



**PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
October 5, 2023**

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

CLOSED SESSION - 2:45 p.m.

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

WORK SESSION

4:30 p.m. - Discuss the Sundance Film Festival Contract and Notice Extension Request

5:15 p.m. - Break

REGULAR MEETING - 5:30 p.m.

I. ROLL CALL

II. SWEARING IN CEREMONY

1. Police Swearing-In Ceremony

III. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments

Staff Communications Report

1. Park City Transit Richardson Flat Routes Update

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

V. CONSENT AGENDA

1. Request to Approve a Rocky Mountain Power (RMP) Underground Utility Easement on Property Owned by Park City Municipal Corporation along Kearns Boulevard, Known as Bonanza Park

VI. NEW BUSINESS

1. Hold a Public Hearing on the \$30,000,000 Recreational Facility General Obligation Bond (A) Public Hearing

2. Consideration to Authorize the City Manager to Execute a Contract Addendum in a Form Approved by the City Attorney's Office with HNTB Corporation for a Transit Site Improvement Program Management Not to Exceed \$2,200,000
(A) Public Input (B) Action
3. Consideration to Approve Ordinance No. 2023-48, an Ordinance Approving Iron Canyon Subdivision Lot 41 - Building Pad Adjustment Plat Amendment, Located at 2459 Iron Mountain Drive, Park City, Utah
(A) Public Hearing (B) Action

VII. OLD BUSINESS

1. Bonanza Flat Adaptive Management Plan Update
(A) Public Input
2. Wildfire Mitigation Program Policy Overview
(A) Public Input

VIII. ADJOURNMENT

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

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

City Council Staff Report

Subject: Sundance Film Festival Contract Extension
Author: Jenny Diersen
Department: Special Events
Date: October 5, 2023
Type of Item: Work Session

Recommendation

Receive an update from Sundance Institute (Sundance) and a high-level overview of the current Agreement between Park City Municipal and Sundance. Discuss a request from Sundance to amend the agreement renewal notice from March 1, 2024, to October 1, 2024. See **Exhibit A**.

[Per the Agreement](#), (p. 6 – Term B. 2)

Sundance hereby agrees to hold the 2014 to 2026 Festivals in Park City. Accordingly, this agreement shall be effective from the date of execution through March 1, 2026. The term shall automatically renew for an additional year unless either party provides the other with two years' written notice of its intent not to renew by March 1, 2024 (and subsequent March 1, 2025, and so on as applicable.

Moving the renewal notice to October 2024 will have minimal impacts on the supplemental plan process, which provides flexibility to respond to the annual Festival operations plans. Given the post-COVID landscape and challenges facing the film and festival industries, adding a few months to an already long lead-in to negotiate for the 2027 Festival and beyond appears more than workable without sacrificing any substantive planning or negotiating elements.

Background

Park City's role as a host community for the Festival is intrinsically linked. The event provides incredible cultural and economic opportunities for our residents, students, visitors, and businesses. At the same time, the City offers a unique setting to allow creative minds worldwide to join and share stories and perspectives. The combined dedication and effort of Sundance's staff and volunteers, City Departments, and the collaborative effort of our community members and partners contribute to the Festival's overall success.

The City and Sundance have had a relationship since 1985. The most recent long-term Agreement with the Sundance Institute was secured in October 2013 ([September 12, 2013, Staff Report](#) (p. 41) and [minutes](#) (p. 2)). The most notable components of the Agreement, include:

- Continuing to host the Sundance Film Festival in Park City, providing cultural opportunities for our community.
- Securing the Martin Luther King Jr.(MLK) holiday as a consistently marketable ski weekend. This is a significant revenue opportunity for the business community and the City. The 2013 report outlined \$4.2 million in forgone revenue when Sundance was held the same weekend as the MLK holiday and \$14.3

million throughout the current agreement. This is the basis for the City's annual financial contributions, which totaled \$722,997 Value-in-Kind and a cash contribution of \$319,246 in 2023.

- Code Modifications to protect and police our respective brands with an emphasis on integrity and the look and feel of the Festival.
- Level playing field for those under the Agreement and unaffiliated activities concerning liquor licensing, gifting / conducting business, and convention sales licenses.

An extensive background and history of the Agreement can be found [here](#). Changes from supplemental plans carry forward to future years unless Council approves additional changes. Notable adjustments to the annual Supplemental Plans have included:

- 2017: Sundance piloted and paid for transit from Richardson Flat Parking Lot. This proved successful in helping reduce the number of vehicles in town. Adjustments were made to account for increased police and transportation mitigation.
- 2018: New Sundance Venue, "The Ray Theater," was created in the old Sports Authority. Lyft became a Sponsor, introducing new challenges and opportunities for controlling impacts from TNCs and taxis.
- 2019: Modifications to Traffic plans to protect old town streets and restrict cut-through traffic. This was a significant year, as the 2019 World Championships were held in Park City and commenced on the Festival's last day.
- 2020: Modifications to Traffic plans and increased residential protection. This included making Park Avenue One Way to prevent cut-through traffic in Old Town and focus traffic in the commercial core.
- 2021: Sundance went to an all-virtual platform due to the COVID-19 pandemic.
- 2022: Sundance pivoted to an all-virtual platform just a month before the event due to Covid-19 surge.
- 2023: The event returned to Park City and was held in person for 11 days, with a virtual platform for the festival's second half. Additional modifications to traffic plans included one-way traffic patterns on Main Street to increase traffic flow. Last year's supplemental plan staff report is [here](#) for reference.

Analysis

Sundance Film Festival is one of the City's largest events. It is a Level Five Community Identifying Event, and its mission is *dedicated to the discovery and development of independent artists and audiences. Through its programs it seeks to discover, support, and inspire independent film and media artists from the United States and around the world and introduce audiences to the new work.*

Sundance continues to honor Park City's goals, collaborating annually and year-round to align with the community's social equity and inclusion, transportation, and sustainability goals. Attracting more than 72,000 visitors annually as it has gained notoriety over the decades, the Festival is one of the top five in the world. It provides important economic impacts to Park City and the State of Utah. Based on an analysis of the [Economic Impact of Sundance from Y2 Analytics](#) and PCMC's sales tax model tools, the Economic Development and Analytics Manager estimates that Sundance brings approximately \$4 - \$5 million a year in sales tax revenues to the Citywide PCMC

funds. This estimate parallels broad post-COVID growth in the City's sales revenues and comprises 5% to 7% of the City's annual sales tax collection. In addition, we are well aware of the importance of hosting Sundance in Park City to our economy, the Chamber of Commerce, and our local lodging, retail, and restaurant associations.

Funding

There are no funding impacts based on this request. The City's current obligations remain unchanged through 2026 and are budgeted annually.

Exhibit

A Request Letter from Sundance Institute



September 25, 2023

Mayor Nann Worel
and
City Council, Park City
445 Marsac Avenue
PO Box 1480
Park City, UT 84060

Attention: Park City Mayor and Council,

The 2024 Sundance Film Festival will be the 40th annual film festival the Sundance Institute has held in Park City. Over these 40 years, our festival and park city have grown in stature - from a small ski town and regional film festival, to top ski destination and premiere independent film festival. In many ways, we have grown up together, and that connection is an essential element of our success. Our hope is that we will continue this legacy with Park City and continue to produce America's premiere international independent film festival right here.

In 2013, we negotiated the current Master Festival License Agreement that governs our annual celebration of storytellers and the independent artist. Section B(2) requires Sundance Institute give Park City notice to renegotiate this Agreement on or before March 1, 2024. At this moment in time, Sundance is in a unique position, one it has not found itself in its history. We have new executive leadership, we have had several years of declining revenue triggered by a global pandemic that we have still not recovered from. There are many uncertainties but also great possibilities this moment presents.

To take advantage of this opportunity, we are engaged in developing a new long-term strategic plan that will fortify the Institute to continue to thrive and develop robust revenue strategies that allow the mission of Sundance to thrive and grow: support of storytellers and artists and introducing new audiences to this work.

Without the benefit of a unified vision and plan for Sundance's future, planning for 2027 and beyond at this moment would be more of a hypothetical exercise that we believe will not arrive at an agreement that suits the needs of Park City or Sundance long term. This is in stark contrast to the partnership we have enjoyed for 40+ years. We do not wish to engage the staff and council in a process that will not yield a similarly strong long-term plan for both parties.

Sundance would ask that we move that notice deadline to October 1, 2024. This additional time will enable Sundance to complete our strategic planning work and can come to the table with a new



vision for the Festival and the Institute as a whole. It is at this point that we can partner with Park City and arrive at a new long standing Master Festival License with the City that is beneficial for both parties.

We look forward to continuing our close partnership with you to bring audiences to Park City for the premiere of the best independent films by tomorrow's great filmmakers and storytellers.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Joana Vicente", with a horizontal line underneath the name.

Joana Vicente

City Council Staff Report



Subject: Police Promotional Swearing-In Ceremony
Author: Wade Carpenter, Chief of Police
Department: Police
Date: October 5, 2023
Type of Item: Informational

Recommendation

This is an informational report regarding recent new hires and promotions in the Park City Police Department.

Background

The Park City Police Department recently hired two officers to fill vacancies. Additionally, we are pleased to promote two of our Lieutenants to Captain positions who were the successful candidates of a comprehensive Captains Testing Process. Officer Dennis Jackson and Officer Katie James were the successful candidates of the Officer Testing Process; Captain Darwin Little and Captain Rob McKinney were the successful candidates of the Captains Testing Process and require swearing-in by Mayor Worel. The Department is very confident in the new and recently promoted members of our team.

Biographies

Officer Dennis Jackson

Officer Jackson is married with 3 children, 1 son and 2 daughters. He enjoys camping and spending time with his children. Officer Jackson has worked in law enforcement for more than 9 years. He began his career with Davis County and remained there until coming to Park City at the end of 2022.

Officer Katie James

Officer James was born and raised in Ventura, CA. After graduating high school, she attended beauty school and proceeded to run a successful esthetics and massage business for approximately 8 years. She had always had an interest in investigative work and ultimately decided to pursue a career in law enforcement. In October of 2016, she was hired by the Ventura police department. After graduating from a 6-month training academy, Officer James was sworn-in as a Ventura Police Officer in April of 2017. Officer James was assigned to the Patrol Services Division and worked as a patrol officer for approximately 3.5 years. In January of 2021, she was selected for an investigative assignment and became a Detective in the Special Victims Unit where she worked as a detective for 2.5 years before seeking the opportunity to work for the Park City police department during the summer of 2023.

Captain Darwin Little

Captain Little has over 35 years of law enforcement experience, the last 25 years with Park City. He graduated from Weber State University with a Bachelor of Integrated

Studies, emphasizing Criminal Justice, Design Engineering, and Manufacturing Engineering Technology. This degree has aided in him in pre-operation planning, crash and crime scene diagramming, and 3D digital scanning. He also received two associate degrees, one in Arts and one in Applied Sciences and is fluent in Portuguese. He was the 2002 Winter Olympics Deer Valley Venue Commander and was promoted to Patrol Sergeant in 2003. In 2014, Captain Little was promoted to Investigations Lieutenant and has also been a Commander for several years with the Wasatch Back Major Crimes Task Force. He is married with six children and four grandchildren.

Captain Robert McKinney

After obtaining his bachelor's degree from Trinity International University in Deerfield, IL, Rob McKinney started his law enforcement career in 2009 as a Utah State Trooper. While working for the State of Utah, Rob held several assignments including being an operator on the DPS SERT Team and had been assigned to the DPS DUI taskforce in Salt Lake City. Since being hired by the Park City Police Department in 2014, Rob has held numerous positions including SWAT Operator, SWAT Team Leader, Motor Officer, Traffic Unit Supervisor, Department Training Coordinator, and department scheduling coordinator. In 2020, Rob was promoted to the rank of Lieutenant, and has overseen Patrol Operations since that time.

City Council Staff Communication Report



Subject: PC Transit Richardson Flat Routes Update
Author: Kim Fjeldsted, Transit Manager
Department: Transportation
Date: October 5, 2023
Type of Item: Informational

The following is an update on Park City Transit's Richardson Flat Park & Ride winter service plan.

On [September 28, 2023](#), City Council discussed the proposed winter service between the Richardson Flat Park & Ride and the ski resorts. The resorts supported piloting the more direct service for the 23/24 winter season and offered to contribute \$150,000 each to share the costs.

The estimated cost for the originally proposed Richardson Flat routes was \$883,530. PC Transit has \$450,000 in the FY24 budget for the route, leaving a funding gap of \$133,530. City Council supported the Richardson Flat express routes to the ski resorts if the costs could be offset by adjusting service dates and/or route frequency.

The following adjustments reflect Council support to offset the additional costs and close the funding gap:

- Service dates change to December 16 – March 31 based on Park City Mountain's paid parking start date and reduced demand in April; and
- Adjusting the evening route between Richardson Flat and the Old Town Transit Center to a 40-minute frequency from a 20-minute frequency.

PC Transit plans to move forward with the Richardson Flat Park & Ride services below. Other winter route adjustments will be finalized over the next few weeks and will be communicated at the October 26, 2023, City Council meeting.

Richardson Flat to Deer Valley Snowpark

Stops: Richardson – PC Heights – Iron Horse – Snowpark – OTTC - Iron Horse – PC Heights – Richardson

December 16 – March 31

20-minute frequency 5:45 a.m. – 6:15 p.m.

Richardson Flat to Park City Mountain (PCM)

Stops: Richardson – PC Heights - High School – PCM – High School – PC Heights - Richardson

December 16 – March 31

20-minute frequency 5:45 a.m. – 6:15 p.m.

Richardson Flat to Old Town Transit Center (OTTC)

Inbound stops: Richardson Flats – PC Heights – High School – Iron Horse - OTTC

Outbound stops: OTTC – Iron Horse – High School – PC Heights – Richardson Flats

December 16 – March 31

40-minute frequency 6:15 p.m. – 11:05 p.m.



City Council Staff Report

Subject: Rocky Mountain Power Utility Easement
Author: Heinrich Deters, Trails & Open Space Manager
Department: Trails & Open Space
Date: September 14, 2023
Type of Item: Administrative- Property

Recommendation

Review and consider Rocky Mountain Power's (RMP) request for an underground utility easement on the property along Kearns Boulevard owned by Park City Municipal Corporation (PCMC), known as Bonanza Park. (Exhibit A) This request is separate from and will not hinder the potential transmission undergrounding project that was discussed at the recent City Council Retreat.

Executive Summary

RMP, a subsidiary of PacifiCorp, is undergrounding utilities as part of an overall effort to help mitigate wildfire concerns throughout the West. RMP requests minor deviations from the existing utility vault to accomplish the undergrounding more efficiently.

Background

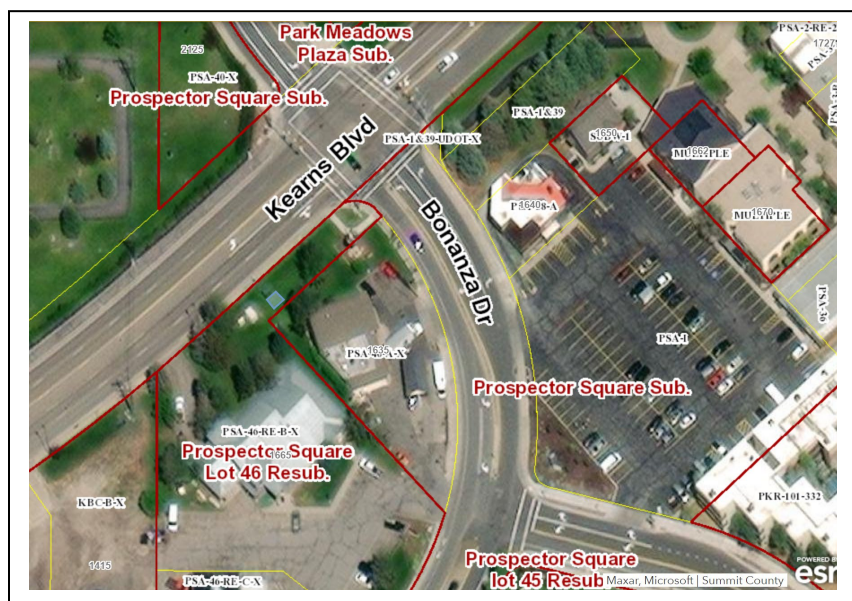
Over the past two years, RMP has worked with various City departments and representatives to underground and update utilities within City limits and on City property. Specifically, work has occurred within the Bonanza Park area and Park Meadows.

Analysis

RMP is making power facilities safer from wildfires by moving them underground when possible. RMP seeks permission to install an underground vault to manage wires as part of their safety program.

Here are the key details:

Vault Location: The vault will be partially within a public utilities area. As a result, part of it will go



onto Park City Municipal Corporation's property. It will be located within the 30' [Frontage Protection Zone](#) (FPZ), allowing for public utility installations and possible review as an Administrative Conditional Use.

Appearance: While the vault is below ground, it requires a small switchgear box, similar to those currently on location, above ground.

Size: The vault's dimensions are 11 feet by 7 feet.

Capability: The vault may accommodate additional connections at a higher capacity if needed.

Connection: It will connect to a new underground line to the north, going under 248, and linking to a new Rocky Mountain Power switch.

