



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

September 25, 2025

The Council of Park City, Summit County, Utah, met in open meeting on September 25, 2025, at 2:45 p.m. in the Council Chambers.

Council Member Dickey moved to close the meeting to discuss property, personnel, and advice of counsel at 2:46 p.m. Council Member Ciraco seconded the motion.

RESULT: APPROVED

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

EXCUSED: Council Member Toly

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

CLOSED SESSION

Council Member Toly moved to adjourn from Closed Meeting at 4:22 p.m. Council Member Ciraco seconded the motion.

RESULT: APPROVED

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

WORK SESSION

Mid-Season Update: Bonanza Flat Paid Parking and 9 Purple Transit Service:

Tim Sanderson, Transportation Manager, summarized this was a great pilot and his team saw amazing ridership. Julia Collins, Transportation Planning Manager, recapped the pilot by reviewing the Council's approval for having a paid parking program at Bonanza Flat with a free parking permit for locals, implementing the 9 Purple Route extension to go to Bonanza Flat, trailhead improvements, and using parking revenues to offset the additional transit service cost. She stated there was strong demand for this route and they had seen reduced congestion and more available parking at Bonanza Flat. The public feedback was supportive and positive.

Bill DeGroot, Transit Manager, reviewed the bus service to Bonanza Flat and stated there was an explosion of demand on the weekends. He noted the Parking Team built out the parking lot to allow the buses to turn around and he asserted the area was safe

as a pickup/drop-off area. Because of the success of this route, his team discussed continuing it for winter service and they felt it was feasible as long as the parking lot was snowplowed to allow a full-size bus. He requested continuing the pilot throughout the winter season.

Johnny Wasden, Parking Manager, was pleased with this pilot program and indicated only 3%-7% of the parking permits were used on a daily basis. He thought riding the bus was the preferred choice to driving. Billy Kurek, Trails Ranger, asserted the single passenger vehicles parking at Bonanza Flat had dropped dramatically. His team didn't have to issue parking tickets like they did last year. Now they could shift their focus from parking lot safety to trail education, intercepting fires and campers, and ensuring everyone got to enjoy Bonanza Flat. Logan Jones added they were working to build a bus turn around at mid-mountain by 2026.

Wendy Fisher, Utah Open Lands Executive Director, stated the conservation values were being met, even with the paid parking requirement. She indicated the 9 Purple Route was receiving great feedback from users and it made a difference in the recreational experience. She thought the strategy should be embraced in many different areas. She hoped transit in the Wasatch Front would adopt these same policies. Fisher complimented the Park City Team for a great job. Collins stated they were learning and improving service and would continue monitoring ridership, permit usage, occupancy, cost, bike and dog boardings, and parking revenues through October.

Council Member Toly asked if staff tracked where the cars were coming from. Collins stated they would bring data back at the end of the season, but most were from Midway. She noted Utah Lands was working to get service from Salt Lake Valley to Bonanza Flat as well. Council Member Toly asked if there was a need for service on weekdays. DeGroot indicated there were definitely more riders on the weekend, but the service didn't go to the trailhead on weekdays and when that began, he would analyze it more. Council Member Toly asked about the ridership for the early and late runs. DeGroot stated there were many passengers on those runs. Collins indicated workers were taking the early and late runs. Council Member Toly indicated she was excited to see the winter service.

Council Member Ciraco asked if the bus attracted more conservation-minded folks. Fisher stated it was the opposite and indicated they had many opportunities to educate the public as they deboarded the buses. She felt the education caused people to shift their mindsets. Council Member Ciraco was pleased with the outcome and hoped to see it continue.

Council Member Parigian thought the program was awesome and he looked forward to continuing it. Sanderson agreed this was a good proof-of-concept and thought the appropriate paid parking fee combined with transit was key to the success of the pilot. Council Member Rubell reflected this program was hard to move forward. He remembered wanting Bonanza Flat to be for everyone and Council wanted the program

done well. He felt this pilot was excellent. Council Member Dickey asserted it was great to see this outcome.

Dogs on Bus Policy Update:

Tim Sanderson, Transportation Director, indicated that in addition to the pilot for buses, they conducted a pilot to allow dogs on buses. He reviewed the pilot would run until November 1st, and he asked the Council to extend it to year-round. He indicated the demand was manageable and they had zero events of dogs interacting with people. There was considerable enthusiasm in the community to allow dogs on buses. He noted at least half of the dog ridership was on the 9 Purple Route that went to Bonanza Flat. Sanderson stated that if this program was extended in the winter, they would look at capacity, and the bus operator would have discretion to have the dog and owner wait for the next bus.

Council Member Rubell supported extending the pilot with the recommendations. He cautioned against leaving the policy to the operator and requested that a policy be implemented if it became a problem. DeGroot stated this was a dog-friendly City and his only concern was keeping the dogs safe in the winter, especially with hot heaters going. They would monitor the situation. Council Member Dickey supported making this program permanent and year-round.

Council Member Toly asked if other ski resort cities had this program. DeGroot stated there were no other ski cities doing this, but other transit agencies had this program. He indicated this was a dog community, so the program gave those dog owners more freedom. Collins indicated they reached out to some other cities and Sedona just started a Dogs on Bus policy and a trail transit service. She indicated the request for year-round service was to be consistent. Council Member Toly supported the program.

Council Member Ciraco supported making the program permanent. Council Member Parigian hesitated in making it permanent since they hadn't experienced this during the winter. He wanted to see how it turned out. He supported continuing the pilot. Sanderson stated if the program had problems, they could adjust the policy.

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 Jodi Emery, Acting City Manager	Present

Margaret Plane, City Attorney Michelle Kellogg, City Recorder	
None	Excused

II. PRESENTATION

1. Bus Rapid Transit (BRT) Project Update by Gabriel Shields, High Valley Transit Chief Development Officer:

Gabe Shields and Caroline Rodriguez, High Valley Transit (HVT) presented this item. Shields stated construction had begun by the Canyons and they were doing some final tweaks to make this the right project for the community. He referred to the Thaynes/Snow Creek Stations and indicated they worked with staff to reduce the footprint. The new station would not have a windscreen, it would be a smaller shelter, and it would not have an elevated platform with an ADA ramp. Council Member Dickey asked how high the elevated platform was for the other shelters. Shields stated the level platform/curb was 12 inches to allow a flat boarding process onto the bus. Rodriguez noted the BRT buses were the same as Park City buses. Council Member Dickey felt a level boarding would be desirable for people carrying skis. Council Member Rubell agreed level boarding had its benefits, but the Council didn't know if the stop was even needed so they wanted it scaled back. He felt the smaller footprint was a fair tradeoff with all the surrounding greenery. Shields stated there would be no impact to the landscaping. Council Member Rubell indicated there was a visual impact. Council Member Toly favored the windscreen at the stop. Shields indicated the windscreen required a larger 18 foot structure.

