard to contract terms, a one- or three-year term with 120-day cancellation notification. Council Member Dickey supported a three-year term. Margaret Plane recommended replacing the term language with the language displayed on the slide, which read “the term of this agreement ends at midnight on June 30, 2028, unless terminated sooner as provided in this agreement.”

Council Member Ciraco moved to approve a term extension for the professional services agreement for centralized communications and waste management with the Historic Park City Alliance as presented by the City Attorney for three years. Council Member Dickey seconded the motion.

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

IX. ADJOURNMENT

With no further business, the meeting was adjourned.

Michelle Kellogg, City Recorder

FY26 Operating Budget Preview

Budget Meetings

March 20 – FY26 Budget Outlook and Summary, Financial Projections, Budget Policies

March 27 – Enterprise Fund Summaries, Cost Recovery

April 10 – Operating Budget Preview

April 24 – Capital Improvement Budget, Fee Schedule

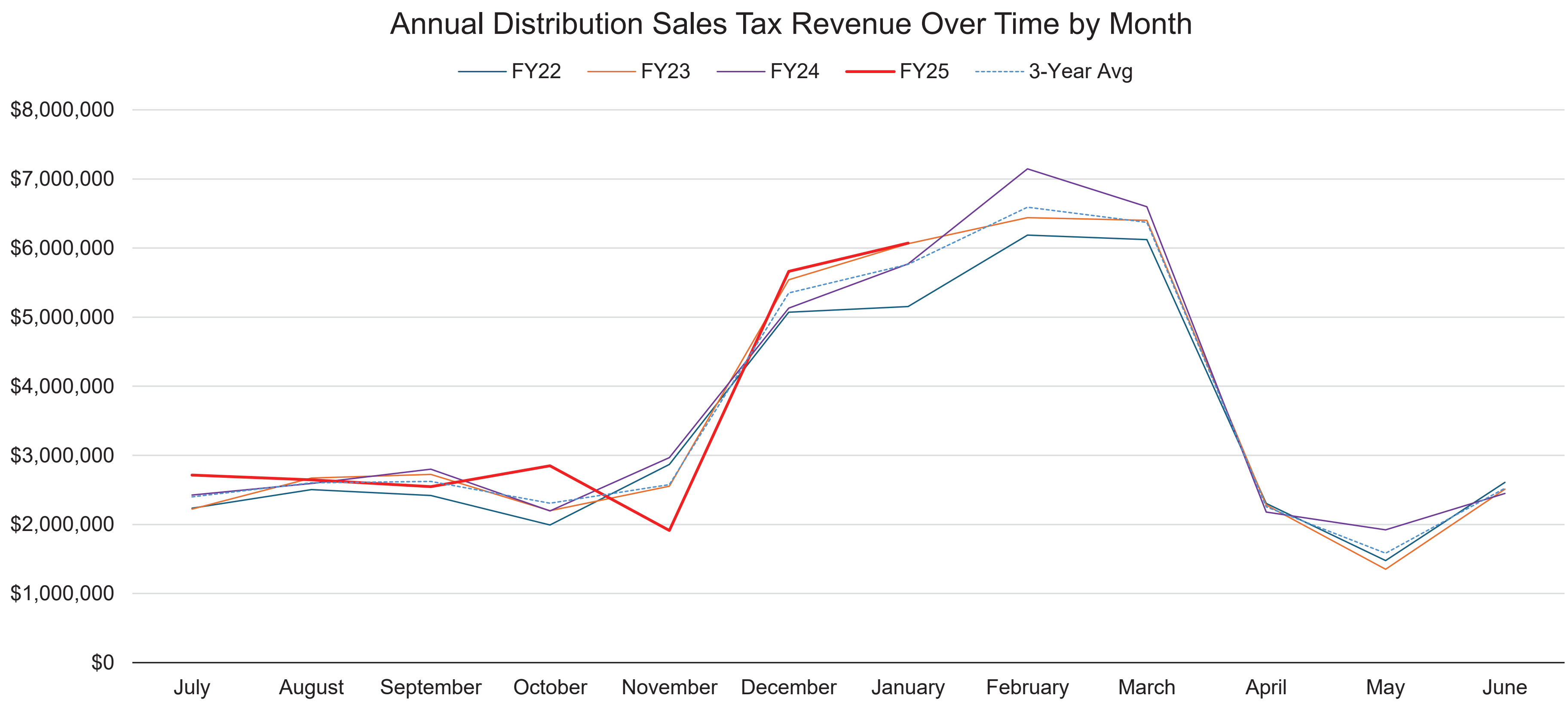
May 1 – Adopt Tentative Budget

May 22 – Follow-up (as needed)