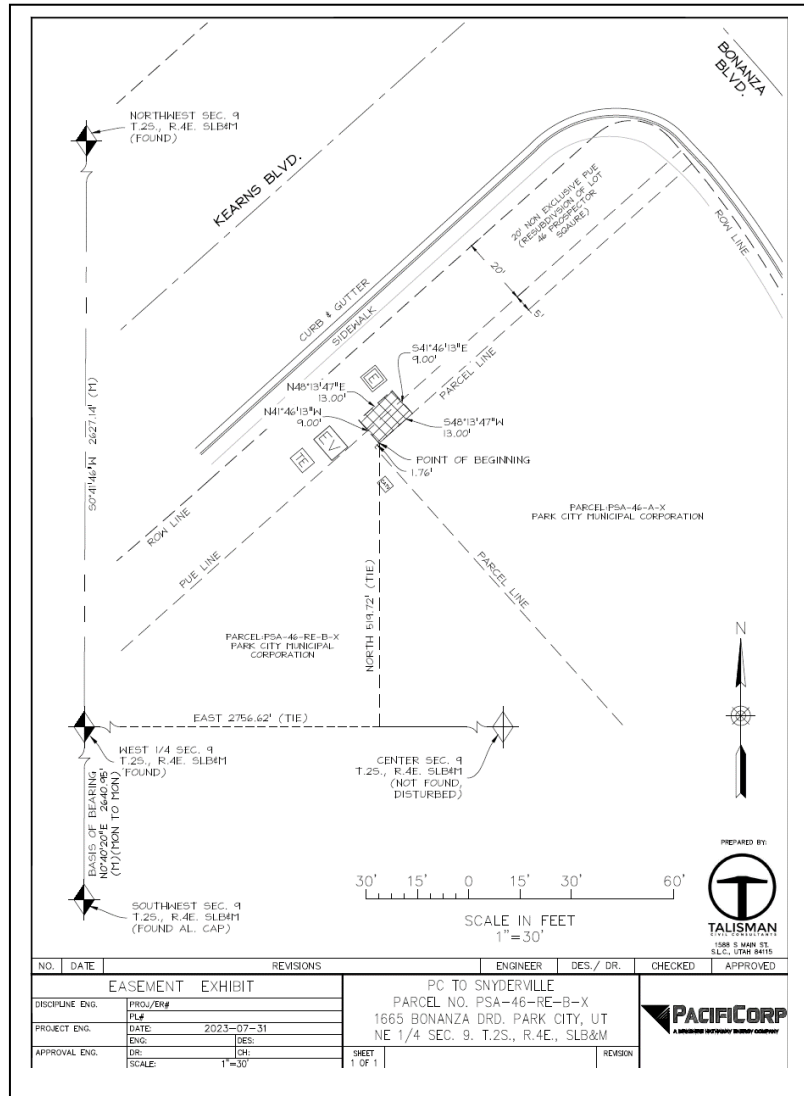
Rocky Mountain Power requests approval for this project to enhance safety and improve power distribution capabilities.

Funding

No funding is required for this item.

Attachments

Exhibit A: RMP Bonanza Park Public Utility Easement



REV05042015

Return to:

Rocky Mountain Power

Lisa Louder/Brian Bridge

1407 West North Temple Suite 110

Salt Lake City, UT 84116

Project Name: Snyderville - Park City 138kV FHCA

WO#: 10072183

RW#: 2021LBB010

UNDERGROUND RIGHT OF WAY EASEMENT

For value received, Park City Municipal Corporation (“**Grantor**”) hereby grants Rocky Mountain Power, an unincorporated division of PacifiCorp, its successors, and assigns (“**Grantee**”), a non-exclusive easement for a right of way 9 feet in width and 13 feet in length, more or less, for the construction, reconstruction, operation, maintenance, repair, replacement, and removal of underground electric power transmission, distribution, and communication lines, including wires, fibers, cables, conductors, and conduits (collectively “**Facilities**”) on, across, or under the surface of the real property of Grantor in **Summit** County, State of **Utah**, more particularly described as follows and as more particularly described and/or shown on Exhibit “**A**” attached hereto (the “**Easement Area**”) and by this reference made a part hereof:

Legal Description:

THE BASIS OF BEARING FOR THIS EASEMENT IS NORTH 0°40’20” EAST 2640.95 FEET MEASURED BETWEEN THE FOUND MONUMENTS AT THE SOUTHWEST CORNER AND NORTHWEST OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 WEST, SALT LAKE BASE AND MERIDIAN. THIS BEARING WAS MEASURED IN UTM 12 NORTH, NAD83 ZONE, U.S. SURVEY FEET.

BEGINNING AT A POINT WHICH IS ON THE SOUTHERLY PARCEL LINE OF THE GRANTORS LAND, SAID POINT BEING EAST 2756.62 FEET, AND NORTH 519.72 FEET, FROM THE FOUND MONUMENT AT THE WEST QUARTER CORNER OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, AND RUNNING THENCE NORTH 41°46’13” WEST 9.00 FEET; THENCE NORTH 48°13’47” EAST 13.00 FEET; THENCE SOUTH 41°46’13” EAST 9.00 FEET, TO THE SAID SOUTHERLY PARCEL LINE; THENCE ALONG SAID PARCEL LINE SOUTH 48°13’47” WEST 13.00 FEET, TO THE POINT OF BEGINNING.

LOCATED IN THE NORTHEAST QUARTER OF SAID SECTION 9

CONTAINING 117 S.F OR 0.0027 ACRES

Assessor Parcel No.

PSA-46-RE-B-X

The easement includes the right of access to the Easement Area from adjacent lands of Grantor for all activities in connection with the purposes for which this easement has been granted; and the right to keep the Easement Area clear of all brush, trees, timber, structures, buildings, and other hazards which might endanger Grantee's facilities or impede Grantee's use of this easement.

At no time shall Grantor place or store any flammable material (other than agricultural crops), or light any fires, on or within the Easement Area. Subject to the foregoing limitations, the surface of the right of way may be used for agricultural crops and other purposes not inconsistent, as determined by Grantee, with the purposes for which this easement has been granted. The easement is granted subject to the following terms and conditions:

1. Non-Exclusive Easement. The rights granted herein are non-exclusive and Grantor may grant additional easements and permit use of the Easement Area for utilities or other purposes that do not interfere with this easement. Grantee shall not disturb any existing sewer, water, or other utility lines within the boundaries of the Easement Area without written approval from the owner of the disturbed utility.
2. Restoration Obligation. Grantee will, at its sole expense, restore the surface of any land and landscaping disturbed by Grantee within the Easement Area and on the Grantor's property as nearly as possible to its original condition, after construction, reconstruction, operation, maintenance, repair, replacement, and removal activities. If damage is not properly repaired or restored to as near as practical original condition and Grantee fails to effect said restoration within a reasonable period of time after receipt of written notice from Grantor, Grantor may restore or have the surface and/or damage repaired, or require removal of Facilities, at Grantee's entire expense.
3. Indemnity. No supervision or advisory control, if any, exercised by Grantor or on its behalf, will relieve Grantee of any duty or responsibility to the general public nor relieve Grantee from any liability for loss, damage, or injury to persons or property sustained by reason of Grantee's use of this easement nor the Grantee's liability for damage to Grantor's property, including the Easement Area.
4. Removal; Relocation. Grantor shall have the right at such times and in such a manner as it deems necessary to carry out other purposes over, across, under, and through the Easement Area and when Grantee's use interferes with any Grantor's use of Grantor's Property, upon receipt of written notice from Grantor, Grantee will, if requested, remove, relocate, or adjust Grantee's Facilities in the Easement Area within a reasonable time after such notice at Grantor's expense and provided

Grantor and Grantee have agreed upon a location for Grantee's facilities that is acceptable to Grantee. Any such removal, relocation, or adjustment of the Facilities made on Grantee's own initiative and without Grantor's request, shall be done at Grantee's sole expense.

5. Termination. In the event Grantee ceases to use any of this easement for the purpose herein described for a period of more than 12 calendar months, then this easement will automatically cease and terminate, and Grantee shall remove the Facilities upon written request from Grantor.

6. Assignment. The rights and obligations of the parties to this easement agreement will be binding upon and will benefit their respective heirs, successors, and assigns; provided, however, Grantee shall not assign any of its rights hereunder, except to an affiliate, without the prior written consent of the Grantor.

7. Improvements. The Facilities shall be installed and maintained at Grantee's sole cost and expense, unless otherwise agreed to in writing by Grantor.

8. Notices. All notices, requests, demands, and other communications hereunder must be in writing and must be given by: (a) established express delivery service which maintains delivery records; (b) hand delivery; or (c) certified or registered mail, postage prepaid, return receipt requested, to the parties at the following addresses, or at such other address as a party may designate by written notice in the above manner:

If to Grantee:	Rocky Mountain Power Right of Way Manager 1407 West North Temple, Suite 110 Salt Lake City, Utah 84116
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If to the Grantor:	Park City Municipal Corporation 445 Marsac Avenue PO Box 1480 Park City, Utah 84060
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9. Severability. Any provision of this agreement determined to be in violation of any law will be void but will not affect the validity and enforceability and all other provisions hereof.

10. Governing Law. This agreement will be construed according to and governed by the laws of the State of Utah.

Dated this _____ day of _____, 20____.

Park City Municipal Corporation - GRANTOR

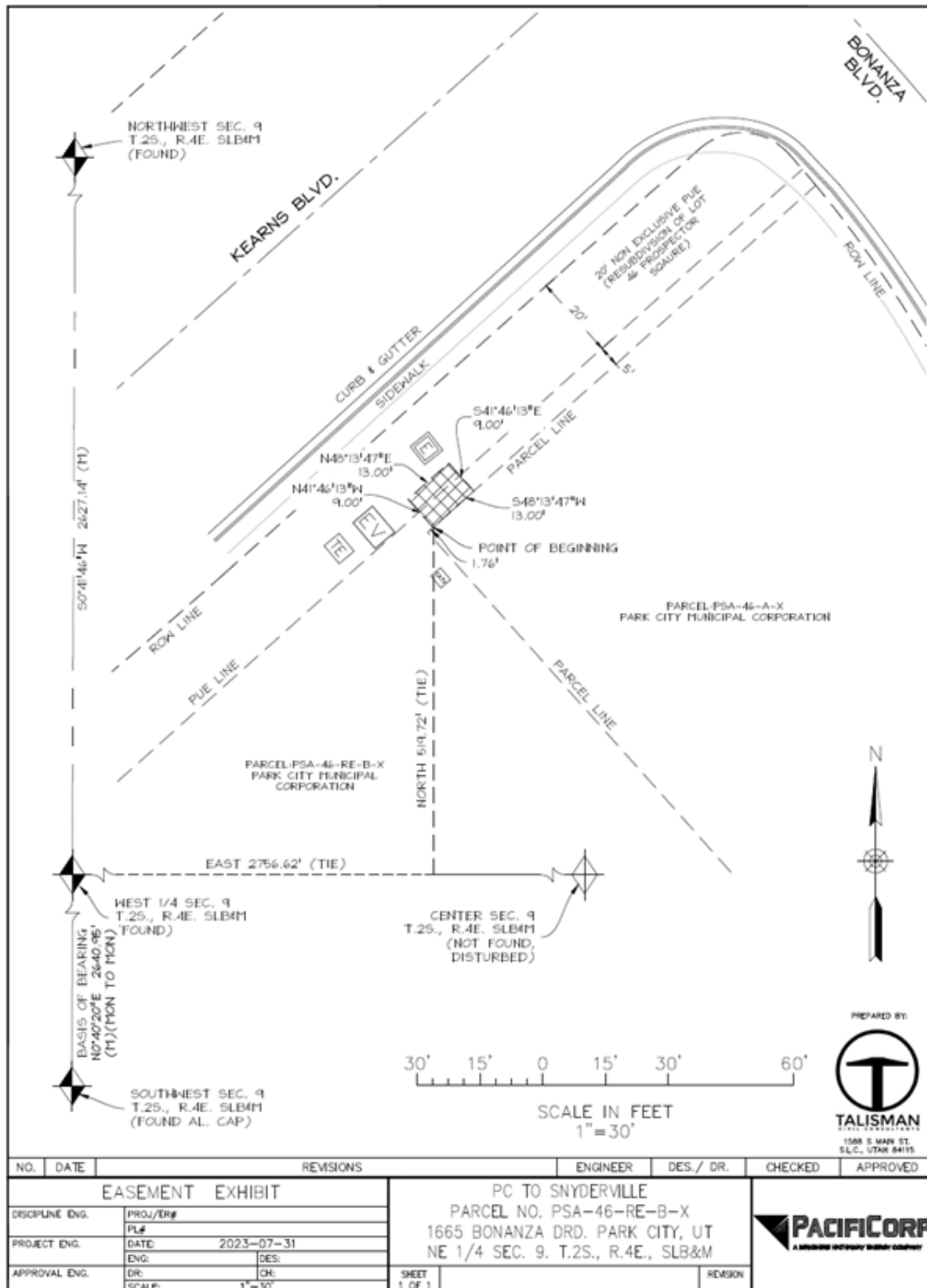
STATE OF UTAH)
) ss.
County of Summit)

On this ____ day of _____, 20____, before me, the undersigned Notary Public in and for said State, personally appeared _____, known or identified to me to be the _____ of the limited liability company, or a partner of the partnership that executed the instrument or the person who executed the instrument on behalf of PARK CITY MUNICIPAL CORPORATION and acknowledged to me that said entity executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

(Notary Signature)

Exhibit A





City Council Staff Report

Subject: General Obligation Bond Public Hearing
Author: Budget Team
Department: Budget, Debt, & Grants
Date: October 5, 2023
Type of Item: Administrative

Summary Recommendation

City Council should conduct a public hearing per state code for the purpose of receiving input on the \$30,000,000 recreational facility general obligation bond (GO Bond) that was adopted by City Council on August 22, 2023.

Executive Summary

On November 21, 2023, Park City voters will have the opportunity to answer this question on the ballot:

Shall Park City, Utah (the "City"), be authorized to issue general obligation bonds in the amount not to exceed thirty million dollars (\$30,000,000) (the "Bonds") for the purpose of financing all or a portion of the costs associated with constructing, improving, furnishing, and equipping new and existing City recreational facilities? This includes but is not limited to expanded fitness facilities, field lights, indoor and outdoor pickleball courts, Nordic area, refrigerated outdoor ice sheet, and support maintenance facilities. Said Bonds are to be due and payable in not to exceed twenty (20) years from the date of issuance of the Bonds.

Per [Utah State Code section 11-14-318](#), City Council shall hold a public hearing to receive input from the public regarding (a) the issuance of the GO Bond and (b) any potential economic impact that the improvements, facilities, or properties financed in whole or part with the proceeds of the bond may have on the private sector. Additionally, notices for this hearing have been posted on the Utah Public Meeting Notice website and on Park City's website: <https://engageparkcity.org/pcrecreation> and in public locations where it is likely to be seen by residents of the City at least 14 days before the October 5, 2023, hearing date.

Tax Analysis

If the GO Bonds are issued as planned (and without regard to the existing taxes currently paid for existing bonds that will reduce over time), a property tax sufficient to pay debt service on the Bonds will be required over a period of 20 years, the estimated average amount of \$137.20 per year on a \$2.34M primary residence and in the estimated amount of \$249.46 per year on a business property having the same value. The foregoing information is only an estimate and is not a limit on the amount of taxes that the Council may be required to levy to pay debt service on the Bonds. The Council is obligated to levy taxes to the extent provided by law to pay the Bonds. The amounts are based on various assumptions and estimates, including estimated debt service on the Bonds and

taxable values of property in the City.

Below you will find a more detailed funding profile based on assessed value:

Assessed Value	Annual Increase (Est.)		Monthly Increase (Est.)	
	Primary	Non-Primary	Primary	Non-Primary
\$500,000	\$29	\$52	\$2	\$4
\$1,000,000	\$58	\$105	\$5	\$9
\$1,500,000	\$87	\$157	\$7	\$13
\$2,000,000	\$116	\$210	\$10	\$17
\$2,340,000	\$137	\$250	\$11	\$21
\$3,000,000	\$173	\$315	\$14	\$26
\$3,500,000	\$202	\$367	\$17	\$31
\$4,000,000	\$231	\$420	\$19	\$35
\$4,500,000	\$260	\$472	\$22	\$39
\$7,000,000	\$404	\$735	\$34	\$61

GO Bond Timeline

Date	Action Item
October 5	Hold a public hearing
October 26	Hold a public meeting regarding the ballot proposition.
October 31	Ballots mailed
November 21	Election

Department Review

This report has been reviewed by the Budget Office, City Attorney, and City Manager's Office.

City Council Staff Report

Subject: Transit Site Improvements Program Management Addendum
Author: Gabriel Shields, PE, Transportation Engineer
Department: Engineering
Date: October 5, 2023
Type of Item: New Business

Recommendation

Consider a request to authorize the City Manager to execute a Contract Addendum in a form approved by the City Attorney's Office with HNTB Corporation (Consultant) for Transit Site Improvement Program Management (PM) in the amount of \$2,100,000.