Council Member Ciraco asked if the structure could be a little smaller and still be able to keep a windscreen. Shields indicated that could be looked at and he felt there was a little room that could be cut off. Council Member Ciraco supported the smaller structure and stated it would service the riders well. Council Member Parigian thought the project was a mistake. Council Member Rubell liked a windscreen and asked to make it as small as possible. Council Member Dickey supported having a windscreen there and didn't have any objection with making the shelter the same as the other shelters. Rodriguez clarified the smaller shelter would not include the level bike boarding.

Shields explained the Box of Rocks intersection would now have two left turn lanes onto Deer Valley Drive from SR-224. They also converted the through lane from Deer Valley to Empire to a shared right turn lane. He noted the project would pay for all aspects that it would touch, and he sent a list to staff of areas of improvement important to the City that adjoined the project but wasn't part of the project. The City could contribute financially to upgrade adjoining areas or parts of the project where an elevated outcome was preferred. This was called a betterment agreement. Council Member Rubell supported working with the community to mitigate impacts and improve safety. Council Member Dickey supported this as well. Council Member Toly asked if bike and pedestrian recommendations would be on all the intersections or just the ones under

construction. Shields clarified that the project would touch the three intersections. Council Member Rubell asked that they expand the project to update all four intersections with paint. Council Member Toly supported the two left turn lanes in the project. She asked if an additional lane could be added in the future to go to Park City Mountain Resort. Shields stated there was a through lane, but UDOT needed to determine if or when an addition was necessary.

Council Member Ciraco supported the intersection and supported the City stepping up to make additional improvements. Council Member Parigian clarified the BRT project would do the minimal work and the City would do the rest, to which Rodriguez affirmed. Council Member Parigian asked if land would be needed, to which Shields indicated land would be taken at the Park Avenue Condos, Cole Sports, and US Bank. They were in negotiations with those owners, and they only used eminent domain as a last resort.

Shields reviewed the property impacts associated with the project. He stated there were no total land acquisitions and no sound walls would be required. He explained the right-of-way process: design documents were put together, UDOT studies them for conformance, the property needed would receive an appraisal, and ultimately UDOT would acquire the property for the right-of-way. He stated the Park Avenue Condos would be impacted along the southwest corner of the HOA. The project managers had to negotiate with all members of the HOA. Some current challenges with that strip included trespassing, children's toys going into the street, and difficulty with egress. Shields stated they had to determine how the project would make the challenges worse than it was at present. The study determined there would not be any more noise than at present. He asked if the City wanted to develop a discretionary fund to help these owners. The project was required to build to UDOT standards so they wouldn't follow Park City code. The City could choose to upgrade with a wall or other feature if they didn't like the UDOT standard.

Council Member Toly supported developing a discretionary fund to help these owners with aesthetics of their properties. Council Member Ciraco asked why this had to be determined before the right-of-way was acquired. Shields stated they were going through the design process, so they needed that information. Council Member Ciraco asked if the betterment was done as a separate project. Shields stated it could be incorporated so the project contractor performed the extra work.

Council Member Parigian wanted it done right but wanted to deduct the City costs from the amount they would pay towards the project. Council Member Dickey asked how the betterment money would be determined, to which Shield stated as they got their final numbers, they would collaborate with the City to separate the betterment portion. Council Member Dickey was supportive. Council Member Rubell supported supplementing the project and indicated they shouldn't selectively do this. He wanted to universally better the project. Council Member Toly asked if this project would go to the Planning Commission, to which Shields stated this project was in UDOT's right-of-way

so they didn't need Planning Commission approval, but with an upgrade, the Planning Commission could sign off on it.

Shields stated the corridor would be widened 10 feet from Kimball Junction to Thaynes Canyon Drive. He knew there was a desire for a rural feel, but the top priority was to move workforce, residents, and visitors through the corridor. He thought staff could help them with mitigations for the wider road. He stated this fall they would remove the medians around the Canyons and install laterals and fiber. They were also pushing public outreach on the project.

Other updates Shields wanted to brief the Council on included capacity of the BRT route. He indicated the capacity when this project was finished would move 10,000 riders per day, but it could increase to 50,000 per day for the Olympics. He displayed survey results and asserted a high percentage of residents supported the BRT project.

Rodriguez asked who would be assigned to be on the executive committee for this project. Mayor Worel wanted to wait until after the election and have the future mayor determine that. Shields stated the BRT budget discussion was coming to the Council on October 23rd.

III. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments:

Council Member Rubell attended the ribbon cutting ceremony for the Thaynes Pathway and stated the community came out and was supportive of it.

Staff Communications Reports:

1. Thaynes Pathway Golf Net Project Update:

Council Member Rubell thanked Transit for addressing neighborhood concerns. Some in the community had concerns on the net. Steven Dennis, Project Engineer, stated the net was being completed simultaneously with the pathway. The net would be 50 feet tall at the tee off and as the hill progressed, the net would decrease in height to 20 feet. He had discussions with a business on treatment board at the base of the net to protect the net from lawn mowers. Another option would be to install a three-foot chain link fence. Staff recommended installing the chain link fence and he asked the Council for their opinion. Mayor Worel asked if chain link fences were allowed in the City, to which Dennis stated they were allowed in recreation areas. Council Member Dickey asked why the board was not recommended. Dennis stated the longevity of the chain link was a factor and it had low maintenance. The board would need to be painted regularly. Council Member Parigian asked what the longevity was for the chain link fence, to which it was indicated at least 15 years. The majority of the Council supported the 2x12 wood board.

2. MARC Court Allocation for 2025-26 Winter Season:

3. School Resource Officer Update:

4. City Manager Work Plan:

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.

Sue Gould, Keep Clark Ranch Wild cofounder, stated a citizen initiative was presented to the Planning Commission called Keep Clark Ranch Wild. She was not against affordable housing since PC Heights didn't exist a few years ago. She highlighted technical deficiencies with Alexander Company's application. The City was a co-applicant and co-developer on the proposed Clark Ranch project, which she thought was a conflict of interest. The City was driving expedited reviews to push the project through. She thought it made sense to separate the processes. Alexander Company proposed over 14 acres which exceeded the limit by over 40%.

Jeff Iannaccone 84060 cofounder Keep Clark Ranch Wild, wanted open space to be protected and affordable housing built responsibly. Staff reports claimed COSAC unanimously recommended affordable housing on 10 acres of Clark Ranch, but this was not true. He read the actual recommendation in the COSAC minutes from August 25, 2015. He wanted to know why housing was considered on this spot and if it maintained conservation values.

