



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

November 18, 2021

The Council of Park City, Summit County, Utah, met in open meeting on November 18, 2021, at 3:45 p.m. in the City Council Chambers.

WORK SESSION

Sundance Transportation Plan Update:

Jenny Diersen, Special Events Manager, Lieutenant Vai Lealaitafea, Troy Dayley, Public Works Director, John Robertson, City Engineer, and Dave Thacker, Building Official, were present for this item. Diersen stated much work had been done to minimize traffic impacts during the Sundance Film Festival since 2017. In 2020, Park Avenue was a one-way street. For 2022, staff was looking at a one-way street going south on Swede Alley and a one-way street going north on Main Street to improve traffic flow. Park Avenue would be a northbound one-way street for the entire 10 days of the festival. One-way meant one lane of traffic going in one direction and the other lane being used for local residents, Public Safety, Public Works and Transit. Sundance staff could also travel both ways on these corridors. Fehr and Peers studied the proposal and issued an analysis which was included for the record. The traffic flow proposal could be implemented for the first five days of the festival or continue the entire 10 days. There were some proposals that staff chose not to consider. One option was to pedestrianize Main Street and prohibit all traffic, but staff was not ready to implement that proposal this year. Outreach was performed and the Historic Park City Alliance (HPCA) and Sundance preferred the five-day plan. Staff was willing to implement the five- or 10-day plan depending on Council direction. If Council favored the 5-day transportation plan, Diersen requested authority to implement the one-way streets if there were circumstances during the last five days of the festival that necessitated activation.

Council Member Gerber asked what personnel and equipment would need to be moved if the one-way streets needed to be re-implemented. Diersen stated personnel would be a challenge since they wouldn't be scheduled for work.

Council Member Worel indicated she received a text from a resident on Empire Avenue asking what would be done to protect the residential roads in her neighborhood. Diersen stated Kane Security would be monitoring traffic and barricades would be installed to prevent festival traffic. Council Member Doilney noted since those measures were put in place, the impact was significant.

Council Member Joyce indicated the report was well thought out and he could see staff was prepared. He asked how High Valley Transit would fit into the transportation plan. Diersen stated they would be part of the transit plans and they shouldn't be impacted by the traffic flow plans.

Mayor Beerman noted Main Street merchants requested using the Homestake Lot and shuttle for employee parking and asked if the lot would be open to the public as well. Diersen stated the lot would be open to the public and staff really pushed employers to have their employees park there and use the shuttle. Mayor Beerman indicated the lot would be used for employees throughout the winter and there would be an on-demand shuttle. Diersen stated there was existing transit service to that area. HPCA requested a scheduled shuttle beginning Thanksgiving. During Sundance, there would be a direct shuttle from Homestake to Main Street, but after Sundance, transit service would return to the existing service.

Council Member Joyce asked how the new transportation plan would get communicated. Diersen stated her team would work with the Communications Department to push the information. Sundance was a partner and they would also help get information to the festival attendees.

Council Member Doilney asked if weather events could impact Public Works. Daley stated the traffic plan would help his crew because there would be more snow storage space on one-way streets.

Mayor Beerman explained the one-way traffic plan would reduce the traffic flow that would normally go into the neighborhoods and make it so the buses ran effectively. He asked if the merchants were concerned they would receive less business if the plan went for 10 days instead of five days. Diersen indicated the businesses thought the second half of the festival was different than the first half and there would be less overall traffic.

Council Member Gerber asked if there was the ability to use the Arts and Culture District parking lot as overflow parking. Diersen indicated there were plans for plowing some of the Arts and Culture District lots for parking. She noted Richardson Flat would be open with Transit running there the entire 10 days.

Mayor Beerman didn't think it would hurt to run the transportation plan for the entire 10 days. Council Member Gerber asked if the one-way proposals could be planned for the 10 days and then staff could cut back if they were not necessary. Diersen indicated Police preferred that scenario so officers could be scheduled, and then if they weren't needed the shifts could be cancelled. Council Member Gerber asked if there were fewer venues and fewer ticket numbers. Diersen replied the activations would end earlier during the festival so the second week would not be as busy. Council Member Gerber

asked if Sundance was backing off on the effort to keep the second week of the festival as busy as the first week. Diersen stated Sundance wanted to keep both weeks busy.

Mayor Beerman opened the meeting for public input.

Tana Toly via Zoom stated HPCA was concerned with one-ways affecting third party delivery services. Council Member Joyce stated the intent was having one-way streets for improved traffic flow. Toly indicated most delivery services picked up on Swede Alley, so they would have to drive all the way around Main Street. Diersen clarified the Drop and Load zones would be unpermitted for drop offs and pickups and there would also be several areas designated as curbside pickup for vehicles to park up to 15 minutes.

John Greenfield echoed Toly's concern and hoped there was a hybrid system for accessing Old Town, such as offering access permits for local businesses for upper Old Town and Deer Valley. He suggested having the one-way streets activated for only the busy times of day. Park Avenue could be a two-way street since security guards would be posted at each end. He also proposed staff directing traffic at Richardson Flat on certain times of day when SR-248 was busy.

Mayor Beerman closed the public input portion of the meeting.

The Council members favored implementing the 10-day transportation plan and authorized staff to make the call to revert from the one-way plan to the usual traffic pattern.

Affordable Housing Update:

Jason Glidden, Affordable Housing Manager, updated Council on the Homestake Lot, and indicated staff put out a request for qualifications (RFQ) and was negotiating with a developer. Site work was being performed in the meantime.

Glidden indicated a Housing Needs Assessment was being performed. The State required this study every five years and it would determine the current demand for affordable housing versus the affordable housing inventory. A comprehensive housing study was also in progress, which would include demographics of population, housing needs-bedrooms, location, storage, etc., and impacts of affordable housing on the community, including health, education, the economy, and more. He noted the request for proposals (RFP) was almost ready to be released and he hoped to have results by spring.

Council Member Worel asked to know the difference between a RFQ and a RFP. She noted in other places, a RFQ was issued first to learn of qualifications and then the RFP was released.

Glidden reviewed partnerships were needed to reach the City's affordable housing goals. He indicated land was the City's greatest asset. He stated the Mine Bench property was valuable and Stein Eriksen was interested in using that property for employee housing. Glidden thought it was feasible to construct housing without disturbing the buildings used by Public Works.

Council Member Joyce thought this parcel was still a low priority since it was a complex property and was isolated from town. It was proposed for seasonal employees and the City was not responsible for seasonal employees. There were other projects that were higher priorities.

Council Member Gerber was interested in the proposal and stated the partner should be responsible for a feasibility study. She suggested part of the parcel could be sold to the partner or negotiations could take place for profit sharing. She stressed staff should not spend time on this. Mayor Beerman stated partners had resources, staff, and experience with development, so the City should entertain their proposal. This was not something staff should spend time on, but staff could see what they proposed.

Council Member Worel asked if the soils were contaminated on this parcel. Heinrich Deters stated he could look at the soils report and get back to Council. Council Member Worel stated curb cuts were a challenge for that parcel and asked if staff would have to work with UDOT on that. Glidden stated curb cuts would be required. Council Member Worel indicated she was willing to look at proposals.

Council Member Doilney agreed this property was a low priority and stated this should be very minimal on staff time commitment and the developer should take the lead. He was willing to have this as seasonal housing. Council Member Joyce stated the City only had five pieces of land and it should be used for people who would live here. This proposal was not for community, but just seasonal workers. Council Member Gerber thought this didn't have to only be for seasonal housing. She agreed the City needed all the affordable housing it could get, but the City wasn't building this project.

Mayor Beerman defined building community and noted there were needs beyond affordable housing. The City oftentimes stated partners should build workforce housing. This area would never be part of the community, but was a good location for workforce housing. Council Member Doilney agreed.

Glidden stated staff was ready to submit a plat amendment for Woodside Park Phase II, splitting the lots to give flexibility with projects. He noted there was private developer interest in this site. Council Member Gerber stated partners took a lot of risks away from the City, but it also took away profits or revenue for future housing projects. She asked if the City could work with nonprofits to help keep funds in the Affordable Housing Fund. Council Members Doilney and Worel agreed. Mayor Beerman stated at one time, it was

proposed to incorporate the senior center into this development and he encouraged future discussions with the seniors.

Council Member Joyce cautioned not to rush the project and miss some opportunities for efficiencies. Glidden stated he would be in a meeting with the seniors to have a conversation regarding this project.

Regarding the former Peace House parcel, Glidden requested a feasibility study to see how this site could best be used. Council agreed to the study. Council Member Joyce asked if there were any restrictions since Transit funds were used to purchase the property. Glidden stated no federal funds were used for this purchase.

Mayor Beerman opened the meeting for public input.

Pat Matheson, Mountainlands Executive Director, via Zoom, indicated he was excited for the anticipated housing projects. Mayor Beerman asked if affordable housing projects could have certain numbers of units dedicated to seniors. Matheson stated there were projects dedicated to senior housing. Federal funds could be available if the project was dedicated for the underserved community.

Diego Zegarra, Community Foundation, via Zoom, stated he was in favor of affordable housing and the potential public/private partnerships to help move the City towards its goal.

Allison Kuhlow, Community Foundation Director, via Zoom, favored partnerships in creating affordable housing.

Discuss Pickleball Court Usage and Future Facilities:

Ken Fisher, Tate Shaw, Cole Johnston, and Dillon Bunt, Recreation Department, presented this item. Fisher displayed a presentation and reviewed the history of the Recreation Department needs assessment as it related to tennis and pickleball. He stated pickleball courts had been part of recreation since 2013. The goal of his department was to enrich the lives of the residents. He reviewed the locations of pickleball courts within the recreation district and stated there were a total of 20 pickleball courts. He noted staff efforts to maximize the tennis courts for shared pickleball use. He indicated pickleball revenue was exploding, but tennis revenue was breaking revenue records as well.

Fisher stated pickleball built community and was a social event. He thought there was a growing demand and the City needed to offer resources as needs changed. He recommended initiating a needs assessment.

Council Member Gerber asked if additional facilities would be attached to the MARC if they were recommended. She also asked if additional bubbles could be added to the current facilities. Fisher stated bubbles were not feasible, but adding indoor courts could be considered.

Council Member Worel thought the City could consider public/private partnerships to construct pickleball courts and noted there was reference to some private funding. Fisher stated it could be considered.

Council Member Joyce stated pickleball required a lot of parking and noted there was limited parking at the MARC. Otherwise, he favored expansion at the MARC where space could be repurposed as trends changed. He hoped a comprehensive survey could be distributed to see all the recreation needs of the area.

Council Member Doilney indicated there was an opportunity to build outdoor courts that could be used part of the year and build indoor courts that were also in high demand. He asked if outdoor courts could be built while the needs assessment and survey were being analyzed for long-term recreation plans. Shaw indicated many sports battled for space, so this was an ongoing issue.

Mayor Beerman opened the meeting for public input.

Joe Plomin stated this was a tricky issue, but he was optimistic there was a good resolution. He noted indoor wood floor courts were not optimal. He was open to a public/private partnership. He didn't want the club to own it or run it, but they would like a say in how it was run. He was discouraged that pickleball users could only sign up last minute, and hoped they would be allowed to reserve courts within a two week window. He also noted the scheduled times for pickleball were early morning or late evenings, which were not optimal times. He reiterated the sport created community.

Cal Regan expressed disappointment in the scheduled times for pickleball players. He also stated pickleball and tennis games played side by side without issues at the outdoor courts and he hoped that could be the situation indoors as well. He asked for equal access for reservations.

Kathy Pederson stated she was the ambassador for pickleball and a pickleball pro and she wanted to advocate for pickleball in the City. Pickleball was a pickup game and Park City only had the game on a reservation only basis.

Ed Parigian via Zoom stated he served on the Recreation Advisory Board (RAB) and they loved pickleball. But as a tennis player, the game had different etiquette, so he didn't recommend having the two games next to each other.