Executive Summary

Following City Council approval on [April 27, 2023](#), Park City executed a Design Professional Services Agreement (DPSA) with the Consultant for PM services of the initial phase of bus stop site improvements. On [June 26, 2023](#), Park City Transit was awarded nearly \$7.4M for bus stop improvements through the FY23 Federal Transit Administration Bus and Low and No-Emission Grant Awards.

The requested contract addendum provides the mechanism to perform all required preconstruction professional services activities, and construction project management services, and ensure federal FTA compliance. The addendum increases the program reach from 26 stops to 72 stops for a total program amount of \$3,166,200.94. In summary, the scale of the program is expanding in response to additional federal grant funds received.

We are exciting to increase the program's scope and now includes improvements to 72 total transit stops, emphasizing bus stop improvements and active transportation connections to stops. The Federal Grant will fund the increased cost of the PM services and the increased scope of the program.

Analysis

The initial program management was established to be an enduring mechanism to receive funding as awarded and efficiently deliver all required project management services to improve most of the bus stops throughout the city. Under the initial program approved on April 27, 2023, and executed on May 1, 2023, 26 bus stops were identified and surveyed; they will be submitted to FTA this fall for environmental clearance and construction in the summer 2024. This is required to ensure federal compliance.

In Spring 2023, the Engineering, Transit, Budget, and Transportation Planning departments collaborated on an application for Low and No-Emission Grant Awards for transit stop site improvements. The competitive program awards funds to agencies that commit to increasing transit use through improving bus stops for riders.

Park City's application contemplated 72 total bus stop improvements totaling nearly \$9.3M, with a Federal share of nearly \$7.4M. On June 26, 2023, Park City was notified of the awarded funds and began preparing an implementation strategy.

In accordance with the goals of the bus stop program previously established, the City has an effective means for receiving, tracking, and programming funds from the pre-construction through final construction phases. The funding requested under this addendum will be used for survey, environmental clearance, design, right-of-way or easement preparation, bidding and procurement support, and construction management. The contract price was developed on a per-stop cost model from lessons learned in the initial phase. Construction contracts are not funded through this addendum; construction contracts will be presented on a yearly basis to deliver consolidated improvements. This addendum will fund the next phase of bus stop improvements that will continue through the grant period of performance into 2026.

Funding

The professional services and construction activities are funded through various sources, including Federal Grants and Local sources. In this context, Local sources include any money the City contributes towards the Federal Grants. Local sources for this program include State Transportation Improvement Funds, Summit County 3rd Quarter Sales Tax, and Park City Transit Funds.

The initial DPSA contemplated a nearly \$5.8M program with approximately \$1M for design and \$4.7M for construction. The initial design fees are currently under contract with the Consultant and funded through Summit County 3rd Quarter Sales Tax. The entire funding structure is shown in Table 1 below.

Category	Source	Professional Services	Construction	Total Amount
Federal	Federal	\$ -	\$ 2,007,952.00	\$ 2,007,952.00
Local	State	\$ -	\$ 420,000.00	\$ 420,000.00
Local	County	\$ 900,000.00	\$ -	\$ 900,000.00
Local	PCMC	\$ 166,200.94	\$ 2,294,732.06	\$ 2,460,933.00
Total		\$ 1,066,200.94	\$4,722,684.06	\$5,788,885.00

Table 1 - Initial Program Funding Summary

Under the initial program, Federal funds covered only 35% of the program, leaving 65% to be covered with local match. The local match requirement is a minimum of 20% for Federal Grants. The local match portions comprise City, County, and State funds. In addition to the minimum 20% match, the City is combining additional bus stop funding sources to deliver a more robust program with greater connections, active transportation facilities, and enhanced amenities for riders.

The City has exceeded the minimum local match by combining funding sources to achieve a broader program. When State, County, and City funds are combined, the local match totaled \$3,780,933.

Program Funding Prior to Grant

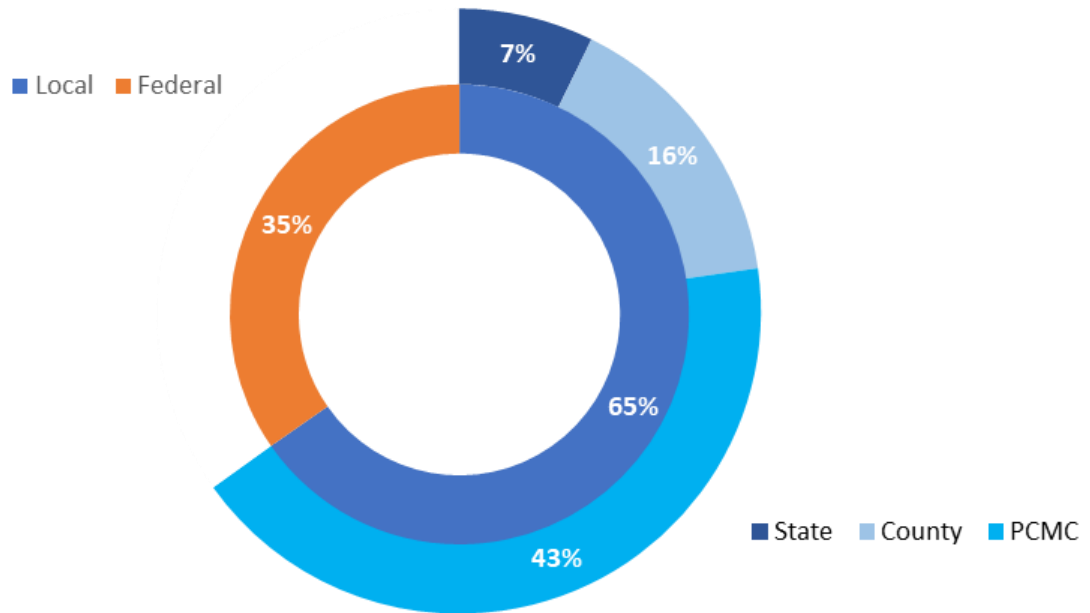


Figure 1 - Initial Program Funding Contributions Before June 26, 2023 Grant Award

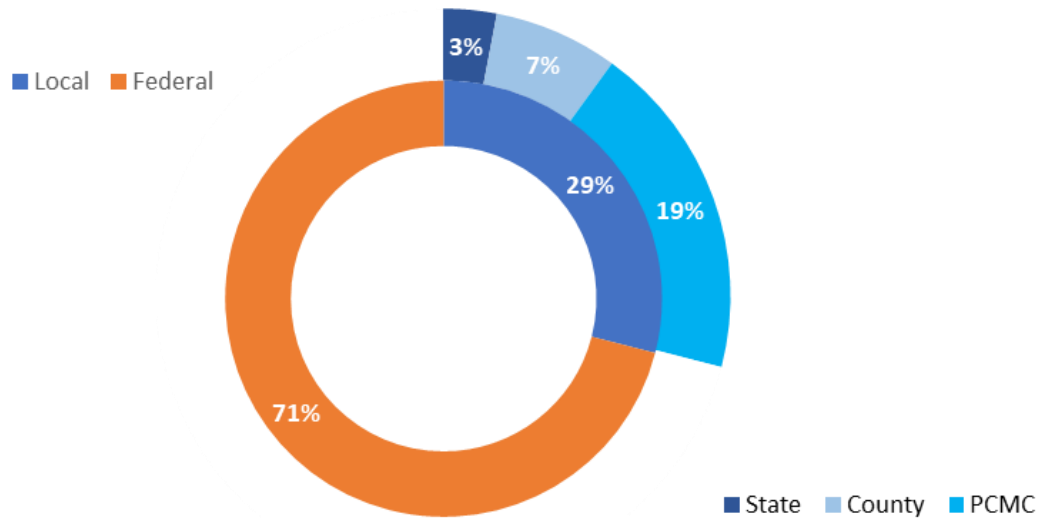
Following the June 26, 2023, award of \$7,393,183, the Engineering, Transportation Planning, Transit, and Budget Departments began coordinating with UDOT to ensure proper mechanisms were established to receive the funds and meet matching requirements. Under the initial goals of the PM concept, the city is well prepared to receive these funds and count all expenses towards the local matching requirements.

The City has been awarded \$9,401,135 in Federal Grants, requiring a local match of \$2,350,284.75. As a benefit of exceeding the local match requirements in the initial program, no additional local funds are required. Table 2 below illustrates the revised funding summary, noting that only federally funded items have increased from Table 1 above.

Category	Source	Professional Services	Construction	Total Amount
Federal	Federal	\$ 2,200,000.00	\$ 7,201,135.00	\$ 9,401,135.00
Local	State	\$ -	\$ 420,000.00	\$ 420,000.00
Local	County	\$ 900,000.00	\$ -	\$ 900,000.00
Local	Local	\$ 166,200.94	\$ 2,294,732.06	\$ 2,460,933.00
Total		\$ 3,266,200.94	\$ 9,915,867.06	\$13,182,068.00

Table 2 - Revised Program Funding Summary After Receipt of FY23 Grant

Program Funding After Grant



With the receipt of this generous grant from FTA, this program will deliver an additional 46 stops without spending additional PCMC funds. This grant will enable the City to deliver a broader bus stop improvement program, including connections to existing sidewalks, new pathway connections, crosswalk and intersection improvements, and comprehensive amenities. We believe these improvements will improve the experience for our ridership and continue to increase the accessibility of our public transit system.

Exhibits

Exhibit A Grant Application

Exhibit B Draft Scope of Work

Validate Form

FY 2023 Low or No Emission Grant Program and the Grants for Buses and Bus Facilities Competitive Program

Applicant and Proposal Profile

Is this a resubmission due to an invalid/error message from FTA? ☐ Yes ☒ No

Is this application for:
(If applying to both programs, please check both boxes)

☐ Low-No (FTA-2023-002-TPM-LWNO)

☒ Buses and Bus Facilities (FTA-2023-003-TPM-BUS)

Note: If applying to both programs, applicants should enter information for both programs on this form but **Must** submit the application package including the Supplemental Form and attachments, to **Each** respective Opportunity ID on Grants.gov for each program. That is, complete one form, but submit it to both programs in Grants.gov.

Section I. Applicant Information (NOFO Section C.1)

Organization Legal Name:

Utah Department of Transportation

FTA Recipient ID Number:

Carlos Braceras

Organization Chief Executive Officer:
(name and direct phone number)

801-964-4000

Applicant Eligibility:

- ☐ Direct or Designated Recipient
- ☐ State
- ☒ Local Governmental Authority
- ☐ Federally-Recognized Indian Tribe

Project Location
(as of 2010 Census):

- ☐ Large Urbanized Area (200,000+ people)
- ☐ Small Urbanized Area (50,000-199,999 people)
- ☒ Rural (less than 50,000 people)

Description of Service Provided and Areas Served:

Park City Transit (PCT) is a rural transit provider operating under the Park City Municipal Corporation ("PCMC" or "the City") and the Utah Department of Transportation (UDOT). PCT is located in Summit County, Utah, approximately 30 miles east of Salt Lake City. As a fare-free public transportation system, PCT operates 9 transit routes, on-demand, and paratransit services within City boundaries with connections to regional transit hubs serving Summit, Wasatch, and Salt Lake County. Park City also partners with neighboring High Valley Transit District to provide free microtransit services to riders needing assistance accessing the fixed route system (See Attachment A - NTD Profile).

Park City provides a vital service to transit riders throughout the region and is a major tourist destination for seasonal visitors who come to the region during the winter ski season from November to April. PCT also provides critical transportation services to our community's employee population who depend on reliable, fare-free transportation to reach work from affordable housing areas and more remote locations.

Our current grant request centers on citywide bus stop rehabilitation/redesign and is the culmination of a multi-year period of studies

and planning. PCT provides transit services to more than one hundred fifty (150) bus-stop locations across the City—providing access to residential, commercial, and recreational destinations to all users. The City continues to improve the access and experience of all users by investing in capital and operational enhancements. These enhancements support the City’s goal of reducing traffic and congestion attributed to single-occupancy-vehicle use and promoting alternative modes. As part of this strategy, the City seeks to systematically improve bus stops throughout the City by addressing ADA functionality and amenities at the stops, as well as First and Last Mile connections to bus stops. Designs for the stops will include amenities such as static and digital signage, passenger shelters and seating—where the specific local terrain permits. The City has already identified grants sufficient to fund Phase One of these efforts.

The City is far advanced in its preparations for this project and is currently evaluating proposals from a qualified Program Management Services Consultant (“PMSC”) firm to assist with the design, reporting, public involvement, construction management, federal compliance and delivery of the capital improvement plan. The Consultant will oversee these functions on all three phases of the project, including the Phase Two and Three portions that we desire to fund through this grant.

Congressional Districts (Project Location)

Congressional District

UT-001

Insert Item

Section II. Project Information (NOFO Section C.3 and D.2.6)

About the Project

Project Title:
(descriptive title of this project)

Park City’s Comprehensive Bus Stop Redesign and Rehabilitation: Increasing Efficiency, Improving ADA Compliance and Preparing for the Expansion of Affordable Housing Opportunities.

Project Executive Summary:

Through this project, Park City Transit will engage in the design, construction, and installation of improved passenger amenities at 72 individual bus stops within its service area. Of particular emphasis will be the provision of 12 upgraded bus stop sites serving a new affordable housing community of 500 units as well as enhancements to existing SR-248 corridor stops in areas previously identified as historically disadvantaged populations with an elevated degree of transit dependency.

Propulsion Type (note: for facility projects, please select the predominant propulsion type used at the facility):

- ☒ Battery electric*
- ☐ CNG
- ☒ Diesel
- ☐ Diesel-electric hybrid
- ☐ Gasoline
- ☐ Hydrogen fuel cell*
- ☒ Other

If Other, specify:

Project is requesting funding for rehabilitation of bus stops. With receipt of new electric vehicles in July 2023, the stops will be served by approximately even numbers of electric and diesel buses.

*Battery electric vehicles, hydrogen fuel cell vehicles, or facility projects for those types of vehicles are considered zero-emission projects; the applicant must address whether it is using 5% of funding for workforce development training in the Project Budget section and include a Zero-Emission Transition Plan.

Project Type: ☐ Bus Replacement
 Number of buses to be replaced:

☐ Bus Rehabilitation
 Number of buses to be rehabilitated:

☐ Bus Facility Replacement

☒ Bus Facility Rehabilitation

☐ Bus Facility Expansion

☐ Battery Electric Chargers
 Number of chargers requested:

☐ Bus Equipment

☒ Other

If Other, specify:

Section III. Evaluation Criteria (NOFO Section E)

*** Address each of the evaluation criteria as described in the Notice of Funding Opportunity.***

Demonstration of Need

Park City's Bus Stop Inventory and Accessibility Study (the Study) (Attachment B) was initiated with the primary purpose of conducting a survey of Park City's bus stops to evaluate existing conditions and applicable accessibility criteria as codified in the Americans with Disabilities Act of 1990 (ADA) and the Utah Department of Transportation (UDOT) Proposed Right-of-Way Accessibility Guidelines (PROWAG). Beginning in July 2019 and ending in November 2019, consultant staff visited over 250 bus stops in the greater Park City area and documented existing material and accessibility conditions using the ESRI Survey123 mobile application. The results of this study emphasized strongly to PCT the need to prioritize site improvements over the next several years—particularly considering the City's plans to develop new affordable housing facilities in neighborhoods with marked bus stop deficiencies.

Key examples of deficiencies noted include:

Stops Without a Paved Boarding and Alighting Area 43 %
 Stops With No Accessible Route to Nearest Intersection 33 %
 Stops With Concrete Pads Not Meeting ADA Specifications 28 %
 Stops With Pad Longitudinal Slope Greater Than 5.0% 29 %
 Stop With a Pad Cross Slope Measurement Greater than 2.5% 29 %

Stop Improvements Are Needed in New Affordable Housing Developments

In a Request for Proposals (RFP) published October 31, 2022, Park City began the search for a developer to undertake the design and construction of a multi-income and multi-use development called the Mine Bench Workforce Housing Development (Attachment C). As the name implies, the project's goal is primarily a residential, rental development that contains 80% or more affordable housing units. The development will consist of up to 500 affordable units. Occupants of these units will be heavily transit dependent and the additional ridership volume will make upgraded, ADA-compliant bus stops a critical component in the success of the development.

Among other goals of the project, the City instructed RFP respondents to:

- (1) Develop a tenant selection plan that contains an agreement utilizing a “waterfall” provision that gives preference to applicants working within approximately 1 mile of the Property, and applicants that are employed in “critical” public services (including, but not limited to, emergency services, transportation, utilities, and government and community-based services), as well as municipal employees, consistent with Fair Housing regulations.
- (2) Develop a site plan and building design that successfully integrates within the historic mining character of the area and exemplifies mountain town design principles.
- (3) Achieve net-zero energy performance in accordance with IECC 2021 with the overall project design, and pursuant to the adopted policies and resolutions.
- (4) Perform a sustainability charette before the end of schematic design to identify early features for passive design to drive down energy use and ensure affordability of utility bills.

Bridge 21, a local nonprofit, is also planning the redevelopment of the 122-unit Holiday Village and Parkside Apartments--within the SR-248 corridor--to serve the neurodiverse community with affordable units (Attachment C1) (See Attachment C2 for PCMC's latest housing report).