John Greenfield 84060 cofounder Keep Clark Ranch Wild, asked that the City website and staff reports be updated to reflect COSAC minutes. He was an affordable housing proponent, but 3% caps and soaring HOAs trapped residents in their current situations. He wanted more affordable housing, but Clark Ranch was not the place. He suggested the land next to the film studio would be a good place.

Douglas Duditch 84060 wished the candidates luck in the upcoming election and stated he and his Rail Trail neighbors would keep their Rail Trail decisions in mind while voting. He spoke with the Trails Department on plans for this area and they were committed to keeping the trail beautiful. He asked people on the trail with strollers if they thought the trail was dangerous, to which many said no, and some said they did when ebikes were on the trail.

Eric Groten eComment: "Please note that the Groten household is opposed to any zoning change allowing four-story development in Bonanza Park. Although the view corridors going down Kearns looking toward PCMR undoubtedly would be impacted, our bigger concern is the precedent it sets for other locations. Once that door gets opened, every other developer will have a legitimate basis to ask for an exception, as well. Park City is not a conventional municipality, in which density can be a value; we

are a recreational community that relies on scenic values to maintain its character. Please don't give that up for the sake of a project whose scope and importance isn't itself well established."

Sally Elliott eComment: "Generally, I have opposed both major growth and tall buildings for Park City....BUT....in my dotage, I'm beginning to re-think those postures. We've preserved open space, built new affordable housing, provided remote parking and enlarged our free public transportation systems. Despite all these improvements, traffic continues to worsen. Ski resorts increasingly find it more difficult to hire and house sufficient help for winter activities. We've become victims of our own success!! If we rigorously maintain the delightful historic character of Main Street and our historic district, it might not be so bad to allow height restrictions of a couple of stories on the edges of the city. Heck, it might even encourage people to prefer to be on Main Street to enjoy the historic integrity of "human-sized" buildings. If we want to provide space for the arts to flourish, "affordable" housing, commercial space for new business, we've gotta go "up" because there's no land remaining to go "out". I understand and appreciate your conundrum. I'm glad I no longer sit in your seats. You're in a tough spot and I sympathize with you. Regardless of your decision, you're going to face criticism. I'll understand your decision, regardless of what it is."

Joyce Baron eComment: "In a recent city council meeting we heard that no specific nonprofits will be guaranteed a space in the Bonanza parcel project. I am writing to encourage you to support setting aside space for the Arts Council of Park City and Summit County. The Council is one of the oldest Arts & Culture organizations in Summit County. It serves as the designated Local Arts Agency for Park City, North Summit, and South Summit/Kamas Valley. They have a successful history and a great track record of being reasonable, focused, and being in-tune with our Park City culture. I highly encourage our city leaders to dedicate space in the Bonanza project for the Arts Council. I hope we have your support."

Tanya Swenson eComment: "Please leave the 35ft height restriction in place for the Bonanza Redevelopment."

Cheryl Fox eComment: "I'm a Park City resident and I participated in the many surveys and listening sessions that the City held over the years about the five-acre Bonanza property that the City owns. The withdrawal of Sundance and now Kimball Arts Center has fundamentally changed the way I would answer those survey questions if they were asked today. Because there is no longer a community partner that needs buildings in the five-acre parcel, we should pause to reconsider how this land can best serve the Park City community now. The five-acre parcel is the entry to Park City for people coming in on 248. Rather than greet them with a built environment, let's welcome them with a sweeping vista of open space that draws the eye up to the surrounding mountains. The five acres could become a beautiful park, with rain gardens, native plants, a sledding hill, shade and benches to create gathering places. The surrounding, privately held buildings are already considering renovations. The City does not need to

spend taxpayer money to compete with these private enterprises. More importantly, the City should not spend money creating a built environment that will compete with Main Street. I live in Park Meadows, and I work in Prospector. I walk the inner plaza area, Barrett Lane, of Prospector almost daily. I'm usually the only person there. Contrast this with Library Field, where the green space invites residents at all times of day: neighbors gather to chat; kids run around and go sledding. Let's learn from the experiences of failed plazas as well as paying attention to what our residents do use. There is enough pavement and enough building happening within City limits, and certainly more than enough happening beyond our boundaries. Let's use this opportunity to reaffirm Park City's commitment to preserving the natural environment by reclaiming and restoring this land to a more natural state. Let's use this opportunity to highlight the views of the hillsides we've spent millions to protect. Park City residents and our leadership have a history of bold, unconventional thinking, especially when it comes to saving the open spaces that we cherish. These open lands now define Park City. Our 248-entry corridor should echo and reinforce our ongoing commitment to putting the natural landscape forward. Hiring a landscape architect to design the space and creating a park will cost far less than buildings, and the park can easily be completed in time to welcome people to the Olympics. It might also be possible to relocate the current, historic senior center building as a local art center. I understand that the community has asked for some resolution for the five-acre parcel. But with the withdrawal of the Kimball Art Center just last month, the conditions that we were asked to consider have changed fundamentally. We need an opportunity to truly reconsider what should happen on those five acres, and not rush into something that will add pavement, block views, and create more congestion at an already difficult pinch point. Many communities across the country are reclaiming blighted urban areas for public parks. They've found that these green spaces create more neighborhood pride, healthier residents, and vibrant surrounding businesses. Let's keep the Park in Park City."

Sarah Hall eComment: "As a regular user of the McLeod Creek Path, I support your approval of the Bridges Project service agreement. I also encourage you to consider making the bridges wider to allow for safer use, especially when bikes are traveling in both directions or when riders have trailers with children in tow. Thank you for your continued commitment to improving our wonderful multi-use path system."

Mark Barber eComment: "Regarding the recent approval of a new indoor Pickleball facility near Quinns Junction, I wanted to suggest considering the addition of Padel courts to the project. While nascent in Utah, Padel is exploding in popularity in other parts of the US and is the fastest growing sport in the world. There is already discussion about it becoming an Olympic sport given its global participation. Padel courts are being built across the US at a rapid pace and it will inevitably overtake Pickleball in popularity - so given the significant investment in this new facility, I think it would be wise to add Padel as a hedge for the future - most new facilities that are being built today have both Padel and Pickleball courts for that reason."