June 5 – Follow-up, Public Hearings

June 12 – Adopt Final Budgets, Budget Policies, Fee Changes, Elected and Statutory Officer Compensation

Sales Tax Trend FY25

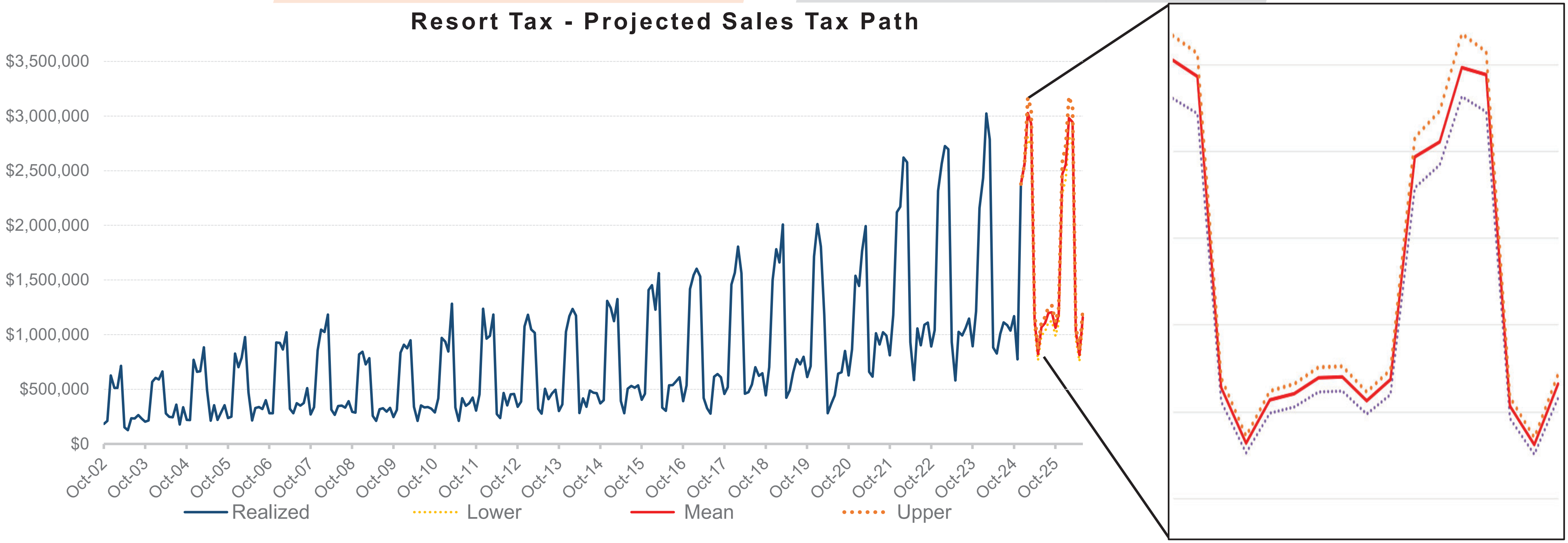


Source: Park City Municipal. As of April 2025.

FY26 Sales Tax Projections

FY25 Projected Resort Tax
$18.9M, +5.2% vs. FY24 Budget
+2.9% vs. FY24 Actuals

FY26 Projected Resort Tax
$19.7M, +4% vs. FY25 Projection



Source: Park City Municipal. As of April 2025.

Meet the FY26 Results Team

Spencer Madanay
Recreation Supervisor

Brennen Graff
Water Treatment

Stormie Dawn
City Engineer Dept.