Increased Service Capacity Will Require Stop Upgrades

In 2021 and 2022, Park City was awarded discretionary grants under the Bus and Bus Facilities Program and the Low and No Emissions Vehicle Program, respectively. The combined federal award on these grants totals \$8.3 million and will fund the purchase of 7-8 new electric buses and new charging units. As outlined in the project plans of these two grants, services will be focused on the City's eastern SR-248 approach to the City. This is the City's most populous affordable housing community area

Demonstration of Benefits

Note: If applying to both programs, be sure to select "yes" and provide a response to both questions below.

Is this application for the Low-No program? ☐ Yes ☒ No

Please describe how the proposed project will support the statutory requirements of the Low-No Program (See 49 U.S.C. 5339(c)(5)(A)):

Is this application for the Buses and Bus Facilities program? ☒ Yes ☐ No

Please describe the benefits of the proposed project:

Enhanced Service for Affordable Housing Communities

Current circumstances present PCT with a highly favorable opportunity to markedly improve the transit experience for all users--particularly those who most heavily rely upon our services to travel to work and obtain services for their families.

To serve the needs of the future residents of the Mine Bench Workers Housing Development, the City is rehabilitating 12 stops in the upper Marsac Avenue neighborhood. These stops are located either on the perimeter of the 29-acre development zone or within

one-third of a mile from the nearest zone edge.

Additionally, the 13 stops slated for improvement in the Prospector, Park Meadows, and SR-248 areas are located within the SR-248 Corridor--a direct benefit to affordable housing residents in that zone (see Barriers to Opportunity, below). In addition, the stops in the Old Town area are a frequent destination point for inbound downtown and resort workers from the SR-248 zone.

Park City's efforts in improving transit efficiency at all points in the system are particularly critical in light of Salt Lake City's high likelihood of being the successful bidder for either the 2030 or 2034 Olympic Winter Games. As when Salt Lake City successfully hosted the Games in 2002, the greater Park City area will host numerous venues in the areas of alpine skiing, sled events, and ski jumping (Attachment C3).

Reduce Barriers of Opportunity

Eight of the top ten employers in Summit County include major tourist destinations--including Deer Valley Resort and Park City Mountain ski resorts, hospitals, and educational centers--are located on or are accessible by SR-248 (Attachment D). In addition to these large employers, Old Town employs many part-time, seasonal, and hospitality workers who often work non-traditional work hours and must rely heavily on automobiles for transportation, making employment in Park City less desirable, or financially unfeasible. To address congestion and promote transit use, PCT implemented paid parking in Old Town, resulting in a cost burden on the workforce, as most cannot afford housing within city limits. The only free employee parking within Park City limits is located at the Homestake Parking Lot, accessible from SR-248 however, this area will begin to be redeveloped into affordable housing this Spring, resulting in less free parking for employees (Attachment E). Therefore, making PCT service more attractive and efficient through upgrades to boarding and alighting locations, specifically in locations slated for expanded service on the proposed SR-248 Express Route, will ensure that bus travel time is competitive or better than travel time by car and better serves workforce/environmental justice populations on either side of SR-248. (Attachment F).

Recent Research Demonstrates the Value of Bus Stop Upgrades

Recent empirical research has begun to emerge on the value of bus stop enhancements in increasing ridership figures. A 2020 National Institute of Transportation study, co-funded by the Utah Transit Authority (UTA) and led by Keith Bartholomew of the University of Utah, found a 5.9% increase in boardings after improvements such as shelters, seating, signage, and sidewalks were made to a series of bus stops in Salt Lake City - compared to only a 1.7% overall increase in boarding at stops in a control group that were not improved (Attachment F1).

Planning and Local/Regional Prioritization

This project aligns with many local and regional planning efforts for improving transit service along the SR-248/SR-224 Corridor.

Park City Short-Range Transit Plan

PCT has already implemented several major capital investments to ensure that added transit service will be successful. This project aligns with the Short-Range Transit plan--including extensive public outreach, inclusive of the SR-248/224 corridors and identifies the importance of transit investment prior to BRT implementation (see Attachment G). PCT has completed implementing additional park and ride infrastructure, NextBus real-time technology, and bus-only shoulders on both SR-224 and SR-248 to address congestion. An environmental study of a dedicated Bus Rapid Transit route along SR-224 to improve corridor functionality is and a draft RFP is being prepared in partnership with Summit County. The Utah State Transportation Commission awarded Summit County \$30 million dollars last year to implement BRT on SR-224 (see attachment G1).

Park City Forward (aka The Long-Range Transportation Plan)

Specifically, the ongoing Park City Forward plan identifies a goal to shift 8% of travelers from Quinn's Junction to transit by 2050, this is a 7 percent increase from current conditions. In addition, Park City Municipal Corporation's (PCMC) Affordable Housing Task Force has twelve of the stops included in our current grant project plan.

The task force is also working with Summit County and neighboring cities to prioritize workforce and affordable housing through creation of policies and encouraging funding sources to assist in affordable housing development.

Park City Vision 2020

PCT's most recent planning effort is Park City Vision 2020 (published in February 2021), a strategic action plan involving extensive community engagement to allow community members to help create a shared vision and broad action plan for the city. Park City

Vision 2020 identifies a preferred future for Park City with focus on environmental leadership, transportation innovation, sustainable tourism, art/culture and local economy, affordability, and equity. Expansion of net-zero, fare-free transit specifically meets the goals identified in Vision 2020 through conversion from diesel to electric bus fleet, implementing a network of multi-modal transit corridors, fostering economic diversity by providing better access to employment, and cultivating an inclusive community by investing in bus stops and other transportation infrastructure near affordable housing (Attachment H).

Stakeholder Support

Park City is pleased to have the support of members of Utah's Congressional Delegation (Attachment I).



Local Financial Commitment

Matching Funds Amount:

1848296.00

Provide information on the source, availability, and supporting documentation:

PCT is committed to providing the above local match for the design and construction of and the provision of amenities for all bus stops laid out in our project plan. A more detailed budget is laid out in Attachment J.

PCT's main funding sources are transit sales tax, transportation resort sales tax and business licensing fees. These funding sources provide flexibility in the ability to support the required match funding for this project and partner with UDOT on bringing new projects to PCT. Sufficient matching funds can be provided through a combination of current revenue from the above taxation vehicles as well as contributions from the existing balance in Park City's Transportation Enterprise Fund (Attachment K).



Project Budget

Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
Bus Stop Design Costs (Phases 2 and 3)	1	1714360.00	428590.00	0.00	0.00	2142950.00	X
Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
Bus Stop Construction Costs (Phases 2 and 3)	1	4081177.00	1020294.00	0.00	0.00	5101471.00	X
Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
Bus Stop Amenities Costs (Phases 2 and 3)	1	1117646.00	279412.00	0.00	0.00	1397058.00	X
Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
Project Management Consultant (Services for Phases 2 and 3)	1	480000.00	120000.00	0.00	0.00	600000.00	X
Insert Item	Total:	7393183.00	1848296.00	0.00	0.00	9241479.00	

Does the project budget include funding for workforce development activities or training at the National Transit Institute (NTI)? **Note: if selecting "yes", please ensure a unique line item is listed in the project budget above for this activity.**

☐ Yes

☒ No

For any zero emission related project (vehicle, facility, or equipment), is 5% of the project budget for workforce development training as outlined in the applicant's Zero-Emission Transition Plan? **Note: if including any request for workforce development activities, please ensure a unique line item is listed in the project budget above.** ☐ Yes ☒ No

If no, an explanation must be provided for the project to be eligible.

Although our bus stop project falls under the definition of a "facility project," it is not specifically a Zero-Emission related project in that it does not directly support the operations, charging or maintenance of zero-emission vehicles in a manner varying from its services to diesel-fueled or other transit vehicles. As this application is made only under the Bus and Bus Facilities program, Park City respectfully requests to decline to use 5% of the project budget toward workforce development.

Project Scalability

Is project scope scalable? ☒ Yes ☐ No

If Yes, specify minimum Federal Funds necessary:

Provide explanation of scalability with specific references to the budget line items above:

Included in the Budget Spreadsheet for this project (Attachment J) is a second scenario for a scaled-back funding option. In this plan, Park City would focus exclusively on those projects most closely connected to serving current and future affordable housing zones and improving services in the SR-248 Corridor. This would entail reducing the stops to be funded to include only the Marsac, Prospector, Park Meadows, and SR-248 areas.

Project Implementation Strategy

Can this project be obligated in a grant within 12 months? ☒ Yes ☐ No

Please describe the project implementation strategy:

Preparation for the implementation of this project is already far advanced as of the date of this application. By previously identifying full funding sources for Phase One of the project and already commencing the process of evaluating proposals from potential project management consultants, Park City will be ready to initiate summer construction operations on Phase One bus stop sites this year. Design plans for Phase One sites will inform our efforts on subsequent phases and can be viewed in Attachment L. In addition, a uniform shelter design and the product selections for amenity items have already been developed by the City's Engineering and Transportation staffs (Attachment M).

The above planning will enable Park City to obligate Phase Two and Three funds with UDOT/FTA well within twelve months of the award date. Design work will then continue through mid-2024 and construction through late 2025 (Attachment N and N1).

Project Timeline (Please be as specific as possible)

Timeline Item Description

Timeline Item Date

Submission of Bus and Bus Facilities Grant to UDOT

04/01/2023



Transmission of Bus and Bus Facilities Grant to FTA	04/13/2023	X
Selection of Program Management Services Consultant	04/30/2023	X
Receipt of Award Confirmation from FTA	06/15/2023	X
Project Funds Budgeted and Programmed with UDOT/FTA	09/30/2023	X
Completion of Design Work on Phase Two Shelters	10/31/2023	X
Completion of Design Work on Phase Three Shelters	06/30/2024	X
Completion of Construction Work on Phase Two Shelters	10/31/2024	X
Completion of Construction Work on Phase Three Shelters	10/31/2025	X
Submission of All Reimbursement Requests and Closing of Contract	01/31/2026	X

Insert Item

Partnership Provision

Note: the partnership provision is only applicable to low or no emission projects that are applying to the Low-No Program or both the Low-No and Bus Program. Projects applying only to the Bus program are not eligible to use the partnership provision. See NOFO Section C(1).

Is this application a partnership between an eligible applicant and one or more partners? ☐ Yes ☒ No

If yes, please list project partners

Project Partners

Insert Item

Provide a description of the partner(s) qualifications:

Technical, Legal, and Financial Capacity

Ability to Assume Full Responsibility

PCT is an independent enterprise fund within PCMC and has the financial capability to provide the local match for the bus stop improvements described in this application. PCMC provides administrative support for PCT, including Legal, Finance, Human Resources, and Information Technology Offices, as well as the Budget, Debt & Grants Department. PCMC also provides Public Safety, Communications, and other typical municipal services. PCT is required to complete an annual independent financial audit, including a Single Audit process. PCT is committed to a smooth implementation and will be able to build off its initial redevelopment of the previously funded bus stops described herein. Building upon this work—with a particular emphasis on new technology—will make for a federal-funded effort carried out efficiently by experienced personnel.

Statement of Financial Feasibility

Park City has the financial ability to continue full responsibility for this project. Funding will be available on an annual basis to pay for ongoing operating and maintenance costs of the installed assets. PCT can manage the system and maintain the proposed equipment as required by the grantor and the manufacturers. Sales tax revenue is adequate for the maintenance and upkeep of the bus stop infrastructure.

Technical Ability to Implement Projects:

PCT is both a direct recipient and sub-recipient of FTA funds (5309, 5311 & ARRA), and works cooperatively with Utah Department of Transportation's Public Transportation Team in the oversight of federal funds. As such, our staff continually receive training related to FTA funds. We comply with all FTA certifications, reporting, and assurances and are fully capable of compliance with all federal grant requirements. PCT includes administrative and planning staff with significant experience operating and planning a transit and transportation system compliant with all aspects of federal regulations and guidance. Our management and staff members specifically dedicated to overseeing grant and administrative FTA compliance have over 35 years of combined experience in transit and regulatory compliance management. PCT has experience procuring, installing, and operating all types of equipment and infrastructure typical to rural transit operations.

Section IV. Additional Considerations (NOFO Section E.2)

Climate Change

Is this application requesting 20 or more zero emission 40-foot buses? ☐ Yes ☒ No

Applicants must input the amount of reductions per vehicle from the FY 2023 Bus and Low-No Emissions Reduction Calculator.

Full Fleet Transition

If applicable, identify how the proposed project and fleet transition plan support the conversion of the agency's overall fleet to zero emissions:

N/A

Creating Good-Paying Jobs

Is this a facility project? ☒ Yes ☐ No

Is the total project cost over \$35 million? ☐ Yes ☒ No

Is there a commitment to registered apprenticeship positions and use of apprentices on the project? ☐ Yes ☒ No

Is there a project labor agreement? ☐ Yes ☒ No

Is there a commitment to participating in the U.S. Department of Labor's Office of Federal Contract Compliance Programs (OFCCP) Mega Construction Project Program if selected by OFCCP (see F.2.e. Federal Contract Compliance)? ☐ Yes ☒ No

Please describe the use of apprentices and partnerships with workforce development programs that have supportive services:

Procurement Methods that Reduce Customization

If applicable, identify the proposed approach, other partners if applicable, and how the procurement approach reduces vehicle customization.

Although our current application does not request funding for vehicles, Park City has taken steps to reduce customization in its current and future vehicle procurements. In our most recent acquisition, we partnered with Utah Transit Authority (UTA) and selected Gillig as the manufacturer. UTA's base bus design formed the baseline for Park City's configuration and the availability of assignable purchase options from UTA for future procurements will ensure continuity of uniform design.

Zero-Emission Fleet Transition Plan - Workforce Involvement

Is this a zero-emission project? ☐ Yes ☒ No

Were workforce representatives consulted on all aspects of the workforce plan? ☐ Yes ☒ No

Is a plan to provide or connect workers to supportive services (such as childcare and transportation assistance) provided? If yes, please describe below. ☐ Yes ☒ No

Does the workforce plan include at least one of the following strategies:

Use of labor-management partnerships for training? ☐ Yes ☒ No

Use of registered apprenticeship training to support skilling of incumbent and entry-level workers with focus on using registered apprenticeship to advance Black, Hispanic, Asian American, Native Hawaiian and Pacific Islanders, tribal women, and other groups facing systemic barriers to employment that may be underrepresented in the current workforce, especially in higher-paying jobs? ☐ Yes ☒ No

Please describe:

**** FORM CONTINUES ON NEXT PAGE ****

Justice40

Does the project support the Justice40 Initiative? ☒ Yes ☐ No

Describe how the project supports the Justice40 Initiative and the benefits provided:

The Prospector, Park Meadows, and SR-248 bus stop groups are located in two adjacent Blockgroup zones consisting of Park City's largest concentration of deed restricted low-income housing and rent-controlled apartments (Attachment F). These stops will benefit disadvantaged communities by increasing free transit service and access to major employment centers in a climate where free employee parking is not provided.

In these Blockgroups, People of Color make up 48% of this area's population (90th percentile in Utah), Limited English Speakers make up 5% (85th percentile in Utah) and Low-income individuals consist of 20% (43rd percentile in Utah). Increasing transit usage is a critical community goal as the SR-248 experiences recurrent congestion during the morning and afternoon commutes which is exacerbated on peak traffic days during the ski season and events. According to the EPA, this congestion results in high pollution exposure for environmental justice populations. +

Describe the methodology used to determine the project meets the Justice40 Initiative:

This project's upgraded bus stop facilities (supporting the citywide expanded services made possible by FTA's 2021 and 2022 zero-emission vehicle grants to Park City) will benefit an estimated 81,000 low-income riders, defined as making less than \$15,000 in annual household income. Approximately 7.6% of households in the 3 Park City census tracts have an annual household income of less than \$15k. PCT's most recent On-Board Survey (November 2019) indicates that 20% of riders fall within this low-income bracket (Attachment 0). Based on a 2019 annual bus ridership (NTD) of 2,659,826, approximately 532,000 of those riders are low-income.

PCT is committed to engaging all riders in the deployment of services, especially those in disadvantaged communities. We are pleased that 42% of all bus stops slated for rehabilitation are located either in Blockgroups with low-income, transit-dependent populations or in locations that will shortly be developed into new affordable housing communities. +

Justice40 Population Impacted

Is there a Justice40 population impacted by the project? ☒ Yes ☐ No

Justice40 Disadvantaged Community Served as Identified in the NOFO Section E.2 Actual or Estimated Annual Ridership Count

Low Income and High and/or Persistent Poverty

81000

Insert Item

What is the percentage of Disadvantaged Communities within the project area?

8

 %

Was this estimate generated using the Justice40 online mapping tool? ☐ Yes ☒ No

Validate Form

Scope Of Work Contract Addendum 3
Park City Bus Stop Program Management Services

DRAFT

Prepared by HNTB
September 2023
For Park City

Brief Description

The purpose of this Contract Addendum #3 is to present the scope of work to be added to the originally contracted Scope of Services to complete the Park City Bus Stop Program Management Services.

The modified scope will capture enhanced design items that Park City has determined to add to the scope of work. This scope of work will include 46 new bus stop locations. The scope of work is being added before determining the 46 bus stop locations and their amenities.