Susan Kutcher eComment: "As you have been told pickleball is a new sport and more courts are needed as neither the Basin or the MARC can keep up with the increasing demand for court time. Just add my name to those who want the City and the county to build more courts."

Mayor Beerman closed the public input portion of the meeting.

Council Member Gerber thought there needed to be pickleball reservation time during the day. She knew the City needed winter options and she encouraged staff to proceed. Council Member Joyce asserted tennis reservations were full. He knew there was demand for pickleball, but the courts weren't sitting empty. Plomin stated the club was advocating at Basin Rec as well as Park City, and he was grateful for the response.

Shaw clarified there was drop and play on the court during the day, but it was mixed use for many sports. Regan stated pickleball was asking for equal access, not to displace tennis.

Mayor Beerman asked if the scheduled times were for reservations only and not drop and play, to which Johnston affirmed.

Council Member Worel thanked staff for working to find solutions and thanked the Pickleball Club for their efforts to work with staff.

REGULAR MEETING

I) ROLL CALL

Attendee Name	Status
Mayor Andy Beerman Council Member Max Doilney Council Member Becca Gerber Council Member Steve Joyce Council Member Nann Worel Sarah Pearce, Deputy City Manager Margaret Plane, City Attorney Michelle Kellogg, City Recorder	Present
Council Member Tim Henney	Excused

II) COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments:

Council Member Joyce talked about the burn piles between Rossie Hill and Treasure Hill and indicated other areas in the county had so many more piles than the City. He hoped more focus would be given on this topic in the spring.

Council Member Gerber attended Recycle Utah Board meeting and they discussed the good collaboration with Stormwater when the storm came a few weeks ago. She reviewed the staff communication reports in the packet for this meeting.

Council Member Worel stated the library was recognized by the State with an Exemplary Library Award.

Mayor Beerman noted the MEI index by the Human Rights Commission gave the City high marks, a score of 70, which was the second highest score in the State. He thought the City made great progress in equity and thanked staff for all their work.

Staff Communications Reports:

1. 2021 People-First Streets Program Report:

2. Budget Monitoring Report - September 2021:

3. Art District Temporary Programming Costs:

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

Mayor Beerman opened the meeting for anyone who wished to comment or submit comments to the Council on items not included on the agenda.

John Greenfield indicated he enjoyed the spirited debate during the affordable housing discussion and he hoped to see more. He also hoped the community could be involved in that discussion. He thought high density rentals was a necessity for the City and they should be a priority.

Ed Parigian, via Zoom, suggested Bonanza Park was perfect for affordable housing and thought that parcel should be included in housing discussions.

Clive Bush eComment: "I would like to record some observations on this agenda item as follows: 1. Extra deterrent is needed to eradicate vehicles entering Chambers and Prospect from Marsac as they circumvent the no left and traffic control at Hillside/Marsac intersection. It might be possible to block these roads off entirely? Residents on those streets could be asked to opine? 2. Limiting traffic entering lower Main or Swede via Heber as suggested puts extra pressure on Hillside that should be

avoided. 3. Should you consider a one-way Main/Swede, I suggest including Main St Southbound in these considerations with no entry to Upper Main. 3. The "permitted" exit via Hillside for resident drivers caused a great deal of angst and arguments and almost violence towards the young traffic controllers - the control point partially worked only when traffic was controlled at Grappa with a uniformed police officer with authority.... All traffic in the Commercial core should remain in it - if a resident is foolish enough to make this journey there should be no exceptions. Why is there even a need to exit traffic South from Main/Swede except in an emergency? 4. Unpermitted drop-off at the Brew Pub lot promotes more traffic to enter South Old Town without firm enforceable control and then conflict with traffic control as a quick exit is sought after dropping off. I'm not sure promoting more drop-off is in fact a good idea at all... the consultant hired for their opinion seems to agree? 5. The overall philosophy seems to promote more traffic in Old Town that still raises eyebrows?"

Clive Bush eComment: "Due to the proximity to Bonanza Park and its uncertain future development objectives, it would be a grave mistake to continue to progress development at Homestake without a properly devised and coordinated plan for both."

Greg Gendron, Stein Eriksen Lodge Vice President of Residential Operations eComment: "The Park City business community is in dire need of housing options for employees, both seasonally and year-round. Specific to our organization, Stein Eriksen Lodge needs to find a minimum of 200 beds on an annual basis, just to cover winter seasonal staff. Currently, we rent any and every available room we can find in and around Park City and including Salt Lake City. With a staff north of 700 employees and growing, we are seeking to find a long-term solution. Through our internal research, it is our understanding that the City owns multiple parcels that could be perfect for a public / private partnership to build employee housing which would solve both of our needs and goals. The parcel we are most interested in is the Mine Bench area as its proximity to our organization would eliminate many of the current transportation issues (reduce traffic and emissions) related to getting employees from current housing along the Wasatch Front and Wasatch Back to and from Steins. Having a location so close would have enormous positive community and environmental impacts. Further, we believe that by building employee housing, it would lessen the demand on housing in our residential local neighborhoods freeing up inventory for other segments (teachers, health care workers, etc.) to potentially rent or purchase. As it currently stands, the model seems to be private investors accumulating rental properties around town to then lease back to local businesses at premiums or place in nightly/weekly often non-conforming rental programs. Steins would like to actively pursue creating a public/private partnership with PCMC to create employee housing on the mine bench (due to proximity/location). We

are ready and willing to explore all options with PCMC and have the resources to act quickly and efficiently. We look forward to working in collaboration with PCMC on this endeavor.”

Mayor Beerman closed the public input portion of the meeting.

IV) CONSENT AGENDA

1. Request to Adopt Resolution 28-2021, a Resolution Declaring November 27, 2021, as “Small Business Saturday” in Park City, Utah:

Council Member Worel moved to approve the Consent Agenda. Council Member Joyce seconded the motion.

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, Joyce, and Worel

EXCUSED: Council Member Henney

V) OLD BUSINESS

1. Consideration to Authorize the City Manager to Execute the Service Provider Agreement with Republic Services Inc. in a Form Approved by the City Attorney’s Office for the Trash and Recycling Services for the Main Street Business Improvement District (BID):

Matt Twombly and Jonathan Weidenhamer, Economic Development, presented this item. Twombly reviewed two contracts would be awarded, one for trash and one for recycling and waste diversion. He indicated staff updated HPCA with the scope of the proposed contract. Weidenhamer stated staff had talked with HPCA for the past two years regarding the City's waste diversion goals and when they were told the cost would go up 10%, they were agreeable and favored waste diversion.

Mayor Beerman opened the meeting for public input.

Ginger Wicks, HPCA, thanked staff for the help and guidance on this contract and indicated HPCA was supportive of it.

Mayor Beerman closed the public input portion of the meeting.

Council Member Joyce reviewed this was continuing services and a part-time staff member would work with Main Street businesses to reduce waste. Council Member Doilney indicated waste management was a big problem, so these were the types of programs where resources needed to be given. He thought there needed to be continued discussions on waste management.

Council Member Joyce moved to authorize the City Manager to execute the service provider agreement with Republic Services Inc. in a form approved by the City Attorney's office for the trash and recycling services for the Main Street Business Improvement District (BID). Council Member Gerber seconded the motion.

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, Joyce, and Worel

EXCUSED: Council Member Henney

2. Consideration to Authorize the City Manager to Select Summit Land Conservancy as the Holder of a Conservation Easement for the Treasure Hill Conservation Easement and Stewardship Project, Subject to Final Contract and Price Negotiation:

Heinrich Deters, Trails and Open Space Manager, and Cheryl Fox, Summit Land Conservancy, presented this item. Deters reviewed the City bought the property in 2019. There was a lot of planning and work done on this property, including forest cleanup efforts, trails, the Martinez sculpture, and a wildfire mitigation plan was in the preliminary stages. Summit Land Conservancy would hold the qualified land trust with the conservation easement for this property. He hoped the conservation easement itself would be ready to present to Council for approval by next summer.

Fox stated this would be the 21st easement the City entrusted to Summit Land Conservancy and she appreciated working with the City. She knew it was difficult to negotiate conservation and she was pleased the property would be preserved.

Mayor Beerman opened the meeting for public input. No comments were given. Mayor Beerman closed the public input portion of the meeting.

Council Member Joyce thought this was an unusual parcel since the City bought it so it wouldn't be developed. He was grateful it would be preserved as open space.

Council Member Doilney moved to authorize the City Manager to select Summit Land Conservancy as the holder of a conservation easement for the Treasure Hill Conservation Easement and Stewardship Project, subject to final contract and price negotiation. Council Member Worel seconded the motion.

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, Joyce, and Worel

EXCUSED: Council Member Henney

VI) NEW BUSINESS

**1. Consideration of the Neighborhood Traffic Management Program (NTMP)
Request for Two-Way Travel on Upper Park Avenue, from Heber Avenue to King
Road, During Winter Months:**

Austin Taylor, Transportation Planner, indicated he oversaw the NTMP. He displayed a photo of Upper Park Avenue and stated historically the street was a one-way street in the winter and two-way street in the summer. The group requested the street remain a two-way street through this winter. He explained the outreach efforts to engage the residents on this street. He reviewed the survey results breakdown and noted with all scenarios, there was a slight majority who favored trying a two-way street.

Taylor discussed the concerns from the NTMP meeting, including snow storage and indicated there were no concerns from first responders. During Sundance, the street would revert to one-way. He reviewed options for this street, including splitting the winter season with two months two-way and two months one-way, two-way for the entire winter season, or maintain the status quo one-way travel for winter.

Mayor Beerman opened the meeting for public input.

Terry Harris, via Zoom, stated for 27 years it had been a one-way street in the winter and there was no data, such as crash data to justify changing the pattern. There were sections of the street where the sidewalks weren't shoveled, so skiers had to walk in the street. The street was narrower in the winter because of snow. He requested data be tracked this winter before implementing a traffic change. He thought a two-way street was a safety concern.

Bill Dark was confused about why the preferred option was to split the two-way experiment. He indicated the traffic after Christmas through Sundance was very heavy. He asked what the purpose of the study was and thought the split should occur in the summer as well. He thought the one-way was a disaster because it caused vehicles to drive longer. He hoped Park Avenue would be two-way permanently.

Aimee Wolfson and Michael Kirby: Wolfson noted the survey was not accurate and residents voted multiple times, nonresidents voted, etc. She didn't get a postcard and only heard about the survey through a contractor. She thought the residents who promoted the two-way option lived in the 500 block because they were the most impacted. She calculated statistics by block and those living in the 100-300 blocks were opposed, and submitted her calculations for the record. She felt a two-way street was a safety hazard. The "Yes" votes were about convenience but the "No" votes were based on health and safety. She thought drivers could have a two-way street between 4th and 5th Streets to save them from going around. She noted specific evidence of accidents on this street.

Robin Dark thought the conditions could coexist and she favored opening 4th and 5th Streets. She thought jockeying cars as they traveled up and down the hill worked, but felt the 4th and 5th two-way idea would work too.

Mayor Beerman closed the public input portion of the meeting.

Council Member Worel indicated the residents came up with their own solution. She asked Taylor if the group discussed the 4th and 5th Streets option. Taylor indicated they had not.

Council Member Doilney stated the reason for the one-way street was so traffic wouldn't go into the residential neighborhoods to access commercial areas. It kept traffic at a minimum and made the streets safer. He also thought one-way streets made snow removal easier. He hesitated opening the street for two-way travel.

Council Member Gerber agreed it reduced traffic, but it impacted residents. She was open to using 4th and 5th Streets. Mayor Beerman was concerned about the safety of a two-way street. If the residents wanted to open the side streets, he suggested opening 5th Street. He cautioned there would be a trade off with increased traffic if the side streets were opened.

Council Member Joyce liked the improvement in outreach efforts, but the outreach was still not reaching everyone. He hoped staff would continue working to be effective with their outreach efforts. He didn't like the option to split the time of two-way versus one-way. If opening the side streets, he requested the City reach out to ask the residents and inform them of the traffic consequences.

Wolfman stated the residents of the 500-block requested two-way so the City should give them the option.