Ryan Blair
Environmental Regulatory

Bill Connell
Streets Field Supervisor

Chelsea Jones
Police Department

Conor Campobasso
Senior Transportation Planner

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Request Summary

General Fund Requests	Amount	
Ongoing requests - personnel, services, supplies, same level of service	$	1,179,298
Offsets	$	(667,586)
Contractural Obligations (Sundance, Summit County)	$	21,250
Health Insurance (estimate)	$	770,554
Total	**$**	**1,303,516**
One-time Expenses	$	750,000

Current FY26 revenue projection in General Fund:

$1.66M

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FY26 Budget Offsets

$667k in savings in the General Fund:

- Reallocations, repurposing, and position eliminations

- Realignment of contractual services, equipment needs, training and conferences

FY26 Budget

$667k in offsets allowed us to recommend Council consider:

- A new Detective Sergeant in Police
- Parks III in Public Works
- Reclass positions in Planning, Engineering, Building, and Housing and Economic Development
- Absorb inflationary increases for operations and maintenance (supplies, equipment, contracts, etc.)
- Increasing Technology infrastructure

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FY26 Budget

Council Discussion:

PC School Resource Officer (SRO) - $204k

- School Safety Amendment bill (HB84), begins 2025 School Year
- $80k contribution from PC School District
- We believe Summit County provides an SRO to other schools within the county
- Direct Chief of Police to negotiate equitable resource support among Summit County School Districts (i.e., Summit County contributing to our SRO expense)

Dispatch Services Contract - $755,740 (FY25)

- Other than the State of Utah and PC Fire District, we believe we are the only municipality within the county that pays for dispatch services
- Direct Chief of Police to pursue equitable resource allocation and funding strategy with Summit County

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FY26 Budget Offsets

$1.6M in cost reductions in Enterprise Funds:

- Reallocated microtransit pilot to support additional FT transit operators to reduce overtime and provide service enhancements to the 20 Tan, Richardson Flats Park and Ride routes, and the upcoming launch of the 9 Purple Transit to Trails Program this summer.

- Eliminated positions and reduced internal services & supply budgets in the Water Fund to implement more rigorous cost controls and align expenditures to projected revenue

FY26 Budget

Between now and final budget adoption (June):

- May revise revenue projections as additional economic and sales tax data becomes available
- Tariffs and global economics may materially impact travel/visitation next year if the instability continues
- Sales taxes remain PCMC's single largest source of operating revenue
- Finalize new health insurance placement and plan revisions

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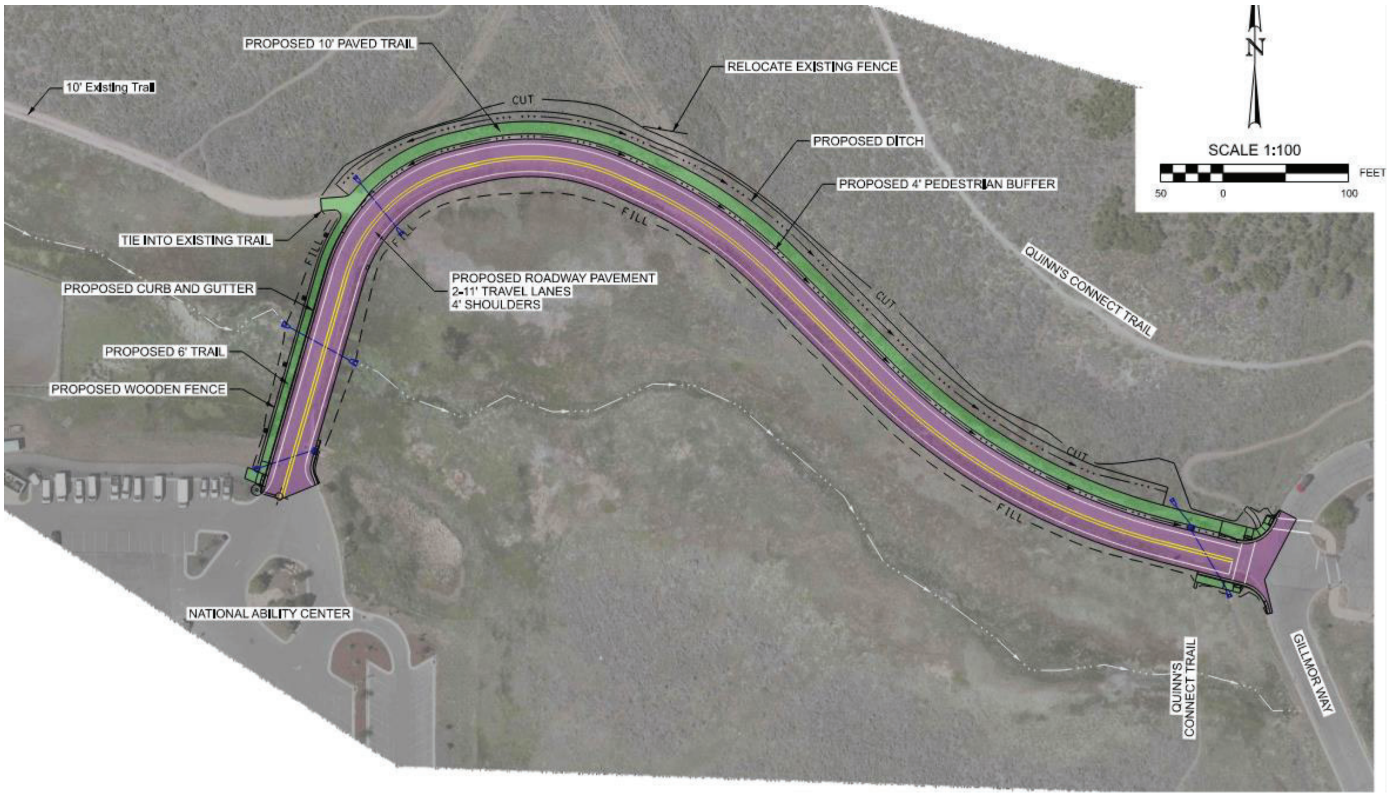
Engineering