Assumptions

- For calendar year 2024 there will be bi-weekly agency coordination meetings. These meetings will be conducted primarily via web-based conferencing. For subsequent calendar years there will be monthly agency coordination meetings conducted primarily via web-based conferencing.
- There will be no recurring project meetings.
- Design Professional will conduct and coordinate milestone meetings for design activities with the City. Four milestone meetings will be conducted via web-based conferencing.
- Design Professional subconsultants will provide survey/mapping/existing ROW.
- Easement acquisition documentation is for twelve properties.
- Easement acquisition is for twelve properties.
- Legal review for easement acquisition and property negotiations will be performed by the City.
- Design assumes twelve easement acquisitions total, six in each design package. One ROW exhibit will be provided for each acquisition. Exhibits to be used for coordination with property owners only.
- Transaction environmental screening for eight properties. Two in the construction package for 2025 and six in the construction package for 2026.
- No historical or cultural clearances required for the environmental document.
- FTA CatEx preparation - 46 total bus stops (2 packages of 23).
- Six site visits to Park City for environmental assessments.
- Plans will be produced to fit on 11x17 sheets.
- Design fee estimate will include design enhancement at 11 locations from the original package.
- Design fee estimate provided assumes two design packages; a federal package with 23 federally funded bus stops to be surveyed and designed in 2024 and constructed in 2025 and another federal package with 23

federally funded bus stops to be surveyed and designed in 2025 and constructed in 2026.

- The project will not require site visits during design.
- Bus stop final locations will be set prior to 60% and will not change.
- Design will provide special provisions, measurement and payment, and bid item schedule for inclusion into contract documents. The overall contract documents will be provided and assembled by others.
- Design will be done using Bentley's OpenRoads Designer Software.
- Project management activity provided in the design fee estimate assumes a contract length of 36 months.
- Construction management site visits three times a week.
- Bi-weekly construction meetings.
- This Addendum 3 proposal includes a continuation of compliance services through November 2026. Design Professional understands the City currently has federal funding secured from 5311 and 5339 FTA grants. This estimate includes compliance support for these two FTA grants. Compliance monitoring and support of any other additional grants or agreements may result in a fee increase.
- Fee proposal assumes a construction schedule of twelve months for the federally funded work. Six months in 2025 and Six months in 2026.
- Activities related to compliance services; monitoring, coordination and review of contractor documentation that are requested beyond sixteen months following construction NTP will be provided on an hourly rate basis per 2026 contract rates.
- Activities related to any FTA required or other requested reporting beyond year end of 2026 will be provided on an hourly rate basis per 2026 contract rates.
- Federal compliance includes efforts related to compliance monitoring of the general contractor ("GC") construction contract only, and only one GC contract is contemplated as part of these services. Compliance activities requested for any additional contractors or vendors beyond one GC will be provided on an hourly rate basis per the original contract rates.
- The City is monitoring its own labor and staff re: federal compliance requirements and Design Professional is not required to monitor/administer compliance for the City's internal activities.
- Co-location or in office work will not be a requirement for this project work.
- SUE performed to quality Level D and B services at a total of 23 locations. Quality level D also known as "records research", this quality level provides information derived from existing records and/or oral recollections. Utilities are mapped from an interpretation of the available records. Quality level B also known as "designating", this quality level provides the two-dimensional position of the subsurface utilities within approximately one-foot accuracy. The application and interpretation of

non-destructive surface geophysical methods are used to record and mark the location of utilities on the surface which are then surveyed and mapped to the project coordinate system.

- Line sizes of designated utility facilities detailed on the deliverable are from the best available records and that an actual line size should be verified from a test hole.
- The cost of traffic control for SUE is not included in the fees. Should traffic control become necessary for this project; these costs will be considered reimbursable expenses.
- Cost of Park City and/or UDOT permits is not included in the fees.
- There will be a procurement of one contractor in 2025 and procurement of one contractor in 2026 for construction of bus stops under this Agreement. The bus stops will be constructed by one prime contractor.

Fee Type

Cost plus fixed fee.

Work Plan

Task 1 Project Administration and Agency Coordination

Agency Coordination

Overview: Attend bi-weekly coordination meetings.

Deliverables:

- Meeting agendas
- Meeting notes
- Monthly project progress reports

Project Setup and Management

Overview: The Design Professional's project manager will manage contracts, survey and design coordination, subconsultant coordination, client coordination, MS Project updates, and project controls throughout the duration of the project. Design Professional will prepare monthly progress reports and invoices and submit them to the Park City Project Manager on or around the 15th day of each month.

Deliverables:

- Bi-weekly schedule updates.

- Processed Invoices.
- Contract modifications.
- Program delivery map.
 - Determination of bus stop packages per year, per funding.
 - Desktop review of stops to be improved, flag ROW, no parking, and PI, or if stop is good to move forward with concept.
 - Help staff determine which bus stops to put in the 2025 construction package and 2026 construction package.
 - Establish available budgets for packages based estimated costs and federal funding available.
 - Determine desired amenities at each bus stop.
 - Meet with the City in a series of meetings to conclude amenities to be used.
 - Generate high level cost estimate based on determined amenities to verify if available budgets are adequate.
- Develop bus stop design levels.
 - Work with the City to develop levels of bus stop improvement by ridership numbers and other criteria established by City.
- Determine method for contractor selection.
 - Meetings and memos and presentation of materials to make decision.
 - Work with the City to produce contractor procurement documents.
- Bid documents for Advertising.
- Change order documentation with contractors.
 - Review, discuss, and help negotiate change orders with contractor. Provide independent cost estimates on change orders over \$10,000.00.
 - Develop change order tracking sheet and dates of approval to check against contractor invoicing.
- Generate reports and updates for grant.
 - Quarterly updates in TRAMS

Overview: The Design Professional's project manager will manage contracts, survey and design coordination, subconsultant coordination, client coordination, MS Project updates, and project controls throughout the duration of the project. Design Professional will prepare monthly progress reports and invoices and submit them to the Park City Project Manager on or around the 15th day of each month.

Deliverables:

- Review 46 bus stop locations and coordination of design enhancements at the bus stop.
 - Meet with the City in five meetings to conclude updated amenities to be used.

- Determine which bus stops to place in 2025 construction package and 2026 construction package.
- Generate high level cost estimate based on determined amenities to verify if available budgets are adequate.

Task 2 Project Packaging

Develop Construction Packages

Overview: Design Professional will consult with the City to determine bus stop packages. Packages will be assembled considering funding, costs, ROW, and priority.

Determine package of 46 bus stops for 2025 and 2026 construction work.

Deliverables:

- List of bus stops to be included in each package.
- List of bus stop improvements including approximate construction costs.

Deliverables:

- Design enhancements of bus stops to be included in each package.
- List of bus stop improvements

Task 3 Survey and SUE Level B and D

Perform Survey Activities

Overview: Conduct a field survey of physical evidence pertinent to the right-of-way of the subject property. Analyze public record information including plans, maps, deeds, notes and other relevant documents versus physical evidence.

Perform SUE Activities

SUE services required for this project will be in general conformance with the recommended practices and procedures described in ASCE Publication CI/ASCE 38-02 (Standard Guideline for the Collection and Depiction of Existing Subsurface Utility Data).

Level D research will consist of contacting the applicable agency, visually inspecting the work area for evidence of utilities; and reviewing the available utility record information. Using collected information & utility contacts, map existing utilities within the project limits by correlating utility owner records with visible surface features and designating data.

Designating the approximate horizontal position of known subsurface utilities using one or more of the following Level B methods:

- Geophysical equipment such as electromagnetic induction and magnetic equipment may be used to designate metallic/conductive utilities (e.g. steel pipe, electrical cable, telephone cable).
- Non-metallic/non-conductive utilities may be designated using other geophysical equipment such as ground penetrating radar (GPR) or acoustic emission methods. Where access is available, a rod may be inserted into the utility line (e.g. gravity storm/sewer pipe) to provide a medium for signal transmission, which can then be designated using geophysical equipment.
- Utilities that are not identified through these efforts will be here forth referred to as “unknown” utilities. Scan the defined work area using electronic prospecting equipment to search for “unknown” utilities. Not responsible for designating and locating “unknown” utilities that were not detected while scanning the work area.

Deliverables:

- Conduct a field survey of physical evidence pertinent to the right-of-way of the subject property of 46 bus stop locations. Analyze public record information including plans, maps, deeds, notes and other relevant documents versus physical evidence.
- Perform topographic survey using GPS and/or conventional field surveying techniques to locate physical features lying within an area as defined by the City for 46 bus stop locations.
- REDCON will prepare and deliver a scaled drawing (.dtm format for surface and Civil 3D 2021 for right-of-way results) of the surveyed area containing right-of-way results and existing topographic features as outlined above, and contouring at 1-foot contour intervals along with spot elevations for design purposes for 46 bus stop locations.
- REDCON will deliver an abstract and the vesting document for 46 bus stop locations (if available online from the Summit County website).
- REDCON will prepare and deliver up to twelve exhibits (11x17) and up to twelve recordable easement acquisition documents.
- REDCON will deliver a geo-referenced ortho photograph for forty-six bus stop locations.
- HNTB will convert Survey files into ORD. ORD file accuracy verified by Parametrix.
- Create an existing utility composite drawing with owner names, quality levels, and line sizes for 23 bus stop locations
- A utility composite drawing will be provided in Microstation 3D format using the desired CAD standards.

Task 4 Design

60% Design (Two packages, two federal packages of 23 bus stops in each package) – Bus stop

Overview: Design, detail, and check sidewalk, bus stop landing pads, and grading tie-ins.

- Design sidewalks and bus stop landing pads.
- Develop plan sheets.
- Develop Cost Estimate.
- Perform QC/QA.
- Conduct comment resolution meeting.

Deliverables:

- 60% plan set review package.
- QC/QA documentation.
- 60% comment resolution form.

100% Design (Two packages, two federal packages of 23 bus stops in each package) – Bus stop

Overview: Update and check design for sidewalk, bus stop landing pads and grading tie-ins based on comments made at the 60% comment resolution meeting.

- Complete sidewalks and bus stop landing pads design.
- Complete plan sheets.
- ROW exhibit (if necessary).
- Finalize cost estimate.
- Compile spec package.
- Perform QC/QA.
- Conduct comment resolution meeting.

Deliverables:

- 100% plan set review package.
- QC/QA documentation.
- Specifications
- 100% comment resolution form.

RFC Design (Two packages, two federal packages of 23 bus stops in each package) – Bus Stop

Overview: Update and check design enhancements included in table 1 based on

comments made at the 100% comment resolution meeting.

- Address and incorporate 100% review comments.
- Revise plans and project documents.
- Revise cost estimate.
- Compile advertising plans and documents.
- Perform QC/QA.

Deliverables:

- 100% plan set review package.
- QC/QA documentation.
- 100% Review meeting: agenda, meeting notes, review comments

Addendum 3 – design changes to original contract

- Eliminate design for the following bus stop locations reducing the deliverables in the original contract from 30 bus stop to 26 bus stops:
 - #10010 Annie Oakley
 - #10020 Buffalo Bill
 - #10030 Wyatt Earp
 - #10110 Building 7 North

Overview: Update the design for the original contract at the following 11 locations using the following enhancements:

TABLE 1- DESIGN ENHANCEMENTS		
Bus ID	Bus Stop Name	Design Enhancement
20130	Holiday Ranch Loop Rd & Little Kate Rd	Add crossing from trail on south side. Bulb outs and ped ramps on both sides.
20100	Little Kate & Lucky John Dr	Get utility info/storm drain info if necessary. Bulb outs on both sides with crosswalk and ped ramps.
20140	Holiday Ranch Loop Rd & Creek Dr	Add bulb outs, crosswalk, and ped ramps on both sides of road.
30780	Lucky John S	Bulb outs with crosswalk and ped ramps. Across from Little Kate & Lucky John Drive
50100	Park City High School	Do the entire block with curb and gutter. Improvements: curb & gutter, shelter, and sidewalk.
30070	III Kings Dr & Crescent Rd	Connect 5' sidewalk to stops 30070 and 30090. Go North of Crescent Road to existing sidewalk.
30080	Building 4 (Cabanas) on III Kings Dr	Connect 5' sidewalk to stops 30070 and 30090. Go North of Crescent Road to existing sidewalk.
30090	Snow Flower on III Kings Dr	Connect 5' sidewalk to stops 30070 and 30090. Go North of Crescent Road to existing sidewalk.
30030	III Kings Dr & Thaynes Canyon Dr	Survey for 5' sidewalk behind existing gutter that connect to bus stop 30040 and SW corner of Thaynes Canyon Drive and Three Kings Court.
30040	III Kings Dr & Snows Lane	Survey for 5' sidewalk behind existing gutter that connect to existing sidewalk just north of Snows Lane and connects to bus stop 30030.

30800	PC Marc South	Bring curb line where shoulder line is. Bulb out on south side of road. Reconstruct CB and lateral.
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60% Design

- Develop plan sheets including enhancements.
- Develop Cost Estimate including enhancements.
- Perform QC/QA.
- Conduct comment resolution meeting.

Deliverables:

- 60% plan set review package.
- QC/QA documentation.
- 60% comment resolution form.

100% Design

Overview: Update and check design enhancements included in table 1 based on comments made at the 60% comment resolution meeting.

- Address and incorporate 60% review comments.
- Revise plans and project documents.
- Revise cost estimate.
- Compile advertising plans and documents.
- Perform QC/QA.

Deliverables:

- 100% plan set review package.
- QC/QA documentation.
- 100% Review meeting: agenda, meeting notes, review comments

RFC Design

Overview: Update and check design enhancements included in table 1 based on comments made at the 100% comment resolution meeting.

- Address and incorporate 100% review comments.
- Revise plans and project documents.
- Revise cost estimate.
- Compile advertising plans and documents.
- Perform QC/QA.

Deliverables:

- 100% plan set review package.
- QC/QA documentation.
- 100% Review meeting: agenda, meeting notes, review comments

Task 5 Environmental Documentation (NEPA/Federal compliance)

Categorical Exclusion Documentation (CatEx)

Overview: Two federal funding packages will be developed and receive UDOT and FTA environmental approval. Each of the packages will have 23 bus stop locations. Design Professional will evaluate impacts to land use and zoning in accordance with CatEx and Park City Soil Ordinance regulations and entered in UDOT's ePM system.

Deliverables:

- Approved environmental documentation for each package of bus stops
- Package 46 bus stops into two federal packages and submit to FTA

Task 6 Project Advertising

Prepare bid documents

Overview: Design Professional will prepare and provide plans, specifications, estimates, and quality documentation for project advertisement. Design Professional will help the City determine the best method for contract delivery. Design Professional will assist the City by completing the advertising package for advertising. Design Professional and its subconsultants will answer questions from the contractors during advertising.

Deliverables:

- Complete advertising package.
- RFI responses.

Prepare two bidding packages

Overview: Design Professional will assist the City in creating two separate bid packages based on federal funding and other factors such as ROW and construction completion priorities.

Deliverables:

- List of needed amenities and costs of shelters to allocate bus packages.
- Two federal packages for bid by contractors. One contract for construction in 2025 and another contract for construction in 2026.

Task 7 Construction Management

Construction Management

- Changes to existing contract scope
- Eliminate construction management for the following bus stop locations reducing the number of stops in the original contract from 30 bus stop to 26 bus stops:
 - #10010 Annie Oakley
 - #10020 Buffalo Bill
 - #10030 Wyatt Earp
 - #10110 Building 7 North

- Addendum 3 additional scope

Overview: Design Professional will assist the City by attending bi-weekly construction meetings to monitor construction progress, attending special site visits to address issues, conducting punch list walks, reviewing RFIs and submittals, reviewing potential change orders, change orders, and discussing critical construction issues for 46 bus stop locations.

Deliverables:

- Material testing reports.
- Construction reports.
- Submittal and RFI documentation.

Task 8 Public Involvement

Public Engagement and Outreach

Overview: Public Involvement will include the following items for 23 bus stop locations:

- Organize Bus Stops into geographic areas for stakeholder outreach.
- Identify the outreach area for each grouping of bus stops (hereafter known as an “AREA”).
- Identify key stakeholders in each AREA. Produce content and perform outreach which includes postal mailers, flyers, personal visits to businesses, emergency service providers, with invitations to neighborhood meetings.
- Combine AREAs into groupings for neighborhood meetings.

- Facilitate small group outreach meetings as directed by the City and conduct public outreach, collect comments and data relative to adjacent neighborhoods, and transit rider concerns. (Assume minimum of three bus station neighborhoods per meeting)
- Utilize the data from the neighborhood meetings to develop AREA specific surveys regarding amenities, designs, and other preferences. Produce mailers with QR Codes for each survey, and links to the AREA specific survey for the City to publish on social media and website.
- Create informational content from data collected for use on City's website and social media.
- Compile the surveys into documentation in support of design decision making. Gather and provide survey analytics and meta data with documentation.
- Document stakeholder interactions.
- Document stakeholder interactions. Attend project meetings.
- Project coordination and document review, proofing and writing reports.

Deliverables:

- List of bus stops in geographic areas for outreach.
- Public survey results.
- Content for city's website and social media
- Final report at project completion

Task 9 Compliance Management (Federal)

Federal compliance for federal funds

Overview: To meet federal compliance Design Professional will do the following:

- Research on compliance requirements.
- Review PC grant agreements.
- Assist in preparation of construction contract.
- Setup ecomply or similar process; train contractor, subcontractors, and vendors.
- Monthly compliance monitoring.
- Monthly FTA reporting.
- Grant and project closeout.