Dark stated vehicles were now parked on 4th and 5th Street so that issue would have to be addressed.

Mayor Beerman indicated the two-way closed November 15th and suggested that closing could be delayed until the snow started. He recommended to continue with better outreach efforts and discussion on opening 4th Street and/or 5th Street.

Council Member Joyce stated there were a lot of second homeowners and it was hard to reach them. Sarah Pearce, Deputy City Manager, stated staff was working on outreach.

Council Member Doilney moved to continue the Neighborhood Traffic Management Program request for two-way travel on Upper Park Avenue, from Heber Avenue to King

Road, during winter months to date uncertain for further consideration of opening 4th and/or 5th Streets and having expanded neighborhood communications. Council Member Joyce seconded the motion.

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, Joyce, and Worel

EXCUSED: Council Member Henney

2. Consideration to Approve the Following Applications for the Historic District Grant Program's "Competitive Grant" Category, for Projects Defined as Preservation, Rehabilitation, and/or Restoration in the Land Management Code: 180 Daly Avenue, 187 Daly Avenue, 43 King Road, Thaynes and Silver King Headframes, Park City Mountain, 115 Main Street, 150 Main Street, 402 Main Street, 434 Main Street, 508 Marsac Avenue, 933 Norfolk Avenue, 962 Norfolk Avenue, 121 Park Avenue, 416 Park Avenue, 526 Park Avenue, 1060 Park Avenue, 1125 Park Avenue, 1129 Park Avenue, 22 Prospect Avenue, 1825 Three Kings Drive, 232 Woodside Avenue, and 1057 Woodside Avenue:

Aiden Lillie, Planner, presented this item and indicated there was a high level of interest in the grant program this year. The grant program had \$127,136 to award each year and 21 of the 22 applications received were recommended for awards.

Council Member Joyce thought this was an incredible response and thanked staff for their outreach efforts. Council Member Gerber asked if homeowners could apply multiple years for various home projects, to which Lillie affirmed.

Mayor Beerman opened the meeting for public input.

Rhonda Sideris, via Zoom, asked that homeowners get notice of awards earlier in the year so they could move forward. Lillie stated that was discussed with the Budget Department and revisiting the timeline would be a January work session item.

Mayor Beerman closed the public input portion of the meeting.

Council Member Gerber asked if there was follow-up to see if the money was used for the intended projects. Lillie stated there was a 50/50 release of funds and there would be an inspection to verify the work matched what was proposed.

Council Member Gerber moved to approve the following applications for the Historic District Grant Program's "Competitive Grant" category, for projects defined as Preservation, Rehabilitation, and/or Restoration in the Land Management Code: 180 Daly Avenue, 187 Daly Avenue, 43 King Road, Thaynes and Silver King Headframes, Park City Mountain, 115 Main Street, 150 Main Street, 402 Main Street, 434 Main Street, 508 Marsac Avenue, 933 Norfolk Avenue, 962 Norfolk Avenue, 121 Park

Avenue, 416 Park Avenue, 526 Park Avenue, 1060 Park Avenue, 1125 Park Avenue, 1129 Park Avenue, 22 Prospect Avenue, 1825 Three Kings Drive, 232 Woodside Avenue, and 1057 Woodside Avenue. Council Member Doilney seconded the motion.

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, Joyce, and Worel

EXCUSED: Council Member Henney

3. Consideration to Approve Ordinance No. 2021-45, an Ordinance Approving the 402 Park Avenue Plat Amendment, Located at 402 Park Avenue, Park City, Utah:

Browne Sebright, Planner, stated this parcel was the historic Community Church and the amendment would remove an interior lot line to allow the owner to remodel a garage.

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

Council Member Gerber moved to approve Ordinance No. 2021-45, an ordinance approving the 402 Park Avenue Plat Amendment located at 402 Park Avenue, Park City, Utah. Council Member Worel seconded the motion.

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, Joyce, and Worel

EXCUSED: Council Member Henney

4. Consideration to Approve: 1) an Update to Park City's Affordable Housing Goals; 2) an Addendum to the 2020 Housing Assessment and Plan; and 3) the 2021 Moderate Income Housing Report:

Rhoda Stauffer, Affordable Housing Specialist, presented this item and stated this report complied with State requirements. She reviewed the housing accomplishments within the past year, including pre-development of the Homestake Housing Project, housing mitigation plans, Land Management Code amendments for Affordable Housing Master Planned Developments, work to reduce regulations on accessory dwelling units, and work on the housing goals for the Transportation Master Plan.

In 2022, she hoped to complete the five-year housing plan, continue construction and developments with private partnerships, utilize new housing software, align housing goals with the Transportation Master Plan, and implement the Lite-Deed Restriction program.

Council Member Gerber stated there were several discussions on funding rentals and she asked for a discussion for a sustainable funding source, such as increased property taxes, that could help with affordable housing projects.

Council Member Joyce commented there were big sources of funding, but the City was not prioritizing them. He gave the example of Transient Room Tax (TRT) funding and Resort Sales Tax. He thought land was the problem, not money. Council Member Gerber stated that money was earmarked for things such as affordable housing, but then other things came up that took that money. Council Member Joyce liked the Homestake development model and thought that could be the way of the future.

Glidden stated Housing and Budget staff had been working on ongoing funding tools, and they would bring the conversation to Council in January.

Council Member Worel asked if the software platform was common to all the entities in the County. Stauffer stated Mountainlands was looking into the software as well. The goal was to have one waitlist and application process, but they weren't there yet.

Council Member Gerber asked if initiating a Housing Authority could be discussed. Stauffer indicated staff was looking into that and would come back with a recommendation.

Mayor Beerman opened the meeting for public input.

John Greenfield suggested implementing a transfer tax for properties above a certain value that would go to Affordable Housing. Another suggestion was having an online source connecting homeowners with renters. He thought it was important to have a dedicated source for affordable housing. Mayor Beerman stated the State did not allow transfer tax, but discussions were ongoing.

Ed Parigian, via Zoom, looked at City revenue and he thought the Arts and Culture District could be constructed and the City could pay for it. He wanted to see a discussion on the net numbers and felt prices continued to increase and the projects still weren't underway.

Mayor Beerman closed the public input portion of the meeting.

Council Member Worel moved to approve 1) an update to Park City's Affordable Housing Goals; 2) an addendum to the 2020 Housing Assessment and Plan; and 3) the 2021 Moderate Income Housing Report. Council Member Doilney seconded the motion.

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, Joyce, and Worel

EXCUSED: Council Member Henney

5. Consideration to Adopt the State Route 224 Bus Rapid Transit (BRT) Locally Preferred Alternative, Noting the Terminus Change to the Old Town Transit Center:

Alex Roy, Transportation Planner, stated the approval of the Bus Rapid Transit (BRT) to the Old Town Transit Center needed a formal approval in order to receive federal funding.

Mayor Beerman opened the meeting for public input.

John Greenfield asked if the BRT route could be changed if the Arts and Culture District became a Transit hub in the future. Roy indicated this approval would trigger an impact study, but routes could change in the future.

Council Member Doilney moved to adopt the State Route 224 Bus Rapid Transit Locally Preferred Alternative, noting the terminus change to the Old Town Transit Center. Council Member Gerber seconded the motion.

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, Joyce, and Worel

EXCUSED: Council Member Henney

6. Consideration to Approve Ordinance 2021-47, an Ordinance Approving the Club Lespri- 1st Amended Plat Located at 1765 Sidewinder Drive, Summit County, Park City, Utah:

Mayor Beerman disclosed he had a business relationship with Club Lespri. Lillian Lederer, Planner, presented this item and indicated the amendment would change the six - second floor units to one unit.

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

Council Member Worel asked if the owner was memorializing what had already been changed, to which Lederer affirmed.

Council Member Joyce moved to approve Ordinance 2021-47, an ordinance approving the Club Lespri- 1st Amended Plat located at 1765 Sidewinder Drive, Summit County, Park City, Utah. Council Member Worel seconded the motion.

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, Joyce, and Worel

EXCUSED: Council Member Henney

VII) ADJOURNMENT

With no further business, the meeting was adjourned.

Michelle Kellogg, City Recorder

APPROVED 12-16-2021



November 16, 2022

RE: Transportation Plans During Sundance Film Festival 2022

The HPCA Events and Winter Operations committees, along with the board have all reviewed the three traffic flow options under consideration for the upcoming Sundance Film Festival. It is our preference and recommendation that Option #2 as outlined and presented by City staff is implemented for the event:

- **5 Day One Way Plans.** *Direct Staff to move forward with one-way plans on Park Avenue, Main Street, and Swede Alley during the first 5 days Festival (January 20 to 25). There are some concerns from internal departments that lack consistency may confuse the public. The main entry point for parking will be Marsac on China Bridge and Swede Alley. Vehicles may enter lower Main Street but will be directed to drop off at the 9th street roundabout and will not be able to travel south onto the main. Drop Off Locations are also being considered at South Marsac, Behind Dolly's, Brew Pub, 9th Street, and Heber Avenue by Sky Lodge. No drop-off locations are being considered established on Main due to load in/out and crowd management on Main Street. With a no left turn sign on Marsac and Hillside, the majority of uphill traffic will need to drop off at South Marsac, as there will be a no left turn after the roundabout to Swede Alley.*

In addition, we respectfully request that a direct shuttle to/from the Homestake lot is operational for employees during the first five days of the festival, as well as the second weekend, when parking rates are higher and request the opportunity to work with staff to determine the best hours of operation for this service.

Thank you for your consideration,

A handwritten signature in black ink that reads "Ginger Wicks".

Ginger Wicks
HPCA Executive Director



MEMORANDUM

Date: November 16 2021

To: Park City Municipal Corporation

From: Fehr & Peers

Subject: 2022 Sundance Film Festival Circulation Plan Peer Review

INTRODUCTION

This technical memorandum summarizes Fehr & Peers' review of circulation strategies to manage peak congestion periods in Park City during the Sundance Film Festival. The primary purpose of these strategies is to reduce traffic impacts on the residential neighborhoods within the core of Old Town, and to maintain traffic circulation as much as possible during this extremely busy time. Fehr & Peers was provided via email a Google Earth file of proposed traffic circulation and mitigation measures; this memorandum summarizes our response to the proposed measures, and includes additional recommendations from Fehr & Peers to manage Sundance-related congestion. This memo also includes relevant observations made by Fehr & Peers staff during the first Friday of Sundance 2020 (prior to the COVID-19 pandemic).

PEER REVIEW

This section contains a summary of the proposed circulation strategies identified by Park City via emailed Google Earth file to Fehr & Peers on Sunday November 7th, 2021, alongside the results from Fehr & Peers' review of the strategies. This memo indicates Fehr & Peers' agreement with strategies in *italic text*; additional suggestions or points for consideration are provided in **bold text**.