Ability Way Roadway Improvements

Ability Way Roadway Improvements



Project Location: Gillmor Way to the NAC
Scope of Work:

- Reconstruct and widen Ability Way to a standard road
- Add in 10-foot path adjacent to Ability Way
- Includes construction of a secondary access road to serve the NAC during construction.

Low Bid received of $1,003,502

Tentative Project Schedule:

April 10 – Approve contract
May 5th – Start construction

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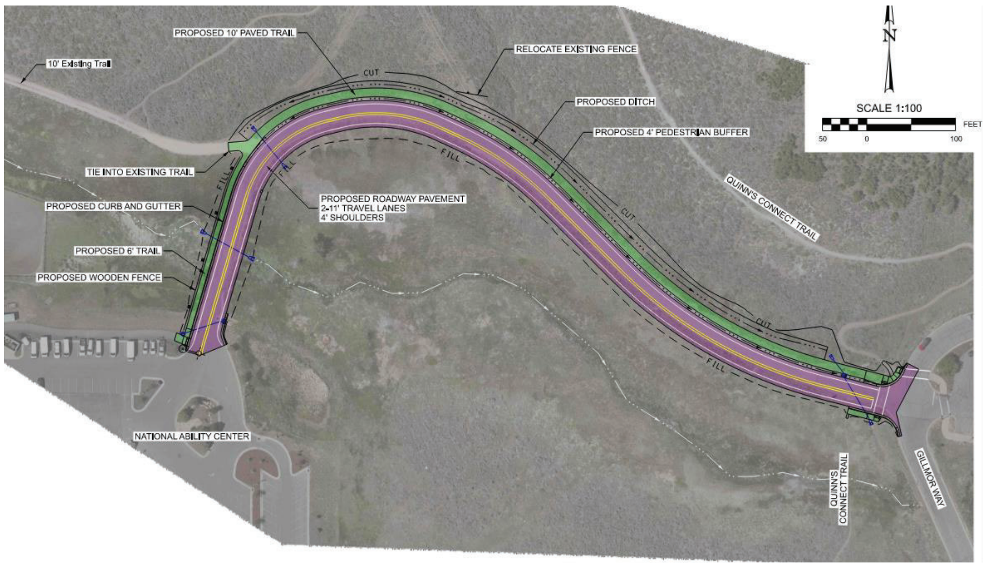
Ability Way Roadway Improvements



Initially funded in 2022 at $919,000
Split of $717,000 City, $200,000 NAC

Unknown scope increases:
Environmental analysis for Ute-ladies –tresses impact delayed construction for a season

Low Bid Amount = $1,003,502

Available Funding = $596,659 (ARST)