We will provide the FTA with real-time budget adjustments month to month as program funding is updated. Monthly reporting will be structured based on the requirements and commitments made in the grant application.

Deliverables:

- Compliance requirements for each specific funding agency.
- Mechanisms and repeatable processes to meet compliance requirements.

Task 10 Financial Reporting

FTA financial reporting

Overview: Design Professional will provide the FTA with real-time budget adjustments month to month as program funding is updated. Monthly reporting will be structured based on the requirements and commitments made in the grant applications.

Deliverables:

- Compliance matrix of each individual federal and local funding source.
- Monthly reporting including financial budget, updates, overviews of monthly work, schedule, and recovery measures.

City Council Staff Report



Subject: 2459 Iron Mountain Drive
Application: PL-23-05664
Author: Jack Niedermeyer
Date: October 5, 2023
Type of Item: Plat Amendment

Recommendation

(I) Review the proposed 2459 Iron Canyon Drive Plat Amendment; (II) conduct a public hearing; and (III) consider approving the Draft Ordinance No. 2023-48, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval (Exhibit A).

Description

Applicant: Owen C. Blair
Location: 2459 Iron Mountain Drive
Zoning District: Single Family (SF); Sensitive Land Overlay (SLO)
Adjacent Land Uses: Single Family Residences
Reason for Review: City Council reviews and takes final action on Plat Amendments ¹

LMC Land Management Code
SF Single-Family
SLO Sensitive Land Overlay

Terms that are capitalized as proper nouns throughout this staff report are defined in LMC § [15-15-1](#).

Background

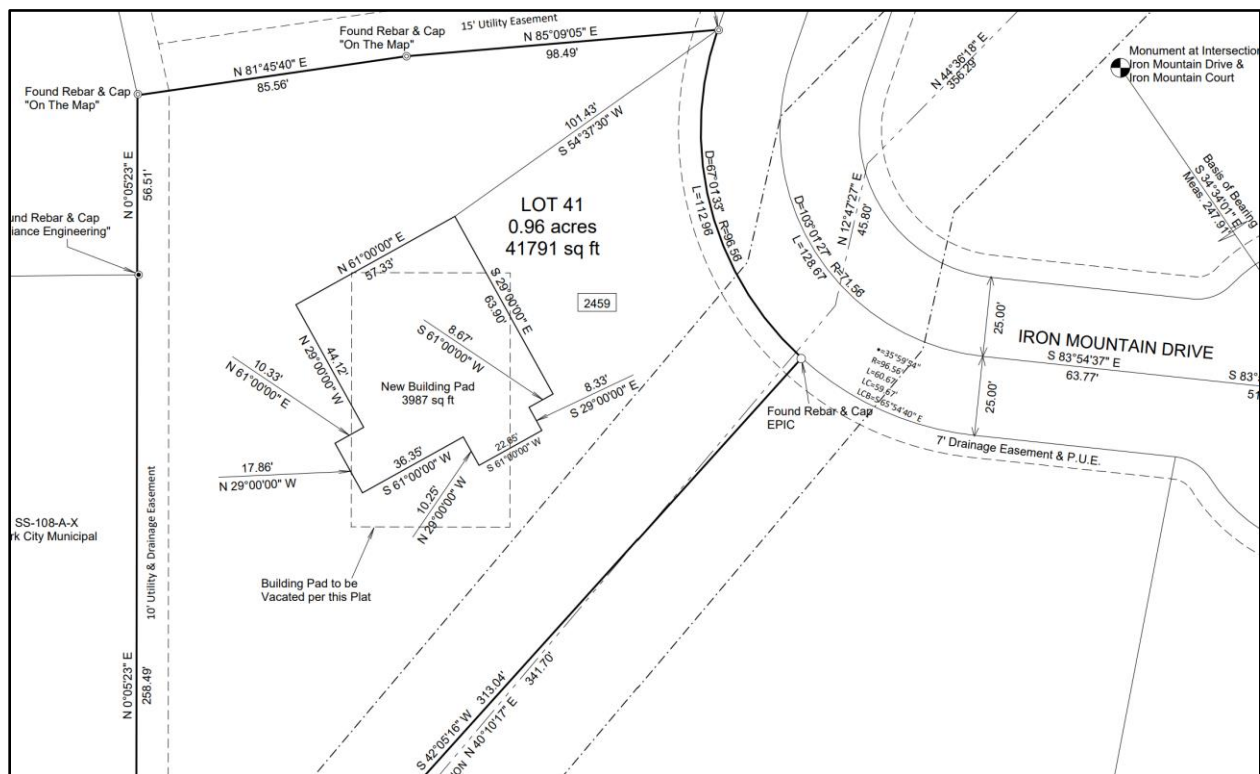
2459 Iron Mountain Drive is Lot 41 of the Iron Canyon Subdivision. The Applicant proposes to redraw the existing 4,000-square-foot Building Pad for 2459 Iron Mountain Drive, which is recorded on the Iron Canyon Subdivision (Exhibit B). Lot 41 is currently an undeveloped Lot. The Applicant is seeking to construct a new Single-Family Dwelling (SFD) that is proposed to be located outside of the current platted Building Pad. The proposed Building Pad is 3,987 square feet and is designed to mirror the footprint of the future SFD.

Condition of Approval 7:

"The final Building Pad shown on the Plat shall not exceed 4,000 square-feet."

The image below shows the existing and proposed Building Pads.

¹ LMC § [15-1-8](#)



2459 Iron Mountain Drive Proposed Building Pad

Over the years, nine Lots within the Iron Canyon Subdivision have completed similar Building Pad adjustments, all maintaining 4,000-square-foot Building Pads:

- Lot 29 – Approved on November 10, 2005 ([Ordinance No. 05-70](#))
- Lot 11 – Approved on June 1, 2006 ([Ordinance No. 06-34](#))
- Lot 4 – Approved on September 14, 2006 ([Ordinance No. 06-66](#))
- Lot 5 – Approved on September 28, 2006 ([Ordinance No. 06-68](#))
- Lot 43 – Approved on April 27, 2017 ([Ordinance No. 2017-18](#))
- Lot 42 – Approved on October 12, 2017 ([Ordinance No. 2017-55](#))
- Lot 33 – Approved on September 1, 2022 ([Ordinance No. 2022-34](#))
- Lot 45 – Approved on April 27, 2023 ([Ordinance No. 2023 -20](#))
- Lot 8 – Approved on April 27, 2023 ([Ordinance No. 2023-21](#))

On September 13, 2023, the Planning Commission unanimously forwarded a positive recommendation to the City Council for the 2459 Iron Mountain Drive Plat Amendment ([Staff Report](#); [Audio](#)).

Analysis

(I) The proposed Plat Amendment complies with the Single Family (SF) Zoning District requirements outlined in LMC Chapter 15-2.11.

2459 Iron Mountain Drive is in the SF Zoning District and LMC [§ 15-2.11-2\(A\)\(1\)](#) lists SFDs as an Allowed Use. The Lot is 0.96 acres with the front Lot Line measuring

112.96', rear Lot Line measuring 258.49' and side Lot Lines measuring 341.7', 85.6', and 98.49'.

The table below outlines LMC [§ 15-2.11-3](#) Lot and Site Requirements for a Single-Family Dwelling in the SF Zoning District:

Requirement	Analysis of Proposal
Front Setback – 25'	Complies 68' from Front Property Line
Rear Setback – 15'	Complies 62' from Rear Property Line
Side Setbacks – 12'	Complies 51' and 45' from Side Property Lines

(II) The proposed Plat Amendment complies with the Sensitive Land Overlay (SLO) requirements outlined in LMC Chapter 15-2.21.

LMC [§ 15-2.21-3](#) requires “[a]ny Applicant for Development [to] produce a Sensitive Lands Analysis performed by a Qualified Professional(s) . . .”. The Applicant provided the required Sensitive Land Overlay (SLO) documents to the Planning Department as part of the initial submittal of the application (Exhibit D).

Requirement	Analysis of Proposal
Slope/Topographic Map	Complies Lot 41 has an average slope of 14%.
Ridge Line Areas	Complies The proposed Building Pad does not impact a Ridge Line Area.
Vegetative Cover	Complies The proposal to modify the existing Building Pad will not remove any additional vegetation that was not previously approved to be removed as part of the original

Iron Canyon Subdivision approval.

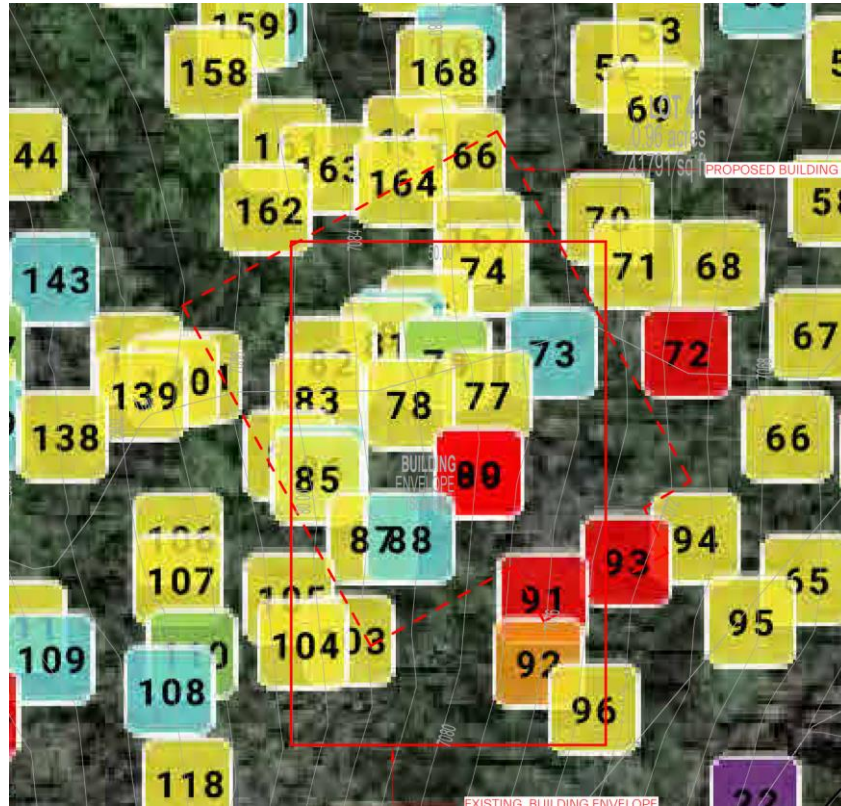


Table 1: Plantings within the Existing vs. Proposed Building Pad

Plant Type	Existing Building Pad	Proposed Building Pad
Quaking Aspen - Yellow	13	13
Subalpine Fir - Red	3	4
Gambel Oak - Blue	4	4
Bigtooth Maple - Green	1	1
Utah Serviceberry - Orange	1	0
Designated Entry Corridors and Vantage Points	Complies The site is slightly visible from McPolin Barn, a designated vantage point, but mostly screened by natural landscape and neighboring structures.	



Wetlands	Complies: The site is not near Wetlands.
Stream Corridors, Canals, And Irrigation Ditches	Complies: There is a 30' Stream Protection Zone along the Southern Property Line. *See analysis section IV*
Wildlife Habitat Areas	Complies: The proposal is not allowing for Building Footprint expansion that would impact existing wildlife habitats.

(III) There is Good Cause for the Plat Amendment, and no public street, Right-of Way, or easement is vacated or amended.

The proposed Plat Amendment relocates a Building Pad to reflect future conditions of the Site. The Planning Commission and City Council review the Plat Amendment according to LMC § 15-7.1-3(B) and approval requires a finding of Good Cause, and a

finding that no Public Street, Right-of-Way, or easement has been vacated or amended.

Land Management Code Section 15-15-1 defines Good Cause as “[p]roviding positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as providing public amenities and benefits, resolving existing issues and nonconformities, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and Park City and furthering the health, safety, and welfare of the Park City Community.”

There is Good Cause for this Plat Amendment as it does not further subdivide or increase the density of the existing Iron Canyon Subdivision. The proposed Plat Amendment does not create or expand upon any non-conformities and no public street, Right-of-Way, or easement is proposed to be vacated or amended. The proposal does not exceed the maximum Building Pad square footage of 4,000 established by the Iron Canyon Subdivision Plat. The proposal exceeds the setback requirements of the SF Zoning District.² Lastly, there several Lots within the Iron Canyon Subdivision that have completed similar Building Pad adjustments, all maintaining 4,000-square-foot Building Pads.

(IV) The Development Review Committee requires Conditions of Approval.³

The Engineering Department provided feedback regarding a proposed retaining wall within the platted stream protection zone. The Applicant has provided an updated site plan which demonstrates that the retaining wall will not be within the platted stream protection zone (Exhibit C). Staff recommends Condition of Approval 8:

“Final Building Plans shall demonstrate that there will be no encroachments into the platted 30’ Stream Protection Zone.”

The Water Department provided comments that no elevation callout for water pressure was shown on the existing or proposed plat. The representative for the Water Department stated that neighboring subdivisions sometimes have callouts for elevations that development cannot exceed. The representative also stated that a callout will need to be shown on the final plat which states the maximum floor elevation at which a water pressure of 45psi can be provided. Staff recommends Condition of Approval 9:

“The final Plat shall show a maximum floor elevation at which a water pressure of 45psi can be provided.”

² LMC [§ 15-2.11-3](#)

³ The Development Review Committee meets the first and third Tuesday of each month to review and provide comments on Planning Applications, including review by the Building Department, Engineering Department, Sustainability Department, Transportation Planning Department, Code Enforcement, the City Attorney’s Office, Local Utilities including Rocky Mountain Power and Dominion Energy, the Park City Fire District, Public Works, Public Utilities, and the Snyderville Basin Water Reclamation District (SBWRD).

Department Review

The Planning Department, Engineering Department, and City Attorney's Office reviewed this report.

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on August 30, 2023. Staff mailed courtesy notice to property owners within 300 feet on August 30, 2023. The *Park Record* published notice on August 30, 2023.⁴

Public Input

Staff did not receive any public input at the time this report was published.

Exhibits

Exhibit A: Draft Ordinance No. 2023-48

Attachment 1: Proposed Plat

Exhibit B: Iron Canyon Subdivision Plat

Exhibit C: Proposed Site Plan

Exhibit D: SLO Documents

⁴ LMC [§ 15-1-21](#)

Ordinance No. 2023-48

AN ORDINANCE APPROVING IRON CANYON SUBDIVISION LOT 41– BUILDING PAD ADJUSTMENT PLAT AMENDMENT, LOCATED AT 2459 IRON MOUNTAIN DRIVE, PARK CITY, UTAH

WHEREAS, the owners of the property located at 2459 Iron Mountain Drive petitioned the City Council for approval of the Iron Canyon Subdivision Lot 41 – Building Pad Adjustment Plat Amendment; and

WHEREAS, on August 30, 2023, the Park Record published notice for the Planning Commission and City Council public hearings; and

WHEREAS, on August 30, 2023, the property was properly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, on August 30, 2023, staff mailed courtesy notice to property owners within 300 feet, posted notice to the Utah Public Notice Website and City Website, and posted notice to the property for the Planning Commission and City Council public hearings; and

WHEREAS, on September 13, 2023, the Planning Commission reviewed the proposed Plat Amendment, held a public hearing, and unanimously forwarded a positive recommendation for City Council's consideration on October 5, 2023; and

WHEREAS, on October 5, 2023, the City Council reviewed the 2459 Iron Mountain Drive Plat Amendment and held a public hearing; and

WHEREAS the 2459 Iron Mountain Plat Amendment is consistent with the Park City Land Management Code Chapter 15-2.11, Chapter 15-2.21, and Section 15-7.1-6.

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

SECTION 1. APPROVAL. The Iron Canyon Subdivision Lot 41 – Building Pad Adjustment Plat Amendment at 2459 Iron Mountain Drive, as shown in Attachment 1, is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact

1. The property is located at 2459 Iron Mountain Drive.
2. The Lot is within the Single-Family Zoning District.
3. The subject property is Lot 41 of the Iron Canyon Subdivision, approved by the City Council in 1989.
4. The Lot contains 0.96 acres.
5. The Plat Amendment proposes to adjust the Building Pad area shown on Lot 41 of

the Iron Canyon Subdivision Plat.

6. The Building Pad is proposed to be 3,987 square feet, including footings.
7. The City Council has approved the following adjusted Building Pads for Lots of the Iron Canyon Subdivision: Lots 4, 5, 8, 11, 29, 33, 42, 43, and 45.
8. The proposed Plat Amendment is consistent with the pattern of development in the neighborhood.