Park Avenue Strategies:

1. Place VMS board at "Box of Rocks" (the intersection of Park/Empire/Deer Valley Drive), directing drivers to PCMR or to Deer Valley Drive/China Bridge parking garage. Allow Park City Transit vehicles to use Park Avenue in both directions on Park Avenue between Deer Valley Drive and Heber Avenue; prohibit all other southbound traffic on Park Avenue between Heber Avenue and the Box of Rocks. Allow northbound vehicles to use Park Avenue to exit the Old Town area.
 - a. *We agree with diverting all southbound traffic except local residents and transit away from Park Avenue.*
 - b. These limitations may only need to be applied for the peak days of Sundance and possibly not for the entire period of the festival – possibly only the Thursday through Monday dates of the festival period.
 - c. Success of this strategy will rely heavily on advance notification, in several ways:

- i. Drivers approaching the Park Ave/Empire/Deer Valley Drive intersection from the north will need advance notice via VMS (temporary and permanent signs can be used) to inform them of the diversion. Signs could direct “event traffic” to PCMR or Deer Valley Drive and indicate “residents only beyond this point” at the Park Ave/Deer Valley Drive intersection. **Park City may wish to notify drivers via VMS as far away as the approaches to Park City from US-40 and I-80, directing drivers to free satellite park-and-rides with transit access.**

Swede Alley Strategies:

1. Swede Alley will be limited to southbound traffic only. Swede Alley provides access to the flag lot, rideshare pick-up/drop-off between 5th and 6th Streets across from the Transit Center driveway, drivers exiting the China Bridge parking garage, and ADA parking near the Swede/Main intersection. Swede Alley southbound traffic will be forced to turn right onto Main Street to travel northbound to exit the Old Town area – in the plans reviewed by Fehr & Peers, Main Street traffic is one-way northbound only from Hillside Avenue to Deer Valley Drive.
 - a. *We agree with the proposed southbound-only traffic on Swede Alley between Heber Avenue and Main Street.* However, we observed during the 2020 Festival that southbound Swede Alley traffic became congested fairly early in the afternoon, and by 3:30 southbound vehicles on Swede were unable to exit Swede onto Main Street because Main Street queued all the way from Heber Avenue to Swede Alley. Limiting Swede Alley to southbound only and Main Street to northbound only forces all traffic from Swede Alley to then turn down Main Street, which is the primary focus area of the festival and extremely congested with cars, people, deliveries, and other movements.
 - b. To alleviate this problem, **we suggest allowing two-way travel on Main Street between Hillside Avenue and Swede Alley, and configuring Hillside as eastbound-only to channel drivers from Swede Alley towards Marsac Avenue and away from Main Street.** While we acknowledge that this is politically challenging for Park City’s leadership, it is one of few practical ways to keep circulation moving during these peak periods.
 - i. The current proposed plans show five traffic control staff or police officers at the intersection of Swede/Main. During the 2020 Festival, we observed that the limited number (sometimes a single person) of security/police staff at this location was overwhelmed by the number of conversations required with vehicles coming from all directions in order to communicate road closures and limitations. *If Park City chooses to move forward with the plans as currently proposed, we agree that the increased number of officers may be beneficial at this location.* If Park City opts to allow southbound traffic on Main Street between Hillside and Swede, and use Hillside as eastbound-only in order to clear out traffic, then this could potentially
 - a) reduce the amount of officers needed at the Swede/Main intersection, allowing them to be reallocated elsewhere, and
 - b) reduce the amount of time officers have to spend communicating with drivers at this intersection, as movements will be less limited.

- c. *We agree with the placement of rideshare pick-up/drop-off at the bottom of Swede Alley near the transit center. **We suggest that rideshare drivers be allowed access to the Transit Center driveway to exit Old Town via the Deer Valley Drive roundabout (normally transit-only access).*** Otherwise, rideshare drivers are forced into the southbound queue on Swede Alley, which adds congestion into the Swede Alley/Main Street circulation pattern, increases the amount of time rideshare drivers are unable to serve festivalgoers, and reduces the accessibility of rideshare vehicles to visitors. **This may require additional traffic control staff to facilitate these movements across southbound traffic**, but could reduce the number of cars getting trapped in the Swede/Main loop.
 - d. **We suggest limiting access to China Bridge parking garage from Marsac Avenue only.** This would limit the number of vehicles on Swede Alley, either entering or exiting the parking garage, and would reduce the number of cars getting trapped in the Swede/Main loop. This is especially valuable if Park City is unable to make the suggested revision above of allowing two-way travel on Main Street south of Swede, and switching Hillside to eastbound only. **Limiting China Bridge access points to Marsac Avenue will likely require additional traffic control staff at the Marsac driveway to facilitate access onto the roadway.**
 - e. With Swede Alley limited to one direction of traffic only, there may be additional space in the roadway to accommodate other needs. We observed during the 2020 Festival that pedestrian conditions on Swede Alley were, at best, uncomfortable – most sections of Swede lack any sidewalk facilities, and pedestrians found themselves on icy, snowy roadway shoulders next to very congested traffic conditions. **We suggest that Park City repurpose part of the roadway space for pedestrians on Swede Alley**, using barriers or other means to create a safe separated area for people to walk to their destinations.
2. The current plans propose two police officers at the intersection of Heber Avenue/Swede Alley to prevent southbound drivers from turning right onto Heber Avenue. Plans do not indicate placement of police vehicles or other physical barriers at this intersection.
 - a. During the 2020 Festival, we observed that southbound Swede frequently backed up onto Deer Valley Drive. Many drivers asked traffic control staff at the Heber/Swede intersection whether they could turn right; and once one driver stopped to ask questions, every subsequent driver wanted to ask information too, which delayed each car moving through that intersection. **We suggest using police vehicles, other barriers, and/or signage to make the right-turn prohibitions more obvious, and move traffic control officers further away from the intersection to discourage ongoing discussions with drivers.** Care should be taken when placing police vehicles or barriers to ensure safe crossings for pedestrians, as this seemed to be an issue during the 2020 Festival.

Main Street Strategies:

1. Park City's proposed plans currently show Main Street as one-way northbound traffic only from Hillside Avenue to Deer Valley Drive. While not specified on the Google Earth file provided, it is our understanding based on conversations with Park City staff that Main Street between Hillside Avenue and Heber Avenue will not accommodate on-street parking or rideshare pick-up/drop-off, and the

only curbside activities allowed on this section of Main Street will be for venue deliveries and related commercial activities. Vehicles will be able to exit Main Street via 9th Street onto Deer Valley Drive, or via 7th Street or 9th Street west to northbound Park Avenue (southbound travel on Park Avenue will be prohibited in this section). The plans indicate a proposed pick-up/drop-off area at the intersection of Main Street and 9th Street.

- a. *We support limiting traffic on Main Street. **We furthermore suggest Park City prohibit all private vehicles on Main Street*** – if no parking is allowed, and no pick-up/drop-off is allowed, then are few reasons for people to drive on the street in the first place. Park City could prioritize transit vehicles on Main Street, encouraging people to use the transit buses or the trolley to access Main Street, and also provide more space in the street for pedestrians, if private vehicles are limited.
- b. The current plans indicate that vehicles would be allowed to travel north on Main Street and exit the Old Town area by turning right onto Deer Valley Drive (all other movements are prohibited). We observed during the 2020 Festival that vehicles attempting to exit Old Town by turning right onto Deer Valley Drive were worsening traffic conditions on Deer Valley Drive and into the roundabout, contributing to queueing both northbound and southbound at the roundabout. **We suggest Park City discourage vehicles from traveling northbound on Main Street north of 9th Street, funneling them out through Park Avenue instead.** The current plans do not show security staff at this intersection; **Park City may wish to consider blocking the access with a policy vehicle, or having staff present at the intersection to prevent unwanted access.**
- c. *We support the placement of the pick-up/drop-off location at the Main Street/9th Street intersection.* It is our understanding that traffic on Deer Valley Drive will be able to make right turns in and out of Main Street at this location. This pick-up/drop-off location may be more attractive to some than the pick-up/drop-off zones on Swede, which will require drivers to travel through the Swede Alley/Main Street loop before exiting the traffic flow. Limiting northbound traffic in this area to pick-up/drop-off activity may help mitigate some of the impacts to Deer Valley Drive seen in previous years, as described in Section 1(b) above.

Deer Valley Drive and Marsac Avenue Strategies:

1. Park City's proposed plans use Deer Valley Drive as the primary route of entry into Park City Old Town. Drivers coming to Old Town can access the area via Heber Avenue, or access the China Bridge parking lot via Marsac Avenue. Left turns from Deer Valley Drive will be prohibited at Main Street and at Heber Avenue.
 - a. *We support the prohibition of left turns at Main Street and Heber Avenue.* We observed during the 2020 Festival that people attempting to turn left from northbound Deer Valley Drive into Heber Avenue were queuing out of the turn pocket and into the travel lanes, contributing to queueing through the roundabout. Keeping cars moving northbound on Deer Valley Drive will help to mitigate this issue.
 - b. Traffic coming from Deer Valley Drive or Marsac will have limited options to access the Old Town area. **Park City should encourage drivers from these routes to drop off**

passengers at the drop-and-load area at China Bridge accessed via Marsac, and place traffic control staff at the Marsac entry to China Bridge to help facilitate ingress and egress. Drivers wishing to access Old Town may otherwise need to go northbound on Deer Valley Drive to the Bonanza Drive intersection, turn around, and head southbound on Deer Valley Drive to access the Heber Avenue southbound route into Old Town.

- c. We observed during the 2020 Festival that buses exiting the Transit Center into the roundabout had a difficult time entering the traffic stream due to heavy southbound traffic from Deer Valley Drive. **We suggest adding traffic control staff to assist buses leaving the roundabout, to improve reliability for transit service.**

China Bridge Strategies:

1. The current plans show that drivers may enter the China Bridge parking garage only from Marsac, and exit onto Swede or Marsac. The City will establish the South Marsac Lot as a pickup/dropoff zone for shuttle drivers, hotel transportation, and other drivers coming from Deer Valley Drive or Marsac. China Bridge rates will range from \$40-\$50 flat fee during the first weekend of Sundance, with slightly lower rates the following week and weekend.
 - a. **We suggest limiting exit from China Bridge onto Marsac only**, which would prevent people leaving the parking garage from getting stuck in the Swede-Main loop. As suggested above, this may require placing a traffic control officer at the China Bridge entry on Marsac in order to facilitate access.
 - b. *We agree that South Marsac is a good location for pickup/dropoff*, and would recommend having clear signage for pickup vs dropoff areas to manage parking and curb spaces efficiently and reduce congestion.
 - c. *We agree with the pricing rates for China Bridge*. During the 2020 Festival, we observed on the Friday of opening weekend that China Bridge was between 50-60% full, and that there were opportunities to accommodate more people and raise additional revenue. At that time, drivers paid a \$60 flat fee to park at China Bridge on Friday and Saturday, so the slightly reduced rate of \$50 for that time period during the 2022 Festival may result in higher usage of China Bridge.

Additional Notes:

1. Park City may wish to entice drivers from outside Park City to utilize park-and-ride and transit facilities through the offering of incentives such as free coffee or snacks at the park-and-rides (ie, host a coffee truck or similar at Kimball, the View lot on I-80, Richardson Flats, etc). Use of electric buses may provide further appeal to visitors committed to reducing their carbon footprint.
2. Similarly, Park City, Sundance, the Chamber of Commerce, and other commercial organizations will need to get the word out in advance to the hospitality industry about changes to access and circulation. This should include Sundance ticket holders, AirBnB and VRBO hosts, hoteliers, and other commercial centers.
3. In our conversations with security staff during the 2020 Festival, we heard that many festivalgoers were not aware that transit service was free of charge, and that more advertising/awareness would help get more people out of their cars and into the transit vehicles. We also heard that more

wayfinding or signage of the transit system could help people find their way or be more willing to use the service.

4. During our 2020 Festival observations, we noted that security personnel spent a lot of time managing pedestrian traffic, and that better-marked pedestrian crossings and signage may help channelize pedestrians more effectively and safely. We also noted that generally sidewalks are not wide enough to handle the volume of pedestrians; reallocating public right-of-way from two-directional traffic to one-way may create space on several important routes to more safely and comfortably accommodate pedestrians.