Required additional funding to construct = $456,843

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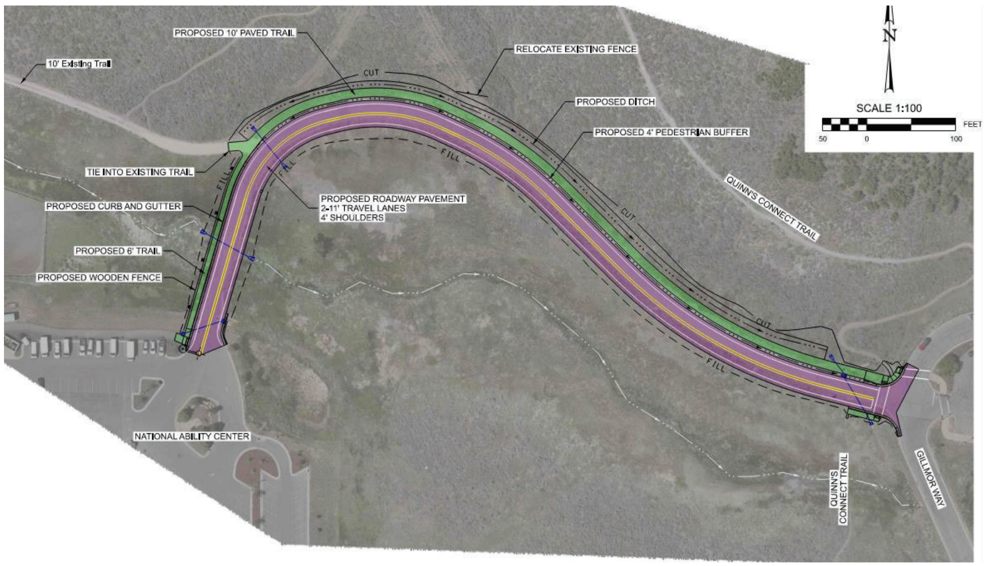
Ability Way Roadway Improvements



<u>Options for Consideration:</u>

Budget additional funds to remain on schedule:

Approve funding the total bid amount.

Requires approval additional funding = $456,843*

(*Awarding of the NAC grant of $194,000 would reduce the additional City funds to $262,843)

Value Engineer:

Reduce the low bid by modifying/removing bid items to reduce costs.

Potential bid items:

- Differing Site conditions
- Remove/modify rip-rap materials
- Change the surface of the 10-foot path