Clay Stuard eComment: "Comments regarding BOPA 5ac Parcel – Brinshore Proposal
This is a hard puzzle to solve. I acknowledge and appreciate the significant effort that council members and Brinshore are exerting to find a solution. These comments relate to the proposal as currently configured: -Overall, this still feels and looks like a large affordable housing project on what has historically been and is currently zoned for general commercial on 2 prominent boulevards, and I don't think that is the appropriate outcome. The mix of uses is predominantly residential and the architecture appears too residential. -The Village Center within the project needs more "activation" and "hardscape" to draw surrounding neighborhood residents and visitors into it on a regular basis. This would include more food service, everyday commercial stores, entertainment facilities and programming (think New Park Compass Plaza/Lawn Area, only better). It cannot feel like you are walking into an apartment complex with residents peering down onto the Village Center. -A standalone seasonal ice rink is not a practical feature. -The second level parking option would further overwhelm traffic exiting this site onto Kearns...totally impractical and extremely expensive. -There appears to be a fundamental conflict between Brinshore's intention to obtain LIHTC financing and providing housing for PARK CITY'S essential work force (teachers, fire and police departments, city employees, resort and service industry employees and the like). If a large portion of this housing cohort cannot be assured of priority access to available inventory, then is it appropriate for PC taxpayers to subsidize this project? -What is the total subsidy amount per residential unit going to be? It appears to be in the range of \$300,000-\$500,000 per unit. I have not seen any economic analysis of the project such as total cost, portion of that cost that PC is directly or indirectly paying for, estimated Gross Income/NOI and estimated value of completed project (that Brinshore will own, subject to the 50-70 land lease). -What is the total square footage of buildings and mix between residential and non-residential? I don't seem to be able to find those statistics? -There is no "overflow" perimeter road parking available, so the underground parking has to be adequate for both the residential portion of the project as well as for the non-residential portion. Most affordable housing projects I have visited are under parked and have impacts on surrounding properties. -More vertical architectural articulation is needed. Suggest stepping down one or both ends of buildings 1, 2, 3, 4 and 6. This will result in a staggered two, three and four story building skyline. Preferred Alternative: - More commercial and community retail/maker/gathering uses and appearance, with a less residential presence (think New Park, but better). -Overall less development intensity consisting of one (10%), two (30%) and three (60%) story buildings supported by some surface level parking and supplemented by an above grade parking structure at the SW corner of the property (with the affordable housing on top of it and massed around it. Some amount of surface level parking will allow residents from surrounding neighborhoods and visitors to access the commercial uses in the project without utilizing an underground parking lot (because I will never use an underground parking lot while I live in PC...underground parking is not why I moved here 35 years ago)."

Mayor Worel closed the public input portion of the meeting.

V. CONSIDERATION OF MINUTES

1. Consideration to Approve the City Council Meeting Minutes from August 25 and 26, 2025 and September 4 and 5, 2025:

Council Member Dickey moved to approve the City Council meeting minutes from August 25 and 26, 2025 and September 4 and 5, 2025. Council Member Ciraco seconded the motion.

RESULT: APPROVED

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

VI. CONSENT AGENDA

1. Request to Adopt Resolution 19-2025, Approving the Public Treasurer's Investment Fund Entity Resolution:

2. Request to Approve a Design Professional Services Agreement with Methods Consulting Inc., in a Form Approved by the City Attorney, Not to Exceed \$257,602.32 for Design and Construction Services Related to the Mcleod Creek Path Bridges Project:

3. Request to Authorize the City Manager to Execute a Design Professional Services Agreement with HDR Inc., in a Form Approved by the City Attorney Not to Exceed \$299,941.51 for Design and Construction Document Preparation for the Munchkin and Woodbine Improvements Project:

4. Request to Authorize the City Manager to Execute an Agreement with Spectrum Engineers, Inc. in a Form Approved by the City Attorney's Office Not to Exceed \$250,000 for Engineering Design and Construction Management Services for the Installation of Battery Electric Bus Depot Chargers:

5. Request to Approve Resolution No. 20-2025, a Resolution Adopting the Revised Driving on City Business and Use of City Vehicles Policy, Effective October 1, 2025, for Park City Municipal Corporation:

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

VII. OLD BUSINESS

1. Consideration to Approve Ordinance No. 2025-20, an Ordinance Amending Title 2, Chapter 4, Section 11 of the Park City Code, Related to the Responsibilities and Authority of the City Engineer:

John Robertson and Becky Gutknecht, Engineering, presented this item. Robertson reviewed the Council approved some specific encroachments the Engineer could approve and he requested that list be expanded with the proposed redlined code amendments. Gutknecht displayed examples of life/safety encroachments like walls, bridges, or railings. Examples of property access included bridges to accommodate the steep slopes, stairs or ramps. Slope stabilization was another area they needed authority over. Gutknecht stated the City had a Historic Sites Inventory and there were requirements for what had to remain on the property and be preserved. They would like the authority to approve encroachment agreements so those things could remain in place. Regarding signage and awnings on buildings, encroachments agreements were sometimes required, and they documented the sign positioning.

Council Member Parigian asked what the City's obligation was to approve an encroachment for a home that was raised, forcing the stairs into the sidewalk. Gutknecht stated that would go through the Land Management Code (LMC) process, but the Engineer would have to approve the encroachment into the right-of-way. Council Member Parigian asked about access to a property on a corner, to which Gutknecht stated they gave access to the safest right-of-way.

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

Council Member Rubell thanked the Engineering Team for being responsive to the Council's request. Council Member Parigian indicated the Planning Commission and Historic Preservation Board had robust conversations on encroachments. He didn't want to take away their authority and asked how to prevent that. Robertson stated any project that required a planning process would go to the Planning Commission and encroachments would be part of the conditions of approval that would be discussed by the Commission, and they could make recommendations. This ordinance would give the City Engineer the authority to sign the encroachment agreement.

Luke Henry, Assistant City Attorney, stated the Planning Commission didn't have authority to build into the City right-of-way, and the Engineer would have the authority to allow that. Council Member Parigian asked if this used to come to the Council for approval, to which Henry stated it did not. This ordinance was codifying what the City Engineer had been doing all along. Gutknecht indicated major items would come to the Council for consideration.

Council Member Ciraco moved to approve Ordinance No. 2025-20, an ordinance amending Title 2, Chapter 4, Section 11 of the Park City Code, related to the Responsibilities and Authority of the City Engineer. Council Member Dickey seconded the motion.

RESULT: APPROVED

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

2. Consideration to Approve Ordinance No. 2025-21, an Ordinance Adopting the 2025 Park City General Plan, a Comprehensive Update to the 2014 General Plan:

Rebecca Ward, Planning Director, Cristin Van Dine and Bill Johnson, Planning Commissioners, Jessica Garrow and Marianne Stuck, Design Workshop, and Josh Palmer, were present for this item. Ward stated many hours were put into this process and she thanked all who served on the committees. She indicated this plan was unanimously recommended by the Planning Commission and the Historic Preservation Board (HPB). Garrow reviewed the timeline for completing the General Plan. Stuck reviewed the changes to the plan based on feedback given at the last discussion with the Council.