HOUSING UPDATE

NOVEMBER 18, 2021



PROJECT UPDATES

Homestake Lot – Public/ Private Development

Housing Needs Assessment – State required 5 year needs assessment

Housing Study – In depth study on demographics and needs of community



PUBLIC/PRIVATE PARTNERSHIPS

- Need partnerships to reach our housing goals
- Partnerships allow:
 - Housing to be developed by private sector experts
 - Multiple projects to be developed at the same time
 - Reduces City risk and financial contribution to developing housing
- Land is the City's greatest asset in partnerships
- Requesting direction on three city-owned properties



PUBLIC/PRIVATE PARTNERSHIPS

MINE BENCH

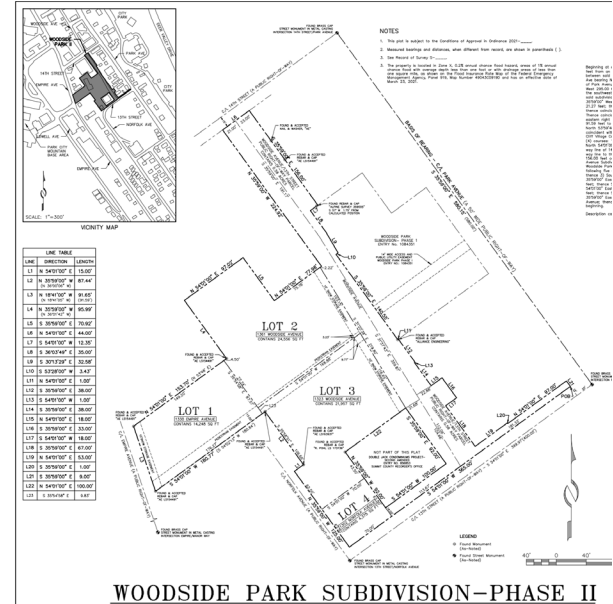
- Current Council direction was low priority unless an opportunity presented itself.
- Housing Team approached several times over the past year by private businesses interested in creating workforce/seasonal housing reliant almost entirely upon public transit.
- There are opportunities to utilize parts of the property, and in a way that does not interfere with the light industrial uses.
- **Staff recommendation:** Conduct a feasibility study to explore renovation or redevelopment options to construct affordable housing, explore partnerships, etc



PUBLIC/PRIVATE PARTNERSHIPS

WOODSIDE PARK PHASE 2

- Centrally located between the Park City Resort base, Senior Center, and Library
- Plat amendment application has been submitted
- Several local non-profits have approached the Housing Team interested in an affordable housing development partnership.
- Staff recommendation:** Release a RFQ to seek interests in a public-private partnership to create affordable housing.



PUBLIC/PRIVATE PARTNERSHIPS

OLD PEACE HOUSE

- Centrally located in Old Town across from City Hall, the Old Town Transit Center, and Historic Main Street.
- City purchased Peace House in 2017 using Transit Funds to address the growing demand associated recruitment and retention of seasonal workers.
- The property needs a major renovation and is under-utilized now that Transit operations were reduced.
- **Staff Recommendation:** Perform a feasibility study to explore renovation/redevelopment options to construct affordable housing, explore partnerships, etc.





Pickleball

Court Usage & Facilities



HISTORY

2007: Recreation needs assessment identifies the Racquet Club renovation as the most important improvement that could be made

2010: PC MARC opens after \$10 million renovation. Tennis facilities are named the “Candy Erickson Tennis Center”

2012: City completes an updated needs assessment with Basin Recreation

2013: Outdoor tennis courts at PC MARC are rebuilt and four pickleball courts are added

2017: Mountain Recreation Facilities Master Plan completed with Basin Rec & PCSD

2018: Recreation adds permanent pickleball lines.

- four courts MARC gymnasium

- six courts in the tennis bubble

- six courts added to City Park tennis courts

2019: Community survey completed with Basin Recreation. Participation from city residents was low with only 107 participating in the survey. Park City Pickleball Club is formed

2020: Recreation has two full-time staff members become certified pickleball professionals

2021: Park City Heights Park opens with two pickleball courts



Mission Statement

Enriching the lives in our community
through exceptional people, programs
and facilities



Pickleball Courts

Location	Description
City Park	6 outdoor pickleball courts that are lined on 3 tennis courts
PC Heights Park	2 outdoor pickleball courts, 1 has a basketball net
PC MARC	4 outdoor pb courts; 4 indoor courts in gym; 6 yr. round pb courts that lined on 3 tennis courts
Willow Creek	8 outdoor dedicated pickleball courts
Trailside	4 outdoor pickleball courts that are lined on 2 tennis courts
Basin Fieldhouse	6 indoor courts in gym
South Summit	6 indoor courts in gym

Indoor Courts

Tennis Courts

- There are seven indoor tennis courts in Summit County all located at the PC MARC.
- Three of the tennis courts are lined with six pickleball courts.
- Tennis court surface is the preferred playing surface for many pickleball players.

Pickleball Courts

- All 20 indoor pickleball courts in Summit County are shared use facilities.
- Four courts lined in PC MARC Gymnasium
- Six courts lined in Basin Fieldhouse Gymnasium
- Four courts lined in South Summit Rec Facility

Court Management

The Recreation Department is continuously balancing competing interests of different user groups seeking the use of our facilities.

Tennis has priority on scheduling the tennis courts with the tennis order of priority being programs, clinics, private lessons and open court play.

Unused tennis court time in the bubble is reallocated to pickleball. Time that has been underutilized by tennis has been given to pickleball in advance.

To help maximize court usage, staff is releasing unused tennis court time to pickleball by 11 a.m. the day of.

Tennis & pickleball play are separated and scheduled at designated times



Pickleball in the Bubble

Pickleball hours are currently:

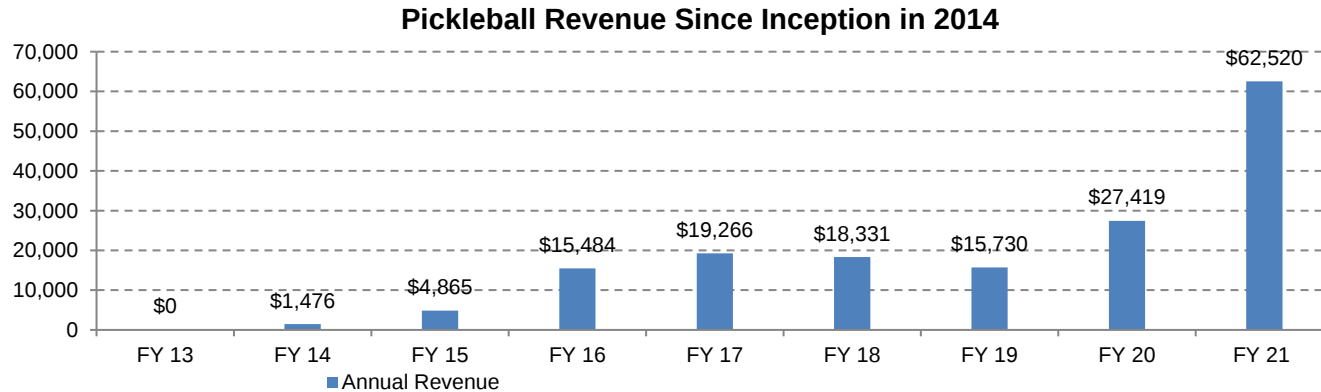
Monday – Friday	6 a.m. – 8 a.m.
Tuesday, Thursday, Friday	7 p.m. – 10 p.m.
Saturday	5 p.m. – 10 p.m.
Sunday	1 p.m. – 9 p.m.

The total court hours in the bubble per week available for pickleball is 210 hours.
(pickleball has 35 hours per week and there are 6 courts).

The total court hours in the bubble per week available for tennis is 186 hours.
(tennis has 62 hours per week and there are 3 courts).



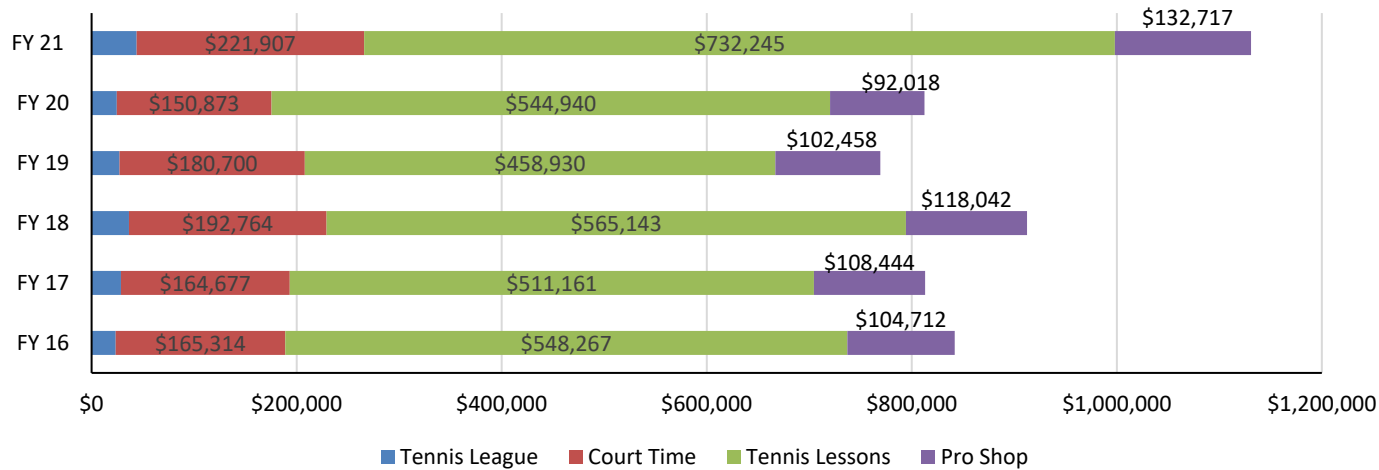
Pickleball Revenue



Pickleball revenue for FY 21 includes \$12,775 of lesson revenue and \$49,745 in court fees.

Tennis Revenue

YoY Tennis Revenue Decomposition



Court Usage

[https://pcmarc.tennisbookings.co](#)

[pcmarc.tennisbookings.com/Default.aspx?open=1](#)

Apps Park City Favorites SiriusXM - For You chrome://settings/c... Bookmarks Bookmark Manager Imported From IE Granicus - MediaM... CivicRec Login Musco Lighting's C... Reading list

DAILY SCHEDULES EVENTS BULLETIN BOARD

To display a different schedule:
1. Select required date and court type(s)

To select times for booking:
1. Click on time-slot(s) marked 'Available'
2. Click 'Book...' button

<< < Today > >>

Oct	November 2021	Dec				
S	M	T	W	T	F	S
31	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	1	2	3	4
5	6	7	8	9	10	11

Show:
Indoor Tennis
Tennis
Indoor Pickleball
Outdoor Pickleball

☒ ☒ ☒ ☒

Show Availability of Ball Machine (None) v

Book...

Thursday November 18 Refresh | Waiting List

	Indoor Tennis - Court 1	Indoor Tennis - Court 2	Indoor Tennis - Court 3	Indoor Tennis - Court 4	Tennis - BUBBLE Court 7	Tennis - BUBBLE Court 8	Tennis - BUBBLE Court 9	Indoor Pickleball - Court 7A	Indoor Pickleball - Court 7B	Indoor Pickleball - Court 8A	Indoor Pickleball - Court 8B	Indoor Pickleball - Court 9A	Indoor Pickleball - Court 9B	Outdoor Pickleball - Court 1	Outdoor Pickleball - Court 2	Outdoor Pickleball - Court 3
6:00	Available	Available	Available	Available	Reserved	Reserved	Reserved	Available	Available	Available	Available	Available	Available	Reserved	Reserved	R
:30	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Reserved	Reserved	R
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8:00	Reserved	Reserved	Reserved	Reserved	Available	Deborah Rothenberg +3	Reserved	Reserved	Reserved	Reserved	Reserved	Reserved	Reserved	Available	Available	A
:30	Reserved	Reserved	Reserved	Reserved	Available	Deborah Rothenberg +3	Reserved	Reserved	Reserved	Reserved	Reserved	Reserved	Reserved	Available	Available	A
9:00	Reserved	Reserved	Reserved	Reserved	Reserved	Reserved	Reserved	Reserved	Reserved	Reserved	Reserved	Reserved	Reserved	Available	Available	A
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10:00	Reserved	Reserved	Reserved	Reserved	KAREN WARREN Lori Seppi Pat Pendray +1	Reserved	Reserved	Reserved	Reserved	Reserved	Reserved	Reserved	Reserved	Available	Available	A
:30	Reserved	Reserved	Reserved	Reserved	KAREN WARREN Lori Seppi Pat Pendray +1	Reserved	Reserved	Reserved	Reserved	Reserved	Reserved	Reserved	Reserved	Available	Available	A
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:30	Reserved	Lynne Anderson +1	Reserved	Reserved	Reserved	Reserved	Reserved	Reserved	Reserved	Reserved	Reserved	Reserved	Reserved	Available	Available	A
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7:00	Available	Available	Available	Available	Reserved	Reserved	Reserved	Michelle Wheeler +3	Laura Wilkinson +1	Reserved	Reserved	Reserved	Reserved	Available	Available	A
:30	Available	Available	Available	Available	Reserved	Reserved	Reserved	Michelle Wheeler +3	Laura Wilkinson +1	Reserved	Reserved	Reserved	Reserved	Available	Available	A
8:00	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	A
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9:00	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	A
:30	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	A
10:00	Court 1	Court 2	Court 3	Court 4	BUBBLE Court	BUBBLE Court	BUBBLE Court	Court 7A	Court 7B	Court 8A	Court 8B	Court 9A	Court 9B	Court 1	Court 2	C

Type here to search 23°F Sunny 9:35 AM 11/17/2021

Future Facility

The recreation staff is excited about the growth in pickleball and enthusiastic about finding ways to create more dedicated pickleball facilities.