Delay the project until NAC grant funds are approved in May

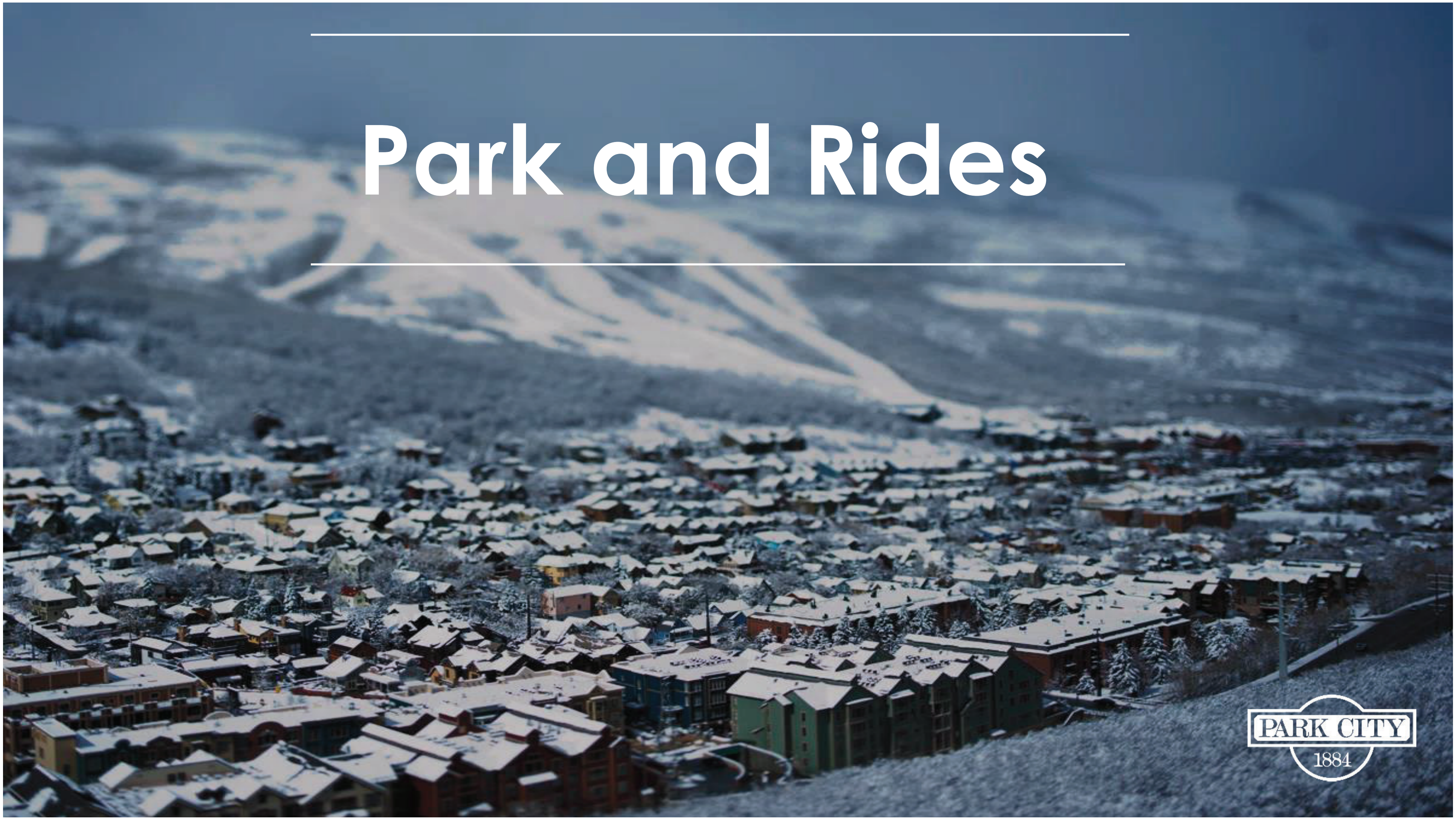
This confirms the City required additional funding of $262,843.

There is a chance of potentially creating a two-season project due to NAC scheduled events

Delay the project until all funds have been programmed and received:

Delay the project for one year by going through this year's CIP budget cycle process.

Park and Rides



Park and Rides

Regional Study with Summit CO

Distributed System - many small/medium P&R lots along entry corridors (Roaring Fork/Aspen)

Hybrid Systems - characteristics of both distributed and consolidated systems that are unique to their travel origins / destinations

Consolidated Systems – fewer and larger P&R lots at key gateway locations and/or along corridors (Jackson Hole)