Council Member Dickey asked if owner-occupied and renter-occupied units were considered primary residences, to which Garrow affirmed. Council Member Dickey asked how they got that data, to which Garrow stated it was primarily based on the census. Council Member Rubell referred to Number T2 and asked if the plan would be adopted and then fixed later. He thought something was missing with getting cars off the road. Ward stated it could be added into the transportation strategies. Council Member Rubell referred to T5 and C5 and stated they were specific to Old Town. He asked that those be broadened to the whole community. Garrow indicated C5 was specific to historic preservation and later chapters addressed it with a broader perspective. Council Member Rubell felt it was amiss because there were historic assets throughout the City so he wanted that broadened. Ward stated this was framed to be for the 400+ designated landmark sites. There were a few outside the district. The HPB was focused on Old Town. Council Member Rubell reiterated the historic character was more than just Old Town and he wanted it reflected in the plan.

Council Member Ciraco thought historic character was a broad sweeping term, so he supported reflecting that in the plan. Ward noted the broad strategy was in 1F. Council Member Toly requested the fire protection to include all the neighborhoods. Council Member Parigian agreed. Council Member Dickey thought it was logical as written but he was comfortable changing it. Council Member Rubell asked that the section be broadened to read that it was protecting all the historic assets and historic character.

Council Member Rubell asked how this would be used to apply to the City's efforts, such as not widening roads, and noted there was the BRT project. He asked how those conflicts worked. Ward stated road widening was addressed in the General Plan, and it stated road widening was a tool to help with traffic challenges, but it shouldn't prioritize single occupant vehicles, only multimodal modes of transportation. She also indicated the Moderate Income Housing Plan was an amendment to the General Plan and that would be updated on a regular basis. The goal related to Clark Ranch was to enact zoning changes and amend the LMC to incentivize the development of affordable

housing. Another example was the Bonanza Park Small Area Plan would be a supplement to the General Plan. The Long-Range Transportation Plan was also a supplement to the General Plan.

Council Member Rubell asked what the purpose of the General Plan was when the other plans conflicted with the General Plan. Ward stated the General Plan provided a vision with goals and strategies to fulfill the vision. The appendix was not comprehensive, and anything implemented through the General Plan would go through a public process. How it was interpreted and implemented would be up to the Council. Council Member Rubell clarified this was meant to be a strategic document but was a guiding document. Council Member Ciraco referred to the Water and Open Space sections and stated it talked about wildlife corridors. He asked that it say wildlife corridors and habitats. Council Member Toly asked if there was any mention of traffic management in conjunction with the resorts, to which Ward affirmed.

Mayor Worel opened the public hearing.

John Greenfield 84060, referred to Council Member Rubell's comment on conflict with the General Plan and thought that was a good concern. He stated one way to mitigate conflict was with public engagement. This did not happen with Clark Ranch, but the unit count was decided behind the scenes. Public engagement was a core City value until it wasn't. The LMC said projects should fit the site and with Clark Ranch the site was fit to the project. He asked what the point of having a plan was if it was not followed.

Mayor Worel closed the public hearing.

Council Member Rubell felt if the Council set the strategy, it should be followed. This was based on a wide inclusion of community input. The best way to lose the community was to ask their opinion and then not do it. He wanted to reference conformance to the General Plan as decisions were made in the future. Mayor Worel recalled years ago, staff would include reference to the General Plan in their staff reports and she encouraged that to be reinstated.

Council Member Ciraco indicated they wouldn't know what was missed until they approved it. He thought this was a great effort and there was a lot of collaboration between citizen committees, staff, and the consultants. He thanked everyone for their work. Council Member Parigian thanked everyone as well. He asked about changing Library Park to Library Field, to which Ward stated they would make that change. Council Member Dickey thanked the team and the Planning Commission. He appreciated having the joint sessions and felt they were productive. The General Plan provided guidance to competing priorities and he thought it was excellent. Mayor Worel thought working for 15 months to get this done was great.

Council Member Rubell moved to approve Ordinance No. 2025-21, an ordinance adopting the 2025 Park City General Plan, a comprehensive update to the 2014

General Plan, with amendments to Section C - in broadening references specific to Old Town to the entire community, Section W - adding “habitat” alongside wildlife corridors, and changing the reference of Library Park to Library Field. Council Member Ciraco seconded the motion.

RESULT: APPROVED AS AMENDED

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

VIII. ADJOURNMENT

With no further business, the meeting was adjourned.

Michelle Kellogg, City Recorder

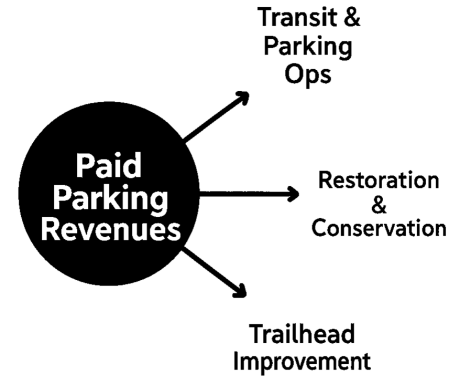


Mid-Season Update: Bonzanza Flat Paid Parking & 9 Purple Transit Service

Background

On February 2, 2025, the City Council affirmed support for a Summer/Fall Bonanza Flat transportation pilot with the following items:

- Paid Parking Program
- Locals Permit Program
- 9 Purple Trails Extension Public Transit
- Trailhead Improvements
- Utilizing Parking Revenues to Offset Additional Transit Service Costs



— Mid-season Summary —

Pilot KPIs Indicate:

- Demonstrated demand is strong for transit ridership on the pilot 9 Purple Trail Extension
- Expanded recreation access (bikes & dogs on board, reliable service)
- Reduced congestion, reduced queuing, & improved roadway safety
- Parking utilization, parking availability, and turnover
- Positive community support for pilot



Program Launch

July 2025

- **9 Purple Trail Extension:** Fri – Sun, 20-min frequency
- **Weekday Service:** 30-min frequency to Montage
- **Paid Parking:** Bonanza and Bloods Lake
- **Trailhead Amenities:** Bus pullouts, signage, bike racks

Hours: 5:40 AM–6:20 PM*

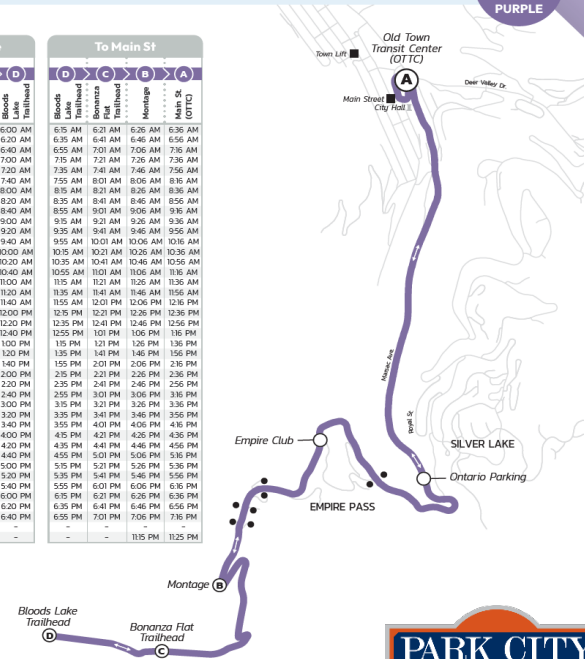
From Old Town Transit Center (OTTC)