Pickleball has demonstrated that it is increasingly popular and brings large groups of users together for recreation, competition, a quality sense of community and fun.

The MARC is a leader in tennis facilities and programming, the MARC also desires to be a leader in pickleball facilities and programming.

Given the lack of indoor courts throughout the region, the MARC and PCMC have a unique opportunity to meet a growing demand and continue to offer exemplary recreational services.



Summary Recommendation

No change is recommended by the RAB or staff with regards to managing access to court time.

In order to meet demands, both the RAB and staff recommend an expedited process to identify locations to construct new indoor/outdoor pickleball facilities. This would include looking at locations to construct temporary facilities while a long-term solution is planned.

RAB also recommends conducting a community-wide needs assessment at the same time to determine future and additional recreation facility needs (MARC expansion, aquatics upgrade, etc.).



Questions/Comments



An aerial photograph of a mountain town covered in snow. The town is densely packed with buildings, mostly in shades of brown, tan, and green. The surrounding landscape is a vast, snow-covered mountain slope. The sky is a pale, hazy blue.

NTMP Request

Two-way Travel on Upper Park Avenue



BACKGROUND



Upper Park Avenue Stats

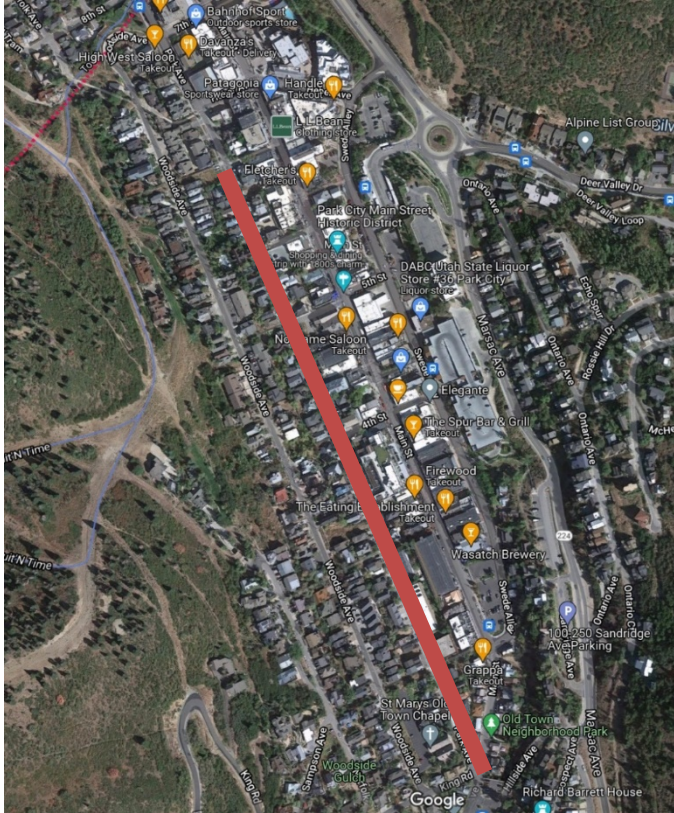
- Sixteen feet of asphalt width on average, mountable rolled curb
- Roughly ½ mile in length
- Parking allowed off the street on one street
- Historically restricted to one-way northbound travel in the winter
- Average slope of 8.5%



NTMP REQUEST

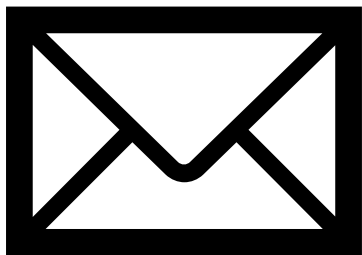
Request Details

- Winter two-way travel on upper Park Avenue (between Heber Avenue and King Road)
- Request first discussed at August 26, 2021 NTMP Phase I meeting



OUTREACH

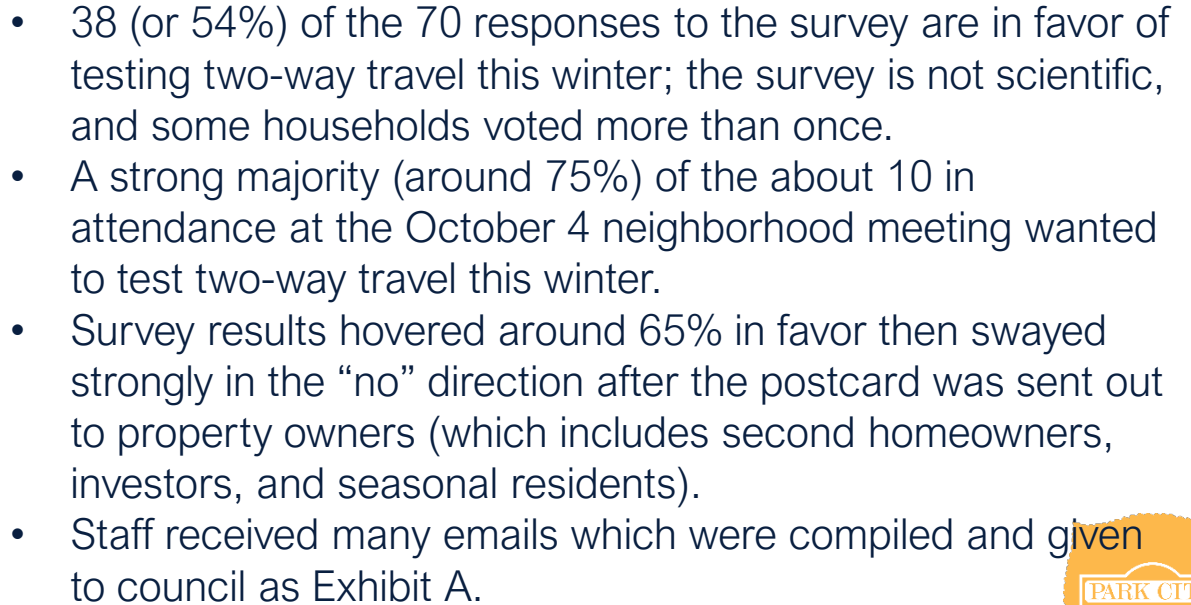
Staff Outreach Efforts



- Posted flyers on doors along upper Park Avenue inviting people to take a survey and attend a neighborhood meeting
- Held a neighborhood meeting at Old Town Neighborhood Park on October 4
- Mailed a postcard to every property owner on upper Park Avenue inviting them to take the survey
- Invited residents to provide public comment at the 11/18/21 Council meeting



Summarized Public Feedback



STAFF INPUT

Summarized NTMP Discussions

- Staff has discussed this item at the August, September, October, and November NTMP meetings
- Two-way travel will require more deliberate snow plowing, and possible snow hauling; Public Works is able to perform this work
- Engineering, Fire, and Police have no concerns with trying two-way travel this winter
- Parking would continue to enforce the residential permit area regardless of travel restrictions
- Staff would keep one-way northbound travel restrictions during Sundance as usual



RECOMMENDATION

AND ALTERNATIVES

1. Split the winter in half (two-way travel Dec and Jan, one-way travel Feb and Mar) to collect before and after speed, volume, and crash data to make a permanent decision based on data in 2022*
2. Test two-way travel this full winter; revert back to one-way travel if it becomes a problem
3. Reject the NTMP request; maintain one-way travel

*staff recommendation



402 PARK AVENUE

PLAT AMENDMENT

City Council | PL-21-04961
November 18, 2021



402 PARK AVENUE

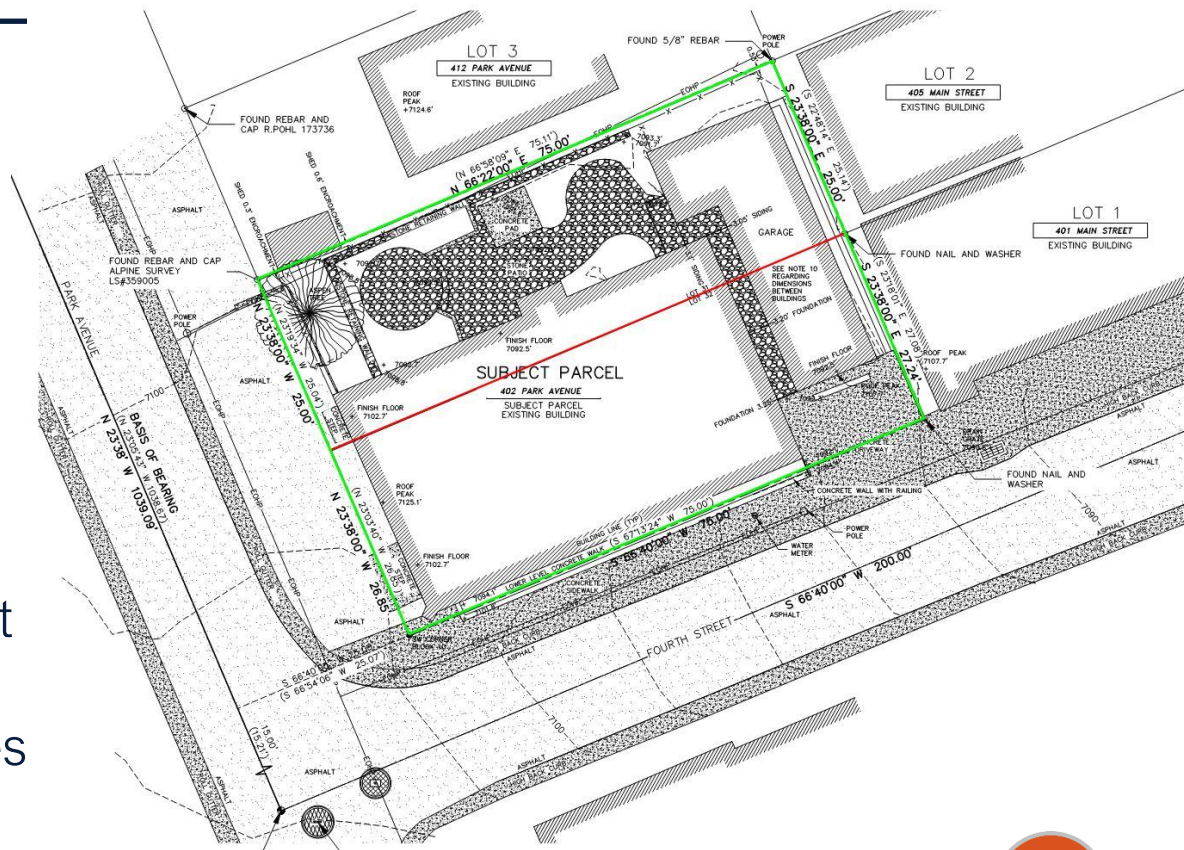
PLAT AMENDMENT

The Applicant proposes a Plat Amendment to remove the internal lot line common to Lots 31 & 32 and creating a single-lot of record to enable the modification of the accessory structure to proceed, in the Historic Residential – 2A (HR-2A) Zoning District.