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Park and Rides

Regional Study with Summit CO

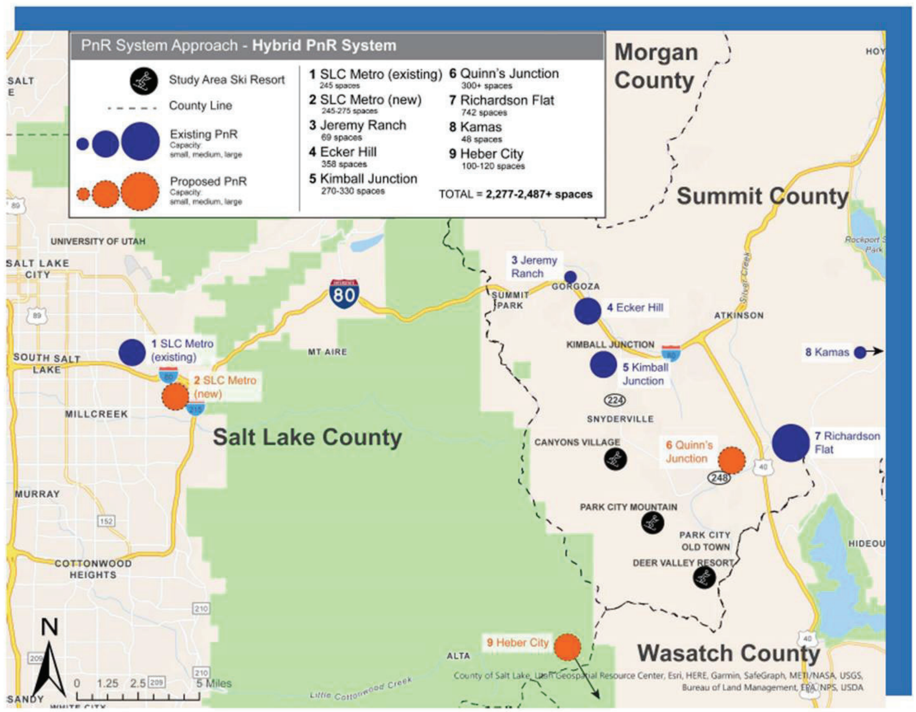

Figure 34: "Hybrid" Regional PnR System

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Park and Rides

Related Projects

- **The Re-create 248** transit study aims to transform the way we travel along SR-248. By understanding the regional nature of traffic and transportation needs, we can develop solutions that help provide mobility choices for local residents, employees, and visitors.

- **Deer Valley Resort Base Area**: In December 2023, Park City secured a $15M matching contribution from Deer Valley Resort (DVR) to support the creation of a regional transit and parking facility near the SR-248 corridor. That project and funding are currently under consideration and we anticipate DVR will require considerable temporary P&R services to support the construction of the Snow Park base area.

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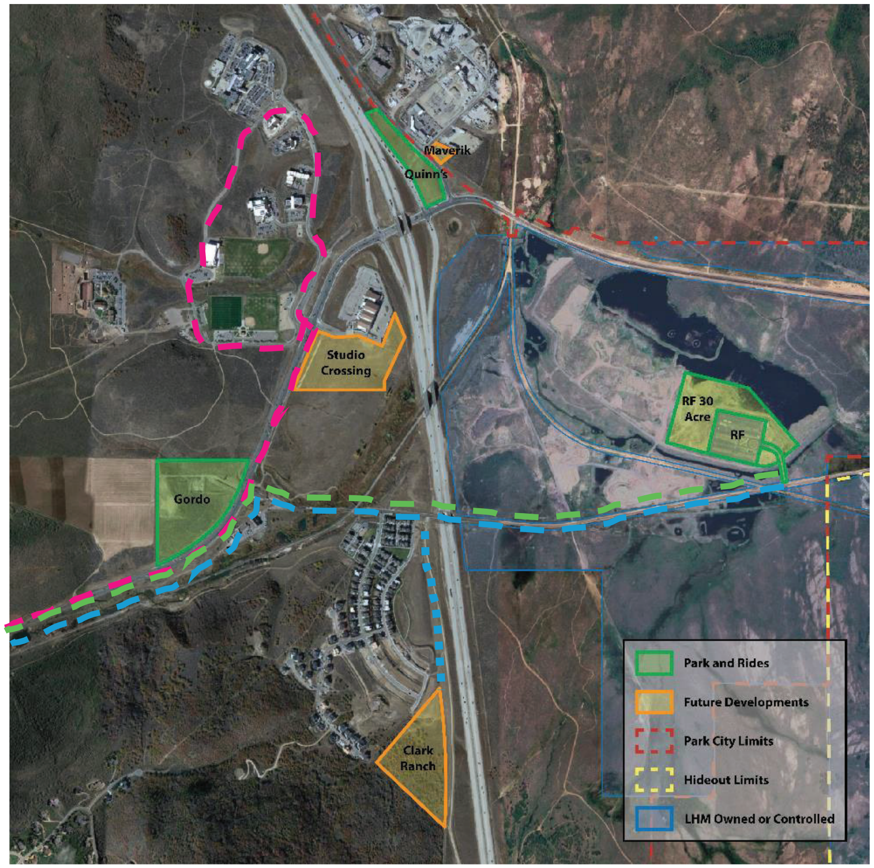
Park and Rides