Conclusions of Law

1. There is Good Cause for this Plat Amendment as it does not further subdivide or increase the density of the existing Iron Canyon Subdivision. The proposed Plat Amendment does not create or expand upon any non-conformities and no public street, Right-of-Way, or easement is proposed to vacated or amended.
2. The Plat Amendment is consistent with the Park City Land Management Code, including LMC Chapter 15-2.11 and § 15-7.1-6 Final Subdivision Plat.
3. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
4. Approval of the Plat Amendment, subject to the conditions stated below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the plat for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant shall record the plat at the County within one year from the date of City Council approval. If recordation has not occurred within one years' time, this approval for the plat will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the City Council.
3. Any new construction shall comply with Land Management Code Section 15-2.11 regarding Setbacks, Building Height, Building Envelope, Building Pad, etc.
4. All other Conditions of Approval and platted requirements for the Iron Canyon Subdivision continue to apply and shall be noted on the plat.
5. The Applicant shall show the bearings and distances of the final Building Pad on the recorded Plat.
6. The Building Footprint shall be fully located within the amended Building Pad.
7. The final Building Pad shown on the Plat shall not exceed 4,000 square feet.
8. Final Building Plans shall demonstrate that there will be no encroachments into the platted 30' Stream Protection Zone.
9. The final Plat shall show a maximum floor elevation at which a water pressure of 45psi can be provided.

SECTION 2. EFFECTIVE DATE. This Ordinance shall take effect upon publication.

PASSED AND ADOPTED this 5th Day of October 2023.

PARK CITY MUNICIPAL CORPORATION

Nann Worel, MAYOR

ATTEST:

City Recorder

APPROVED AS TO FORM:

Mark Harrington, City Attorney

Attachment 1 – Plat

IRON CANYON SUBDIVISION LOT 41
- BUILDING PAD ADJUSTMENT

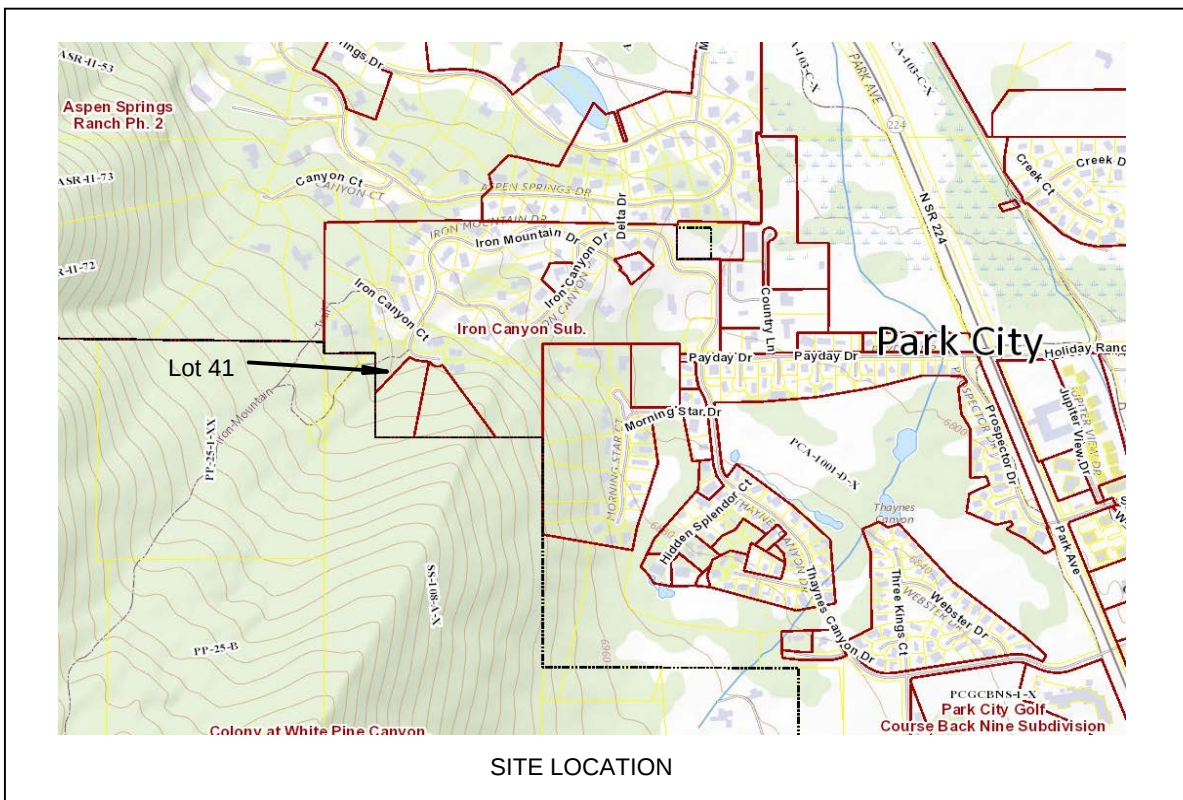
Located in the SW 1/4 of Section 5, Township 2 South, Range 4 East, Salt Lake Base and Meridian
Park City, Summit County, Utah



Legend

- On the Map, Rebar & Cap
- Street Monument
- EPIC Rebar & Cap
- Alliance Engineering, Rebar & Cap

ADDRESS: 14 IRON CANYON COURT



- Notes:
- This plat is subject to the Conditions of Approval in ordinance _____.
 - Modified 13-D sprinklers will be required for new construction by the Chief Building Official at the time of review of the building permit submittal.
 - The purpose for this plat amendment is to vacate the existing (original) building pad and provide the location and dimensions of the new building pad.
 - This plat amendment is subject to conditions of approval and all general and special notes contained within the Iron Canyon Subdivision Plan (Entry No. 212520) and all other zoning requirements, covenants, restrictions, easements and rights of way, per record documents and City or County Ordinances.

Surveyor Certificate

I Paul Ferry do certify that I am a Professional Land Surveyor holding certificate No. 368358 as prescribed by the laws of the State of Utah. I further certify that by authority of the owners, I have made of survey of the tract of land shown on this plat and described hereon, and have adjusted the building pad location hereafter to be known as Iron Canyon Subdivision Lot 41, -Building Pad Adjustment and that the same has been correctly surveyed and marked on the ground as shown on this



Boundary Description

Lot 41, Iron Canyon Subdivision, According to the Official Plat thereof on file and of Record in the Office of the Summit County Recorder.

Owner Dedication & Consent to Record

Know by all men by these presents that Owen C. Blair and Deborah N. Blair, as Trustees of the Owen C. Blair Trust, dated May 05, 2011, that we all of the undersigned owner(s) of the above described tract of land, having caused same to be subdivided into lots and streets to be hereafter known as the Iron Canyon Subdivision Lot 41 - Building Pad Adjustment do hereby dedicate for perpetual use of the public all parcels of land shown on this plat as intended for public use and does hereby consent to the Recordation of this Plat.

In witness whereof _____ have hereunto set _____ this _____ day of _____ A.D. 20__ 22__.

Owen C. Blair Trust
dated May 5, 2011

Owen C. Blair, Trustee

Deborah N. Blair, Trustee

Acknowledgement

STATE OF UTAH
COUNTY OF SUMMIT

On this _____ day of _____, 20__ 23__, Owen C. Blair and Deborah N. Blair, Trustees of the Owen C. Blair Trust, dated May 5, 2011, Personally Appeared before me, whose identity is personally known to me or proven on the basis of satisfactory evidence and who by me duly sworn/affirmed, that They acknowledged to me that They executed the Owner's Dedication as Trustees of the aforesaid trust.

By: _____
Notary Public Printed Name

My commission expires: _____

Residing in: _____

PUBLIC SAFETY ANSWERING POINT APPROVAL

Approved this _____ day of _____, 2023.

By: _____
Summit County GIS Coordinator

CERTIFICATE OF ATTEST

I Certify this Plat was approved by Park City Council this _____, day of _____, 2023

By: _____
Park City Recorder

HIGH MOUNTAIN
SURVEYING, LLC
P.O. Box 445
1325 South Hoytsville Road
Coalville, Utah 84017
435-336-4210

CITY COUNCIL APPROVAL

Approval and Acceptance by the Park City Council this _____ Day of _____, 2023.

By: _____
Mayor

CITY PLANNING COMMISSION

Recommended by the Park City Planning Commission this _____, day of _____, 20__ 23__.

By: _____
Chair

CITY ENGINEER

I find this plat to be in accordance with information on file in my office this _____ day of _____, 2023.

By: _____
Park City Engineer

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT

Reviewed for conformance to the Snyderville Basin Water Reclamation District Standards this _____, day of _____, 20__.

By: _____
SBWRD

APPROVAL AS TO FORM

Approved as to form this _____ day of _____, 2023.

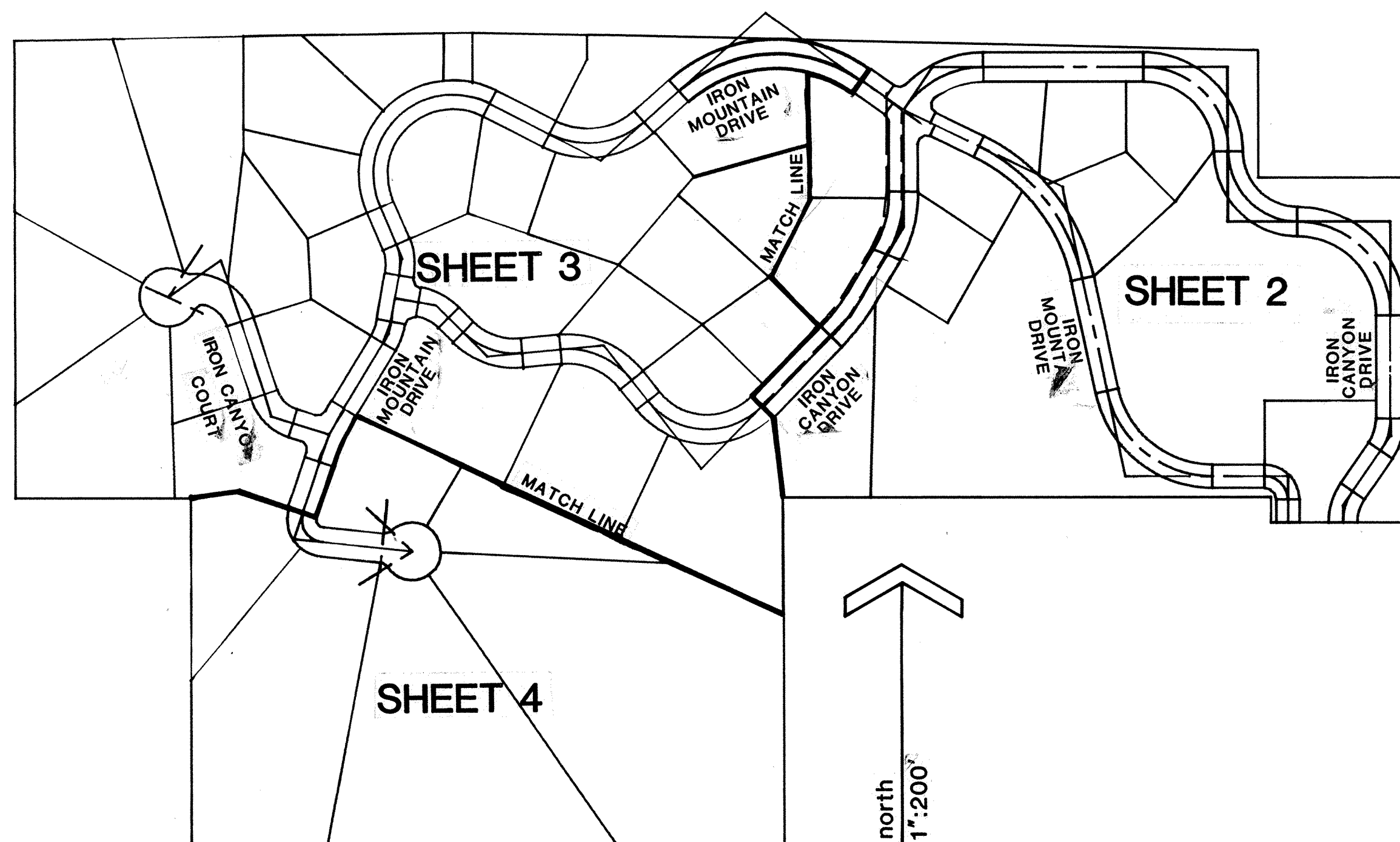
By: _____
Park City Attorney

RECORDED

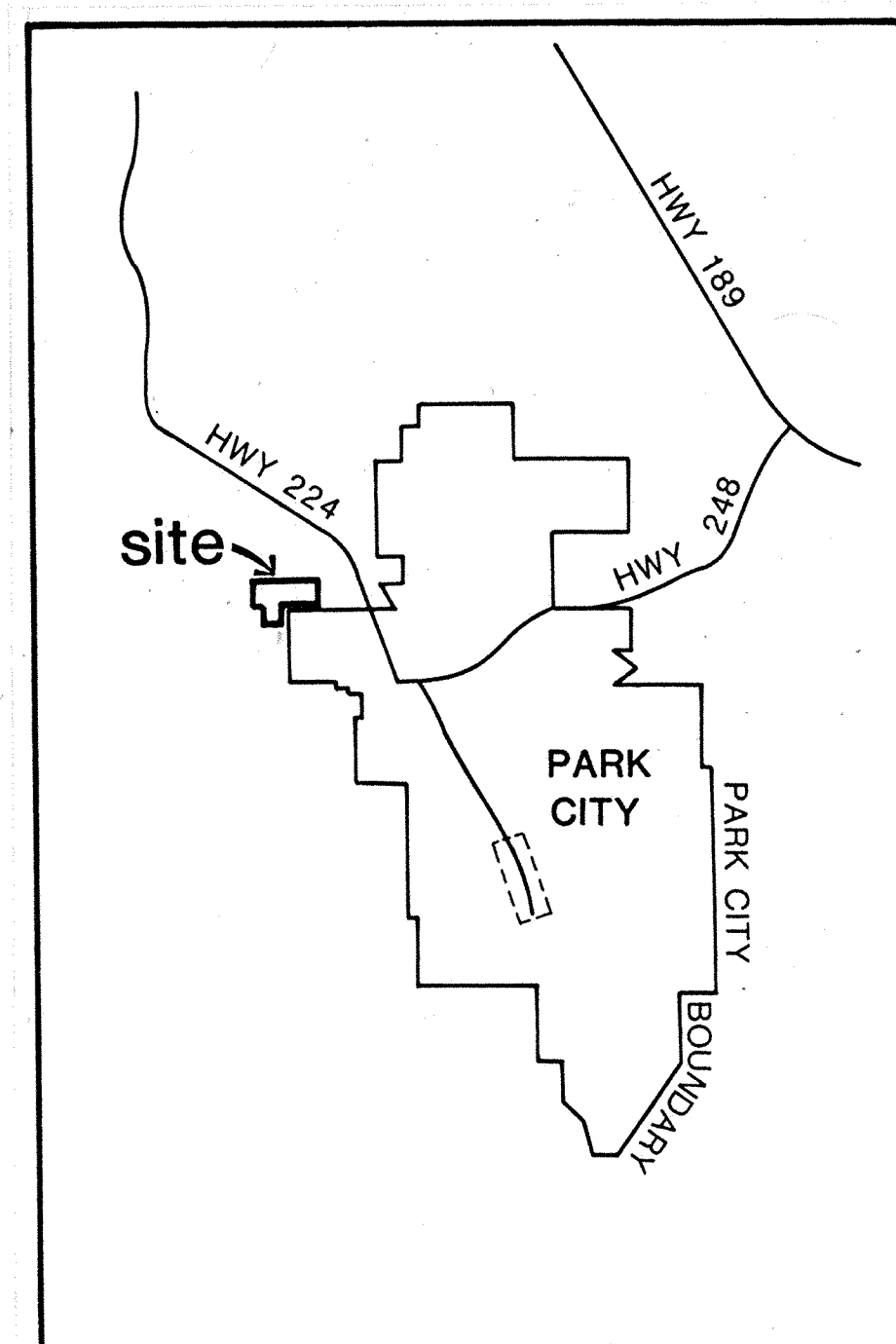
STATE OF UTAH COUNTY SUMMIT
AND FILED AT THE REQUEST OF:

Date: _____ Time: _____
Entry # _____ Fee: _____

County Recorder



INDEX MAP



VICINITY MAP

IRON CANYON

PREPARED FOR
THE BOYER COMPANY
675 EAST 500 SOUTH
SALT LAKE CITY, UTAH

PREPARED BY
ECKHOFF, WATSON & PREATOR
1798 SOUTH WEST TEMPLE
SALT LAKE CITY, UTAH

SURVEYOR'S CERTIFICATE

I, KENNETH W. WATSON, A REGISTERED PROFESSIONAL ENGINEER AND/OR LAND SURVEYOR, HOLD CERTIFICATE NO. 5190, AS PRESCRIBED BY THE STATE OF UTAH, AND DO HEREBY CERTIFY THAT BY AUTHORITY OF THE OWNERS, I HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DESCRIBED HERewith, AND HAVE SUB-DIVIDED SAID TRACT OF LAND INTO LOTS AND STREETS, TO BE HERE-AFTER KNOWN AS IRON CANYON, AND THAT THE SAME HAS BEEN SURVEYED AND STAKED ON THE GROUND AS SHOWN ON THIS PLAT.