Friday – Sunday

**Main Street (OTTC)–
Bloods Lake Trailhead**
Every 20 Minutes

**9
PURPLE**

To Bloods Lake					To Main St				
A	B	C	D		G	F	E	D	A
Main St OTTC	Montage	Bonanza Flat Trailhead	Bloods Lake Trailhead		Bloods Lake Trailhead	Bonanza Flat Trailhead	Montage		Main St OTTC
5:40 AM	5:48 AM	5:55 AM	6:00 AM		6:15 AM	6:21 AM	6:26 AM	6:36 AM	
6:00 AM	6:08 AM	6:15 AM	6:20 AM		6:35 AM	6:41 AM	6:46 AM	6:56 AM	
6:20 AM	6:28 AM	6:35 AM	6:40 AM		6:55 AM	7:01 AM	7:06 AM	7:16 AM	
6:40 AM	6:48 AM	6:55 AM	7:00 AM		7:15 AM	7:21 AM	7:26 AM	7:36 AM	
7:00 AM	7:08 AM	7:15 AM	7:20 AM		7:35 AM	7:41 AM	7:46 AM	7:56 AM	
7:20 AM	7:28 AM	7:35 AM	7:40 AM		7:55 AM	8:01 AM	8:06 AM	8:16 AM	
7:40 AM	7:48 AM	7:55 AM	8:00 AM		8:15 AM	8:21 AM	8:26 AM	8:36 AM	
8:00 AM	8:08 AM	8:15 AM	8:20 AM		8:35 AM	8:41 AM	8:46 AM	8:56 AM	
8:20 AM	8:28 AM	8:35 AM	8:40 AM		8:55 AM	9:01 AM	9:06 AM	9:16 AM	
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9:00 AM	9:08 AM	9:15 AM	9:20 AM		9:35 AM	9:41 AM	9:46 AM	9:56 AM	
9:20 AM	9:28 AM	9:35 AM	9:40 AM		9:55 AM	10:01 AM	10:06 AM	10:16 AM	
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12:00 PM	12:08 PM	12:15 PM	12:20 PM		12:35 PM	12:41 PM	12:46 PM	12:56 PM	
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6:20 PM	6:28 PM	6:35 PM	6:40 PM		6:55 PM	7:01 PM	7:06 PM	7:16 PM	
11:06 PM	11:15 PM	-	-		-	-	11:15 PM	11:25 PM	



Transit Performance

July 11 – Aug 24, 2025

9 Purple Routing	Avg. Daily Ridership	Daily Service Hours	Daily Customers per Service Hour	On Time Performance
9 Purple Weekdays	170	13	13.1	97%
9 Purple Trail Service Weekends	436	39	11.2	87%

Average Weekend (Fri - Sun) 9 Purple ridership last year = 232/day
Avg. +204 customers per weekend day



90 Bikes/Day Avg.
88% on 9 Purple



190 K9 Customers

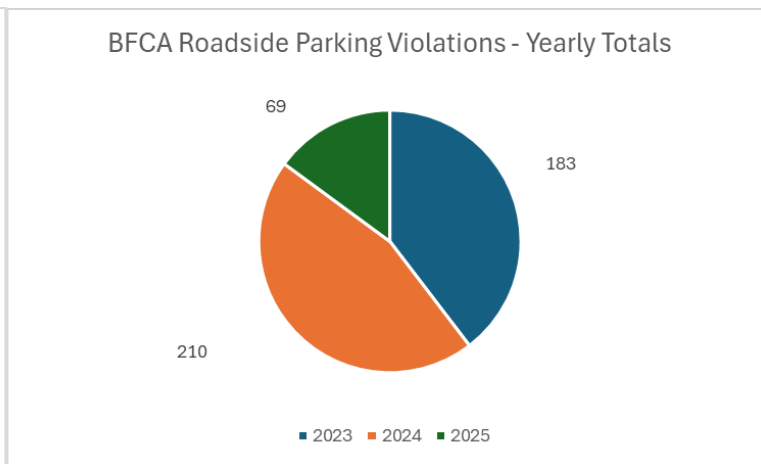
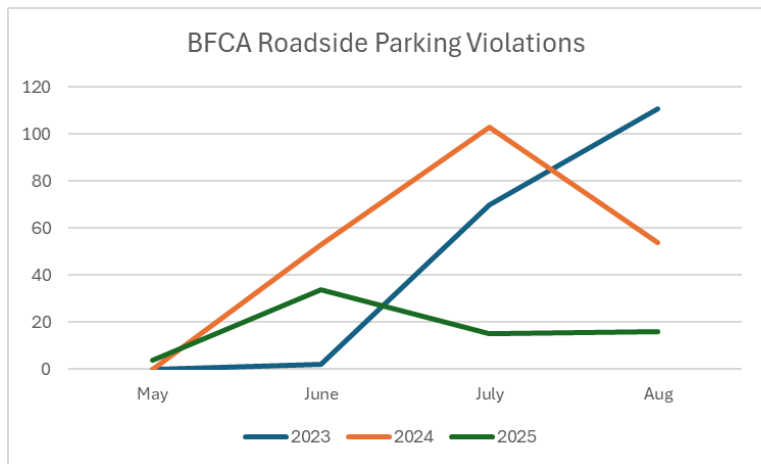


Winter Service Pilot

- Committed to expanding from the past winter service:
 - Using Mid-Mountain TH, turn around
 - Providing 9 purple winter pilot service
 - Combining with 3rd third-party vendor to deliver service to the Bonanza Flat Conservation Area
- Continue Summer pilot for the remainder of the Bonanza season, based on success and public response



Parking and TDM



- **Local Permits:** 3% – 7% local permit daily use; 1,200 permits issued
- **Paid Parking:** Avg. parking transactions: 1,496 Fri – Sun; 794 Mon – Thurs
- **Reduced Congestion:** Fewer queues & illegal parking than 2024

In a year-to-date comparison, roadside parking violations significantly decreased in 2025 following the implementation of Paid Parking and the 9 Purple Trail Extension.