Background

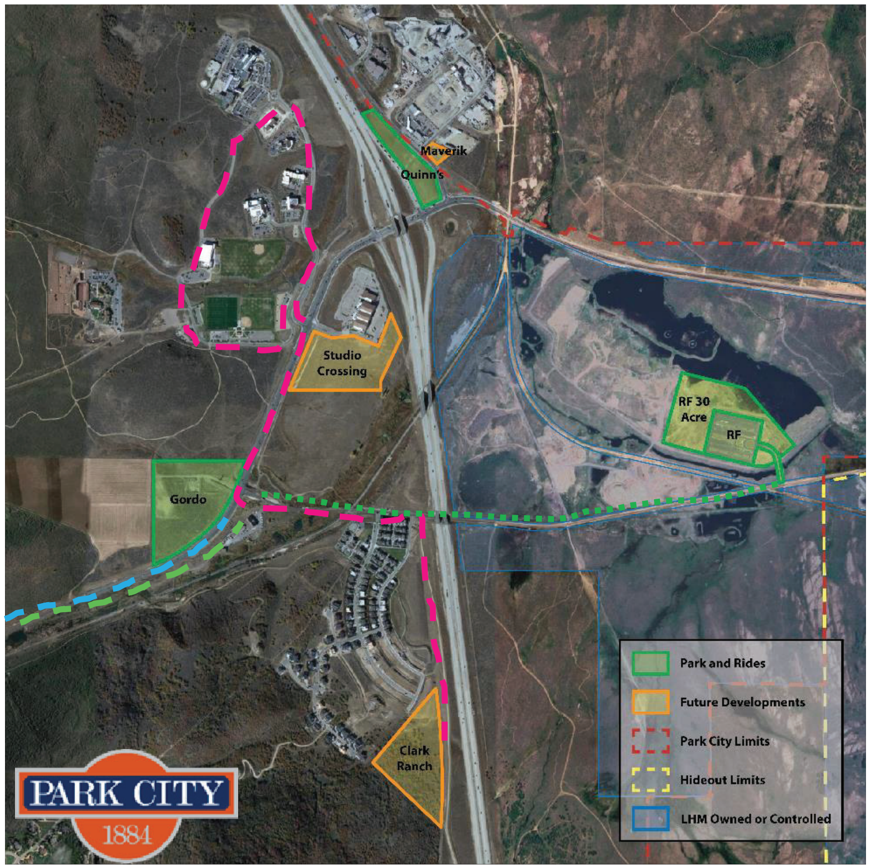
Richardson Flat



Pros	Cons
• Existing • Large with potential for expansion • Serves PC Heights with direct service. • Access to Black Rock/Kamas • Nearby land available for potential development • Potential to explore new designs with the upcoming UDOT US40 project. • Deer Valley contribution	• Inconvenient location, poor US 40 access • Longer distance makes for greater transit operating costs • Inconvenient location for possible HVT regional routes • Difficult to build EOL facilities • Buses get stuck in Traffic backs up on Richardson Flat Rd. during peak times • Leased, limited options for development • Contaminated soil cap and may be difficult to redevelop

Transit Service Concepts
Base routes: RF to OTTC (Blue) and Quinns to A-Fresh/OTTC (Pink)
Peak Routes: RF - Deer Valley and PC Resort Express (Green)

Gordo



Pros	Cons
• It is in an easy, convenient, visible location for vehicles coming off US40 • Large PCMC owned parcel and surrounding area • Deer Valley contribution • Can build EOL facilities • Other development possible – Erik D's Presentation • Serving only this lot can be lower cost due to the decreased distance • Could be extended to Richardson Flat lots for bigger events • Location is convenient for a Circulator route to be run from it connecting the Hospital, Ice Arena, NAC, Studio Crossing, PC Heights Possible • Possibility for extended right turn only lane entering P&R lot • Location is convenient to extend out to other areas with new routes in the future and for regional routes from HVT • Entry / queue line for vehicles entering can be run along SR248 without interfering with regular traffic. • Deer Valley contribution • Soil remediation (in progress)	• Cost and time to build • Highest and best use may not be a park & ride • Transfer required for Circulator • Increased traffic with a development strategy • Undetermined needs from other PCMC departments • Soil remediation (in progress) • Exiting the lot during rush times could still be difficult if traffic backed up to the area from Hwy 40.

Transit Service Concepts
Base routes: Gordo to OTTC (Blue) and Quinns Circulator (Pink)
Peak Routes: Gordo - Deer Valley and PC Resort Express (Green) {Richardson Flat during events or Gordo overflow}


Questions and Feedback from Council
Thank you
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