The property is located at 402 Park Avenue and is improved. The properties are in the Historic Residential – 2A (HR-2A) Zoning District.

Right: The internal line that divides the property (red) and the proposed Lot Lines (green).



402 PARK AVENUE



402 Park Avenue



402 PARK AVENUE



402 PARK AVENUE



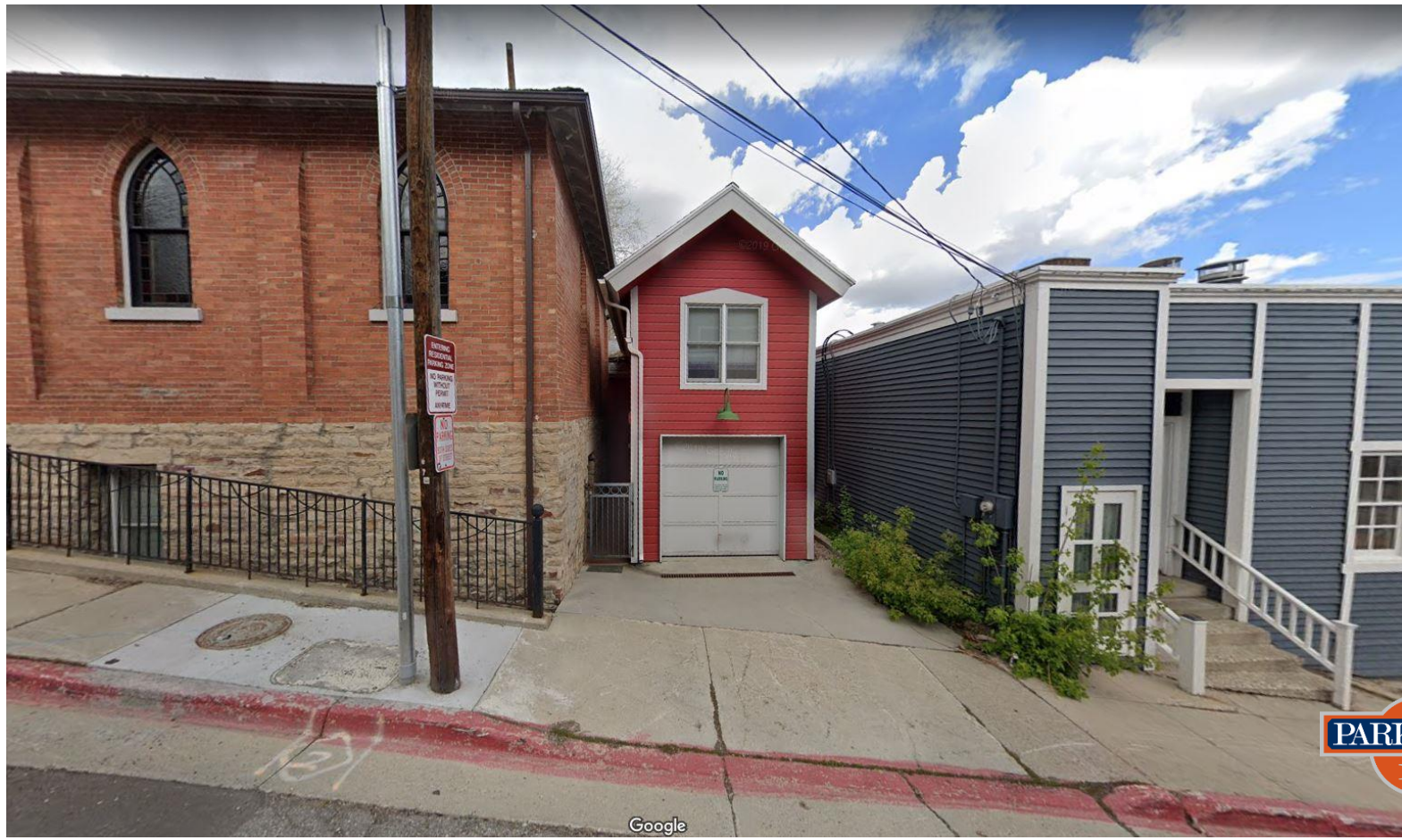
PARK CITY

1884

EXISTING FRONT ELEVATIONS



EXISTING SIDE ELEVATION



PARK CITY

1884

402 PARK AVENUE

ANALYSIS (I)

The proposed Plat Amendment complies with the Historic Residential – 2A (HR-2A) Zoning District requirements.



402 PARK AVENUE

ANALYSIS (II)

Staff recommends Conditions of Approval to comply with LMC § 15-7.3-2,
General Subdivision Requirements.



402 PARK AVENUE

ANALYSIS (III)

Staff recommends Conditions of Approval to comply with LMC Section 15-7.3-3, General Lot Design Requirements.



402 PARK AVENUE

ANALYSIS (IV)

There is Good Cause for the 402 Park Avenue Plat Amendment.

There is Good Cause for the 402 Park Avenue Plat Amendment because the removal of the Lot lines resolves existing issues and allows for future improvements to the site.



402 PARK AVENUE

DEPARTMENT REVIEW

The Development Review Committee reviewed this application on August 31, 2021. No issues were raised.



402 PARK AVENUE

Staff finds this proposal complies with:

- The Historic Residential – 2A (HR-2A) Zoning District
 - The Zoning District Lot and Site Requirements
 - The General Subdivision Requirements
 - General Lot Design Requirements

as outlined and conditioned in the Staff Report



402 PARK AVENUE

PUBLIC INPUT

Staff did not receive public input prior to this meeting



402 PARK AVENUE

—PLANNING COMMISSION RECCOMENDATION—

On October 13, 2021, the Planning Commission held a public hearing and unanimously forwarded a positive recommendation to City Council.



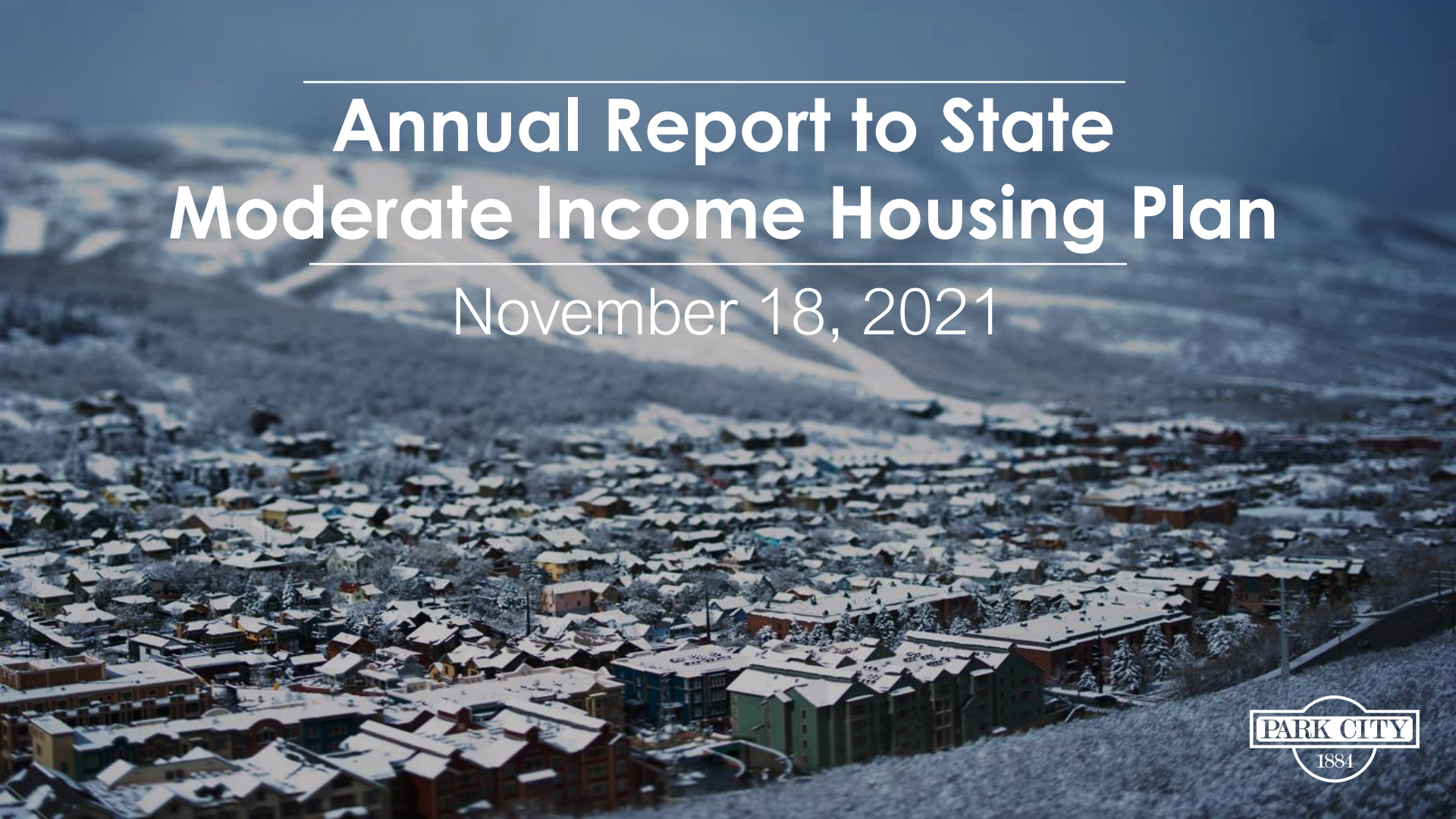
402 PARK AVENUE

RECOMMENDATION

Staff recommends the City Council:

- 1) conduct a public hearing, and 2) consider approving Ordinance 2021-45



An aerial photograph of a mountain town, likely Park City, Utah, covered in a thick layer of snow. The town is nestled in a valley, with snow-covered mountains in the background. The houses and buildings are densely packed, and their roofs are covered in snow. The overall scene is a winter wonderland.

Annual Report to State Moderate Income Housing Plan

November 18, 2021



STATE STATUTE

Under the Utah Code, Municipal legislative bodies must annually:

- Update 5-year estimates of moderate-income housing needs*
- Review the moderate-income housing element to the General Plan;
- On a form provided by DWS, report the findings to the Housing and Community Development Division (HCDD) of the Utah Department of Workforce Services and their Association of Government or Metropolitan Planning Organization no later than December 1, 2021; and
- Post the report on the City's website.

*Number of "units needed" is based on the number of Workforce that can't afford to live within the city limits.



HOUSING ELEMENT

The Goals in the current Housing Element in the General Plan approved on November 9, 2019 states:

- 1. Build Affordable and Attainable units on City-owned Property**
- 2. Implement Zoning incentives and Amend Land Management Code to reduce barriers to Affordable Housing Development**
- 3. Design a financial strategy to develop moderate-income rental projects**
- 4. Locate City Housing projects within ¼ mile of transit routes and hubs**



2021 ACCOMPLISHMENTS

- Pre-development begun at 1875 Homestake which will result in up to 100 rental units for households at 60% of AMI.
- Housing Mitigation Plans approved which will result in 92.7 units over the coming years.
- Land Management Code changes approved for AHMPDs with 50% or more affordable units: increased density and building height and reduced parking requirements.
- Working on reducing regulations on Accessory Dwelling Units to provide another tool for production of long-term rental units.
- Worked with the Transportation Planning Team to ensure that housing goals align with the Transportation Master Plan set to be approved in early 2022.



FOCUS OF 2022 WORK

- Complete an updated 5-year Plan to be adopted as an amended Housing Element to the General Plan.
- Continue City-funded construction and development of housing units.
- Continue evaluation of amendments to the Land Management Code to reduce barriers to development of affordable housing
- On-Board software platform to manage application and waitlist process for sales and resales of deed restricted units, annual compliance process and track the housing obligations resulting from private development.
- Align housing plans with the Transportation Master Plan.
- Complete an initial demonstration program to pay to record deed-restrictions on existing units for long-term residents.