Parking and TDM

2024

2025

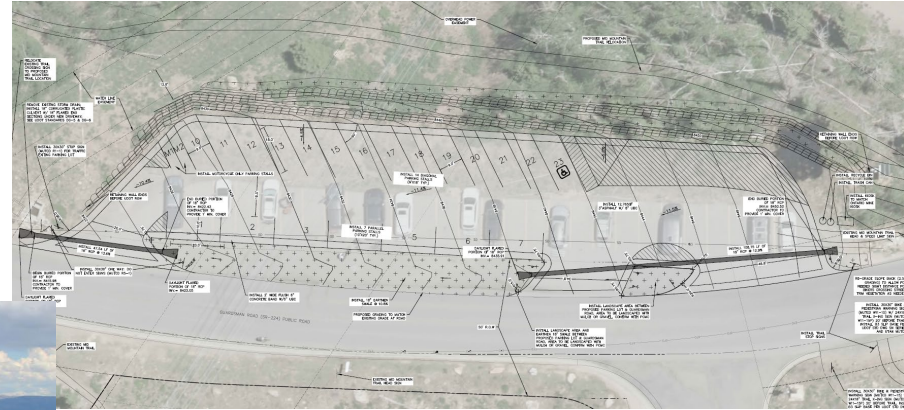
Over 50% reduction to roadway queuing instances observed in 2025 compared with 2024 .



Trailhead Improvements

July 2025

Coming Soon

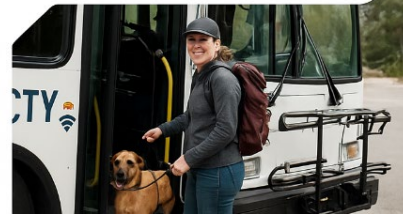


Community Support



Dear Park City Transit Team,

On behalf of many in the local mountain bike community, I want to extend our appreciation for the new route up to Bloods Lake. Riders are genuinely excited to see this service in place, and the new rear-mounted bike racks on the new buses have been a great step forward. This investment has not gone unnoticed, and we thank you for recognizing the importance of supporting outdoor recreation in the region.



Next Steps

- Continue monitoring transit ridership, permit usage, occupancy, the cost of the trails extension service, bike and dog boardings, and parking revenues through October.
- Advance a winter pilot 9 purple trails service
- Return in Q3 with recommendations for future summer service modifications
- Continue to advance Council's goals on:
 - Sustainable access
 - Improved safety
 - Balanced recreation & conservation



Dogs on Buses Pilot Project



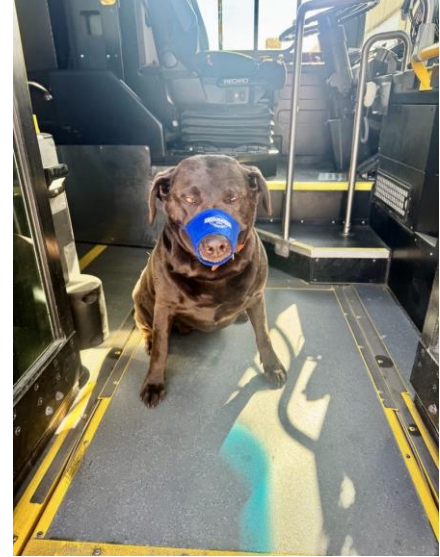
— COUNCIL DIRECTION —

We seek policy direction on:

- Should the Dogs on Buses Pilot Project be made permanent?
- If made permanent, what changes, if any, would Council recommend to the current policy?
- If made permanent, should dogs be allowed on buses year-round, rather than limiting access to seasonal periods?

Dogs on Buses Pilot

- Pilot will be in effect until 1 November
- All dogs must be well-behaved, licensed and current on vaccinations
- All dogs must remain leashed
- All dogs should board from the rear door
- All dogs should be muzzled
- Outreach events completed



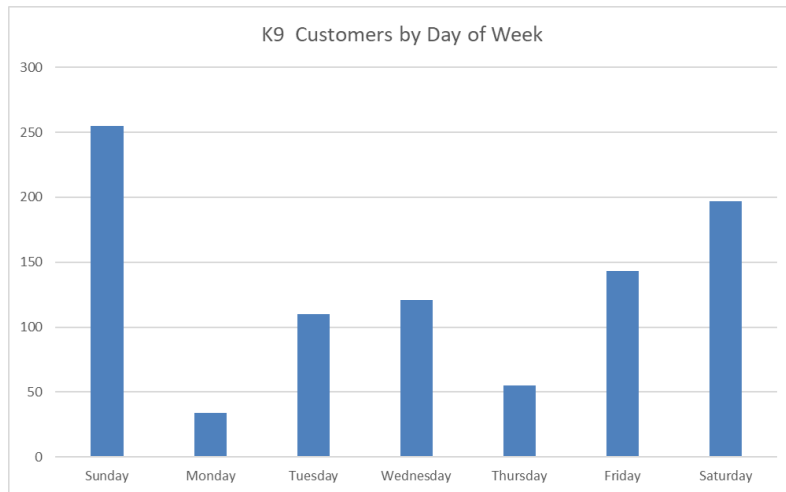
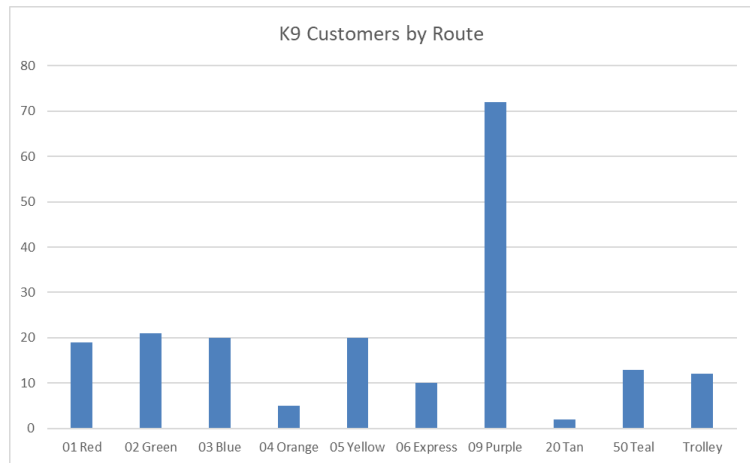
Naughty Dogs are not allowed....

Preliminary Results

- Demand is manageable, even during busy periods.
- Muzzle and leash requirements proved effective.
- Considerable community enthusiasm for the project.



Preliminary Results



Policy Considerations

<i>Issue</i>	<i>Current Status</i>	<i>Recommendation</i>
Timeframe	Until 1 November 2025	To make permanent
Seasonality	Summer/Fall only	Year-round
Routes	All PCMC Routes	No change
Leash Requirement	Yes	No change
Dog Limit	1 per Customer	No change
Muzzles	Required	No change
Clean up	Owner responsibility	No change

DISCUSSION

We seek policy direction on:

- Should the Dogs on Buses Pilot Project be made permanent?
- If made permanent, what changes, if any, would Council recommend to the current policy?
- If made permanent, should dogs be allowed on buses year-round, rather than limiting access to seasonal periods?