———— COUNCIL REVIEW/APPROVAL ————

- Does Council have any questions?
- Does Council approve the report?





1765 SEDEWINDER DRIVE

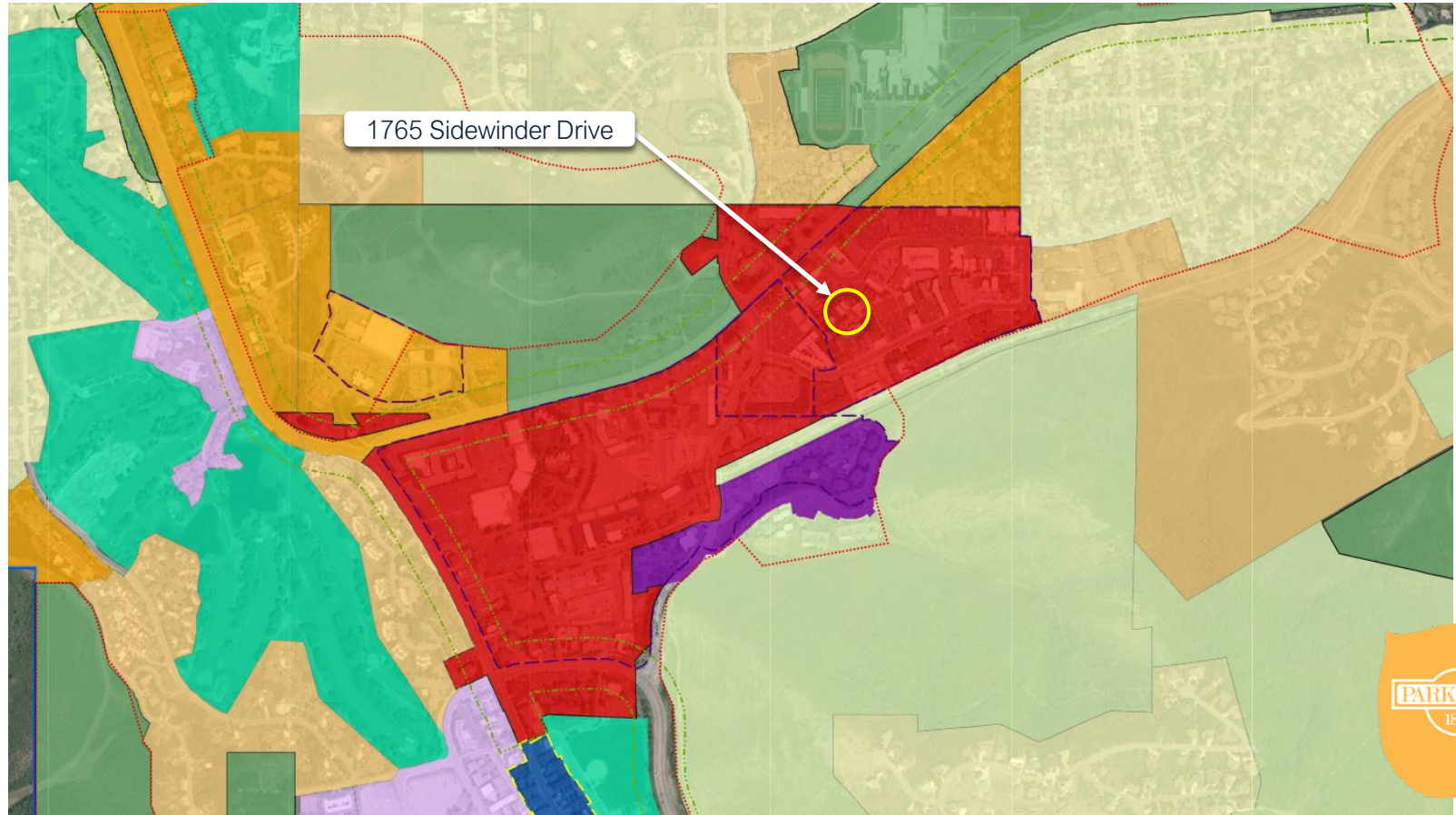
PLAT AMENDMENT

City Council

PL-21-04981 | November 17, 2021

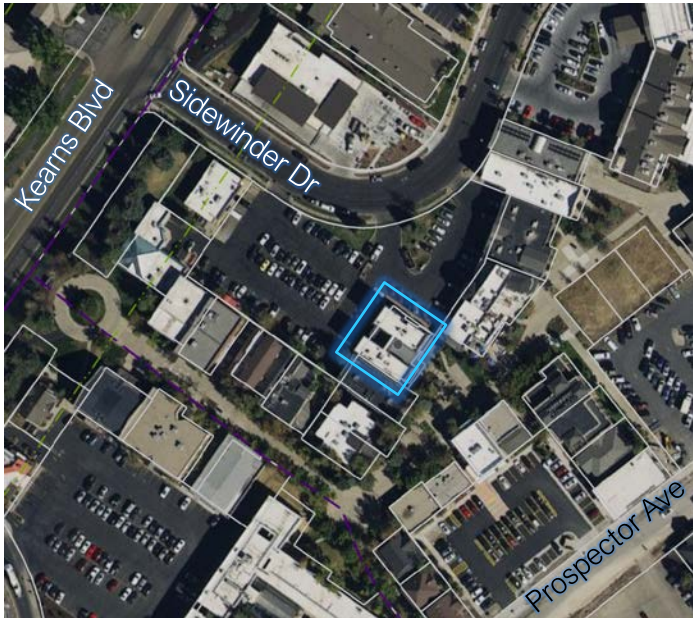


1765 SIDEWINDER DRIVE



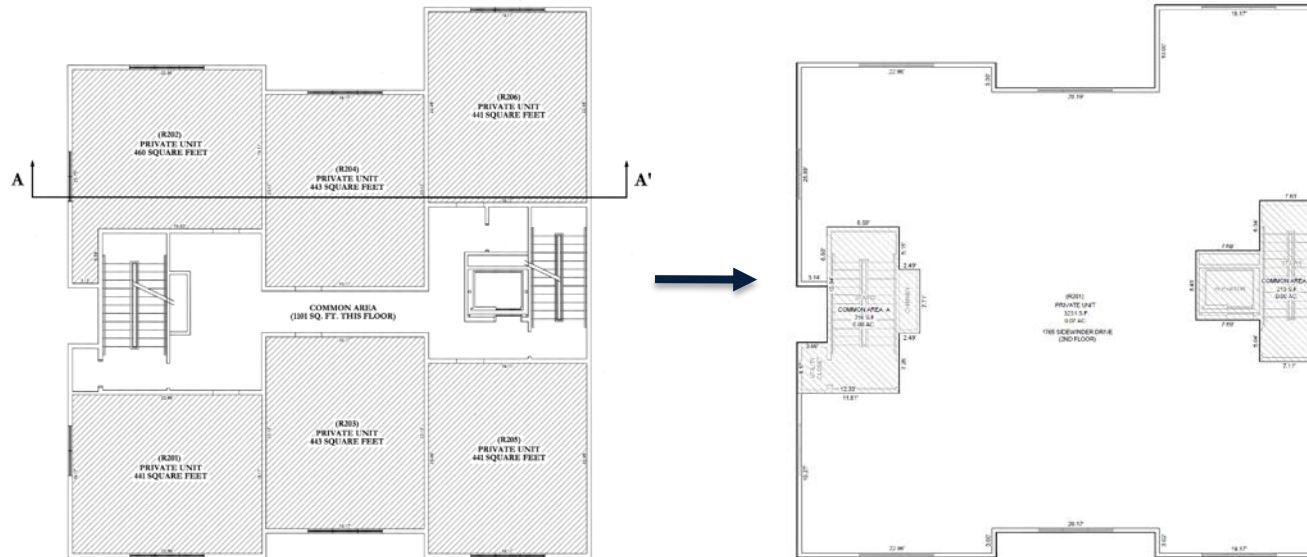
Background

- Located in the General Commercial (GC) Zoning district
- Located in Prospector Square



1765 SIDEWINDER DRIVE

- Looking to amend Club Lespri Plat
- Applicant proposes to re-plate the second floor of a mixed-use building from six residential units to one unit



1765 SEDEWINDER DRIVE

ANALYSIS (I)

The proposal complies with Land Management Code Chapter 15-2.18,
General Commercial (GC) District

- No exterior alterations are proposed
- The existing Building complies with Lot size, height, and width, and the front, side, and rear setbacks



1765 SIDEWINDER DRIVE

ANALYSIS (II)

The proposal complies with Land Management Code Chapter 15-7.1

The Applicant must show that the combination of units does not:

- Impair the structural integrity or mechanical systems of the building or units
- Reduce the support of any portion of the common areas and facilities or another unit
- Constitute a violation of Utah Code Section 10-9a-608, which outlines subdivision amendments, or
- Violate any section of the International Building Code

The applicant has provided a structural engineer report that shows the combination of units does not affect the integrity of the building (Exhibit G).



1765 SIDEWINDER DRIVE

ANALYSIS (III)

The proposal complies with Land Management Code 15-3-6, Parking Ratio Requirements For Specific Land Use Categories.

The combination of the Units reduces the required parking from six to two spaces.



1765 SIDEWINDER DRIVE

DEPARTMENT REVIEW

The Development Review Committee reviewed this application on October 5, 2021. No issues were raised.



1765 SIDEWINDER DRIVE

PUBLIC INPUT

Staff did not receive public input prior to this meeting



—1765 SIDEWINDER DRIVE—

Staff finds this proposal complies with:

- The General Commercial (GC) District
- The General Subdivision Requirements
- Parking Ratio Requirements

as outlined and conditioned in the Staff Report.



1765 SIDEWINDER DRIVE

RECOMMENDATION

Staff recommends Council hold a Public Hearing and consider approving Ordinance 2021-47.



I am Bill dark and I live at 594 Park Ave. Thank you for allowing this item to be discussed at this level. To start I'm confused as to how the concept of splitting the two way experiment into two parts came about. It was never part of the survey and shouldn't even be considered.

Having lived and observed the traffic for 27 years I see there are two different complexions to the street. The traffic before and after Christmas through New Years is extremely heavy often resulting in hours of gridlock. This continues through Sundance and then calms to local traffic and taxis for the remainder of the year. Which half are you going to study? The purpose of having a study is to compare winter vs.summer. If this concept is adopted the only way to compare apples to apples would be to turn the street one way for half of the summer also.

I'm curious why we even need a study. We have a working two way situation on Woodside just 150 feet to the west. This street has always been two way and functions just fine. It is narrower, steeper, and longer than Park ave and to make it even more of a challenge like a crazy video game it has a S turn at the bottom with a rock wall to run into if you miss the turn And yet it works without major accidents.

It's been so long since Park was made one way that very few remember it was created as an in an experiment in the late 80s when Main Street was one way up and there needed to be a return down. The concept was abandoned for Main street but kept for Park Ave.and it's now to the point that we just kick the dirt, spit to the side and say Well we've always done it this way.

Since then the one way concept has become an enviromental disaster. Doing the math on just the four residents around me we are putting more than 40 hours of un necessary pollutants into our local air every winter thats over 2500 minutes or equal to the police writing 2500 anti idling tickets. And isn't taking into account all of the other residents on the street further up that are adding to the pollution. Even the people at the top of the street wind up driving longer to go around. If you really and truly care about the environment this is a no brainer and should be two way permanently.

ADDRESS	YES – IN FAVOR	NO -- OPPOSED
Unidentified	8 responses	7 responses
100 Block		104 116, 116 124, 124, 124 151 158
200 Block		206 235 245, 245
300 Block	351 (conditioned on snow removal)	309, 309 323 331, 331
400 Block	441 472	455 463, 463
500-600 Block	527 553 557, 557 561 572 575 578, 578, 578 594, 594, 594 581, 581 [581, 581, 581, 581, 581, 581] 602, 602 606, 606	526 584 610 614 621

TOTAL:

30

32

(14 known households)

(18 known households)