City Engineer's Approval Authority Regarding Encroachments



Background

Council approved an ordinance on July 10, 2025 to clarify the City Engineer's authority to approve the following minor improvements: mailboxes, driveways, sidewalks, radiant heating, landscaping.

At that time, Council requested we return with a more comprehensive list for further review.

Purpose

We seek Council's approval of an ordinance amending PC Municipal Code 2-4-11 to add the following items to the list of minor private improvements the City Engineer may approve as encroachments into the right-of-way:

- Improvements required to:
 - Promote life safety
 - Provide property access
 - Ensure slope stability, drainage protection or maintenance
- Improvements that are designated Historic in accordance with procedures contained in Land Management Code Chapter 15-11
- Signage and awnings otherwise in conformance with this Code
- Minor deviations from previously approved encroachments



Types of Encroachments

Life Safety

- Some encroachments are required for life safety.
- This can include access bridges, handrails, guardrails, guardwalls, retaining walls, and more.



Life Safety



Property Access

- State law requires that we allow access to properties from the ROW.
- Sometimes this requires the use of bridges, retaining walls, stairs or other structures.



Property Access



Slope Stabilization

With our steep slopes and wide ROW's, often the retaining walls and drainage mitigation are needed to provide adequate slope stabilization.



— Historic Designated Items —



This can include:

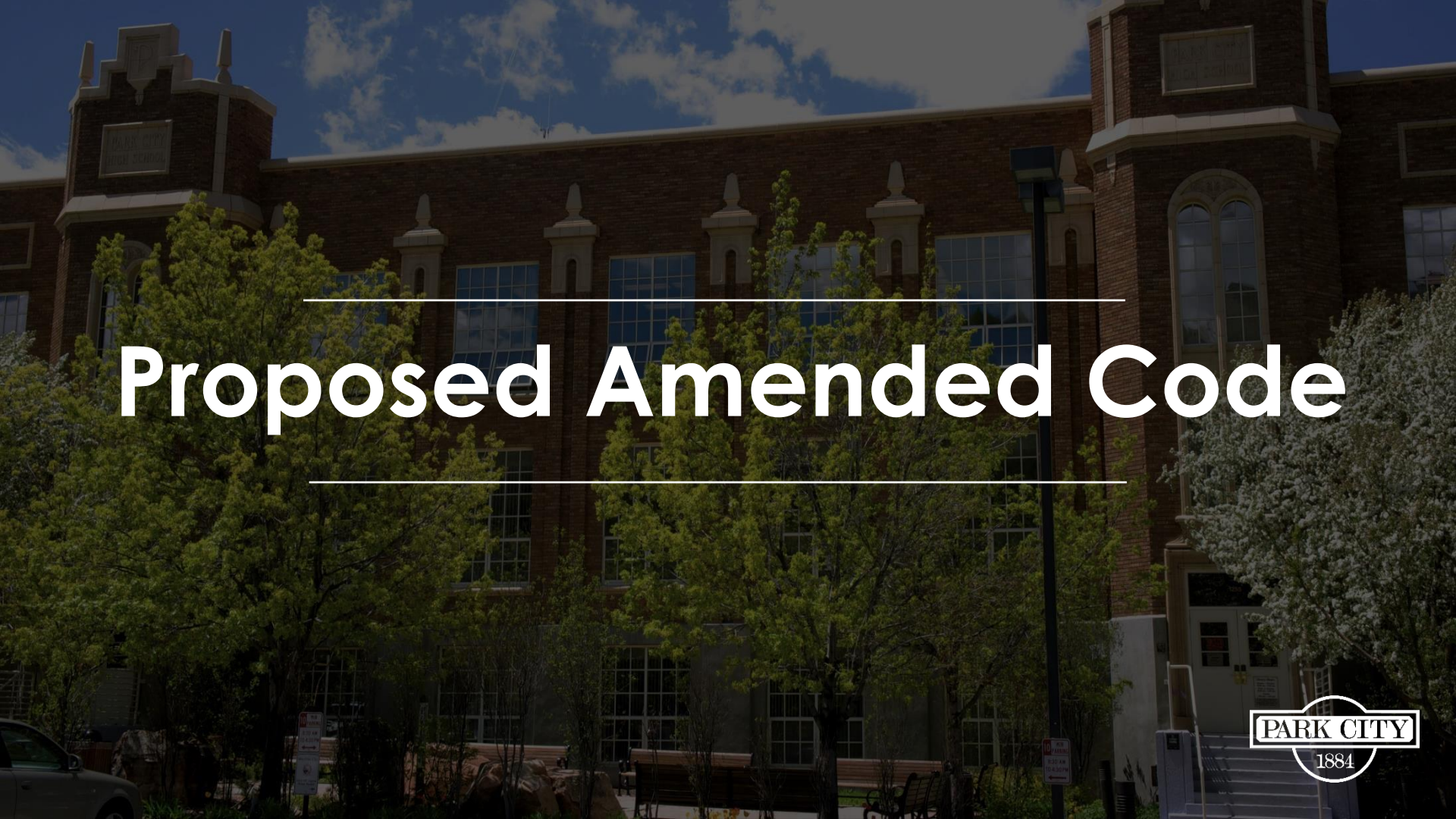
- Fencing
- Walls
- Structures
- Light-posts
- Etc.



— Signage and Awnings —

- Signage and awnings that overhang the ROW require recording an Encroachment agreement.
- If the sign changes materially, we must revise the encroachment agreement to reflect the new, approved sign.





Proposed Amended Code



— Revised Code Language —

2-4-11 City Engineer

There is hereby created and established the office of City Engineer for the purpose of providing the necessary engineering services required by the City. The City Engineer shall be responsible for coordinating, reviewing, supervising, and accepting construction work in rights-of-way and public thoroughfares. The City Engineer may permit these minor private improvements, which do not negatively impact the intended use of rights-of-way or public thoroughfares: mailboxes, driveways, sidewalks, radiant heating, landscaping, **signage and awnings otherwise in conformance with this Code, improvements required to promote life safety, provide property access, ensure slope stability, drainage protection, or maintenance, improvements that are designated Historic in accordance with procedures contained in Land Management Code Chapter 15-11, and minor deviations from previously approved encroachments.** The City Engineer shall be appointed by the City Manager and shall be an employee of the City. The City Engineer shall be appointed on the basis of administrative and technical qualifications with special reference to actual experience or knowledge of the functions and duties of the office as set forth in this article.

Questions?