SIGNED ON THIS 29 DAY OF Sept., 1983



NOTE

1. LOTS 12, 14, 15, 27, 33, 34, 40, 42 AND 43 MAY TAKE ADVANTAGE OF SETBACK VARIANCE ALLOWED AS PER SECTION 4-5.5.3 OF THE LAND MANAGEMENT CODE.
2. PARK CITY WILL NOT ACCEPT STREETS FOR DEDICATION UNTIL 24 OF THE 45 LOTS HAVE BEEN OCCUPIED.
3. ALL EXTERIOR BUILDING MATERIALS SHALL BE CLASS 1-RATED FLAME-SPREAD MATERIALS IN ACCORDANCE WITH UBC 4202. ALL RESIDENCES SHALL BE FIRE SPRINKLED IN ACCORDANCE WITH UBC 38-1-82.

LEGAL DESCRIPTION

IRON CANYON LEGAL DESCRIPTION

A parcel of land located in the S.W. 1/4 of Section 5 and the N.W. 1/4 of Section 8, T2S, R4E, Salt Lake Base and Meridian being further described as follows:

Beginning at a point on the south line of the S.W. 1/4 of said Section 5, said point being South 89°21'00" West 246.55 feet from the South 1/4 corner of said Section 5 to the prolongation of an existing wood rail fence running northerly; thence along the prolongation of said fence South 0°04'12" West 11.37 feet to the northerly line of the Quitclaim deed exhibit "B" as stated in book M 58 page 60 of recorded document in the Summit County recorder's office; thence West 244.02 feet; thence North 44.00 feet to the Northeast corner parcel of land described in Book F page 389 as recorded in the Summit County recorder's office; thence West 840.00 feet to the N.W. corner of Thayne Canyon subdivision No. 3 as shown on said subdivision plat; thence South 600.00 feet; thence West 1020.00 feet; thence North 543.50 feet to the South line of said Section 5; thence South 89°21'00" West 278.64 feet to the S.W. corner of said Section 5; thence North 0°12'32" West along said section line 842.84 feet, to a point on the boundary line agreement as stated in book M 230 page 626 and recorded in the Summit County recorder's office; thence North 88°50'23" East 376.77 feet; thence North 89°19'58" East 395.03 feet; thence South 88°50'22" East 1350.28 feet to a point that is defined in the boundary line agreement recorded in book M 230 page 626 in the Summit County recorder's office, the South 1/4 corner of said Section 5 as referenced in said boundary line agreement is located West 2639.77 feet from the S.E. corner of said Section 5; thence South 222.96 feet to the prolongation of an existing fence running easterly; thence along said fence and the prolongation of said fence North 89°34'50" East 264.75 feet to the prolongation of an existing rail fence running southerly; thence along said prolongation and said fence line South 0°04'12" West 579.66 feet to the point of beginning. Containing 56.21 acres more or less.

Basis of bearings being the south line of Section 4, T2S, R4E, Salt Lake Base and Meridian which has a bearing of South 89°49'21" West.

OWNER'S DEDICATION

KNOW ALL BY THESE PRESENT THAT WE THE UNDERSIGNED OWNERS OF THE DESCRIBED TRACT OF LAND BELOW, HAVING CAUSED THE SAME TO BE SUBDIVIDED INTO LOTS AND STREETS TO HEREAFTER BE KNOWN AS IRON CANYON, DO HEREBY DEDICATE FOR PERPETUAL USE OF THE PUBLIC ALL PARCELS OF LAND SHOWN ON THIS PLAT AS INTENDED FOR PUBLIC USE, AND DO WARRANT, DEFEND, AND SAVE THE CITY HARMLESS AGAINST ANY EASEMENTS OR OTHER INCUMBRANCES ON THE DEDICATED STREETS WHICH WILL INTERFERE WITH THE CITY'S USE, OPERATION, AND MAINTENANCE OF THE STREETS AND DO FURTHER DEDICATE THE EASEMENTS AS SHOWN.

IN WITNESS WHEREOF, WE HAVE HEREUNTO SET OUR HANDS THIS 13th DAY OF October, 1983.

SIGNED H. Boyer, Owner James P. Preator, P.E. Boyer Company SIGNED _____

SIGNED _____ SIGNED _____

SIGNED _____ SIGNED _____

ACKNOWLEDGEMENT

STATE OF UTAH }
COUNTY OF Salt Lake } s.s.

ON THE 13th DAY OF October A.D. 1983, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, IN AND FOR SAID COUNTY OF Salt Lake, IN THE STATE OF UTAH, THE SIGNERS OF THE ABOVE OWNER'S DEDICATION, one IN NUMBER, WHO DULY ACKNOWLEDGED TO ME THAT they SIGNED IT FREELY AND VOLUNTARILY AND FOR THE USES AND PURPOSES THEREIN MENTIONED.

DeAnn D. Balli
NOTARY PUBLIC
RESIDING AT Salt Lake City
MY COMMISSION EXPIRES: 4-28-85

CITY COUNCIL APPROVAL

PRESENTED TO PARK CITY
CITY COUNCIL THIS 27th DAY OF OCTOBER
A.D. 1983, John C. Price, Mayor
ATTEST William R. Gathorn, Recorder

CITY ENGINEER

APPROVED AND ACCEPTED BY THE PARK
CITY CITY ENGINEERING DEPARTMENT ON
THIS 20th DAY OF OCTOBER A.D. 1983.
Eric W. DeHaan, P.E.
CITY ENGINEER

CITY PLANNING COMMISSION

APPROVED AND ACCEPTED BY THE 22nd
CITY PLANNING COMMISSION ON THIS 27th DAY
OF October A.D. 1983.

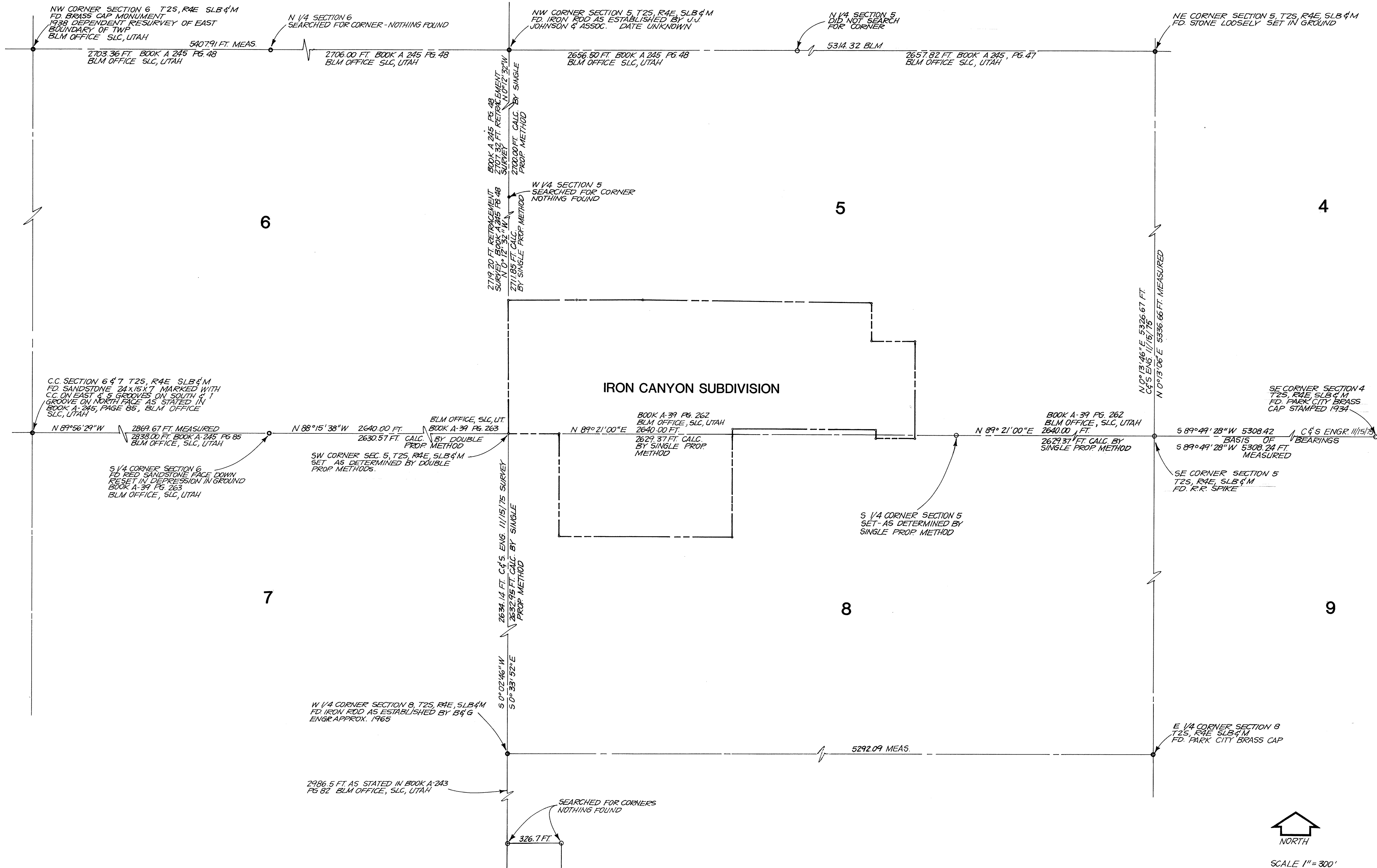
APPROVAL AS TO FORM

APPROVED AS TO FORM ON THIS 27
DAY OF October A.D. 1983.
Thomas E. Doyle
CITY ATTORNEY

RECORDED

No. 212520 Date: 10-28-83
STATE OF Utah At: 4:09
COUNTY OF Summit Fee: 89.00
RECORDED AND FILED AT THE REQUEST OF
Western States Title Co. Alan Springs
COUNTY RECORDER

EWP ECKHOFF, WATSON and
PREATOR ENGINEERING
ENGINEERS
PLANNERS
SURVEYORS



Project Number		Sheet Number		SHEET 2 OF 5	
The Boyer Company		675 East 500 South Salt Lake City, Utah 84102		IRON CANYON SECTION CONTROL	
Eckhoff, Watson and Pretor Engineering		ENGINEERS • PLANNERS • SURVEYORS		DATE 9/15/83	
Drawn		Checked		By	
JWW		JWW		JWW	
Date		Date		Date	
9/15/83		9/15/83		9/15/83	

9/21/03 - UPDATE

Project Number

9/21/03

By

EJL

Checked

Date

Revision

1

Drawn

Date

Approved

Scale

ECKHOFF, WATSON and
PREATOR ENGINEERING

ENGINEERS • PLANNERS • SURVEYORS

SALT LAKE CITY, UTAH 84115

The Boyer Company

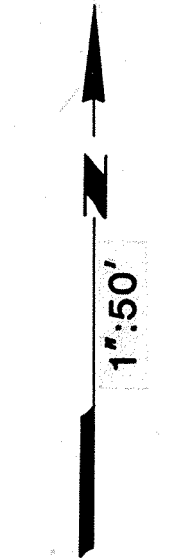
675 East 500 South Salt Lake City, Utah 84102

IRON CANYON

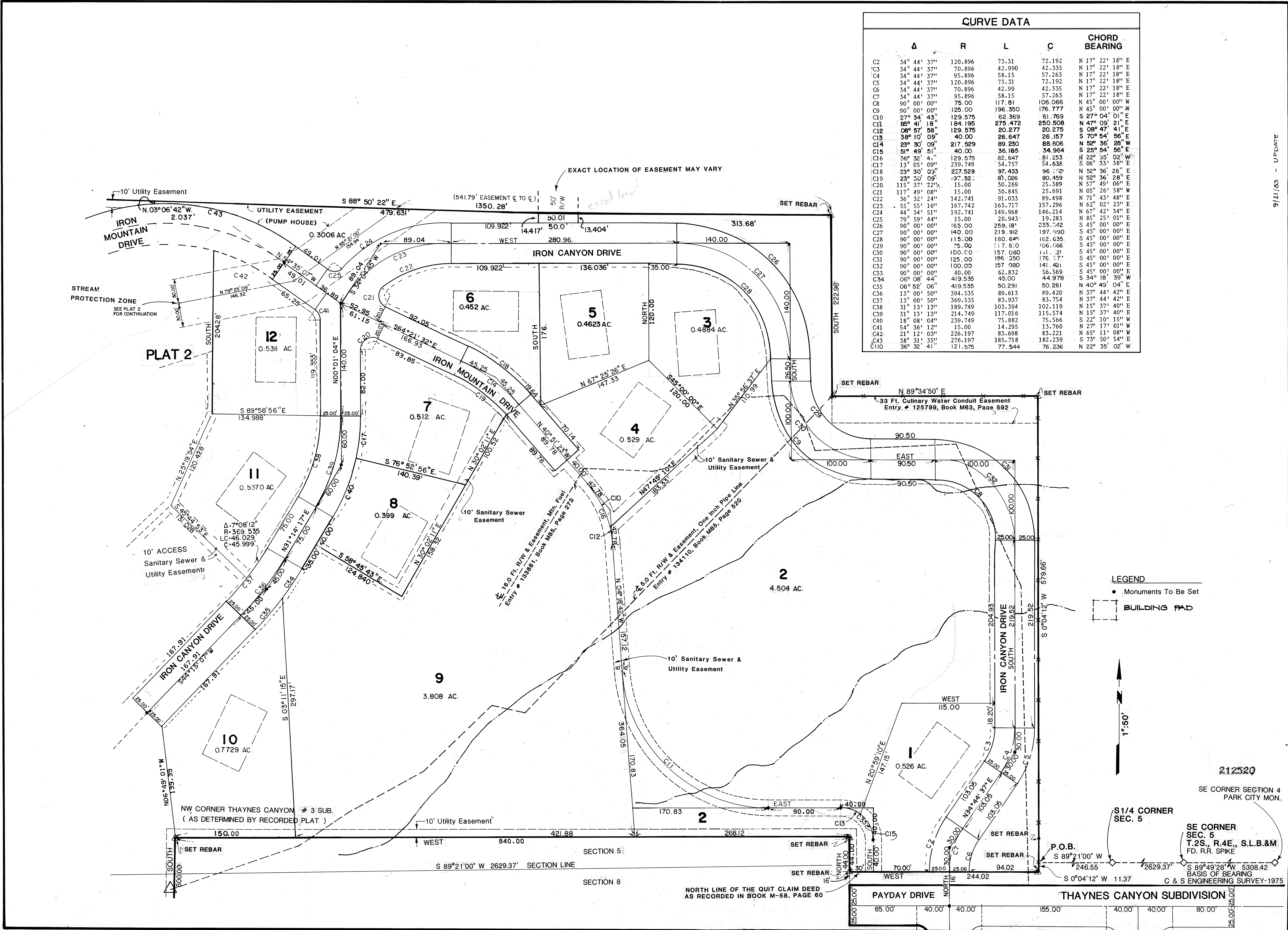
SHEET 3 OF 5

CURVE DATA					CHORD BEARING
	Δ	R	L	C	
C2	34° 44' 37"	120.896	73.31	72.192	N 17° 22' 18" E
C3	34° 44' 37"	70.896	42.990	42.335	N 17° 22' 18" E
C4	34° 44' 37"	95.896	58.15	57.263	N 17° 22' 18" E
C5	34° 44' 37"	120.896	73.31	72.192	N 17° 22' 18" E
C6	34° 44' 37"	70.896	42.99	42.335	N 17° 22' 18" E
C7	34° 44' 37"	95.896	58.15	57.263	N 17° 22' 18" E
C8	90° 00' 00"	75.00	117.81	106.066	N 45° 00' 00" W
C9	90° 00' 00"	125.00	196.350	176.777	N 45° 00' 00" W
C10	27° 34' 43"	129.575	62.369	61.769	S 27° 04' 01" E
C11	86° 41' 18"	184.195	275.472	250.508	N 47° 09' 21" E
C12	08° 57' 58"	129.575	20.277	20.275	S 08° 47' 41" E
C13	38° 10' 09"	40.00	26.647	26.157	S 70° 54' 56" E
C14	23° 30' 09"	217.529	89.230	88.606	N 52° 36' 28" W
C15	51° 49' 51"	40.00	36.185	34.964	S 25° 54' 56" E
C16	36° 32' 41"	129.575	62.369	61.253	N 22° 35' 02" W
C17	13° 05' 09"	239.749	54.757	54.638	S 06° 33' 38" E
C18	23° 30' 09"	237.529	97.433	96.724	N 52° 36' 28" E
C19	23° 30' 09"	137.523	81.286	80.459	N 52° 36' 28" E
C20	11° 37' 22"	15.00	30.269	25.389	N 57° 49' 06" E
C21	117° 49' 08"	15.00	30.845	25.691	N 05° 26' 58" W
C22	36° 32' 41"	142.741	91.033	89.498	N 71° 43' 48" E
C23	55° 55' 16"	167.742	163.717	157.296	N 62° 02' 23" E
C24	44° 34' 51"	192.741	149.968	146.214	N 67° 42' 34" E
C25	79° 59' 44"	15.00	20.943	19.283	N 85° 25' 01" E
C26	90° 00' 00"	165.00	259.181	233.742	S 45° 00' 00" E
C27	90° 00' 00"	140.00	219.912	197.990	S 45° 00' 00" E
C28	90° 00' 00"	115.00	180.645	162.635	S 45° 00' 00" E
C29	90° 00' 00"	75.00	117.810	106.066	S 45° 00' 00" E
C30	90° 00' 00"	100.00	157.080	141.421	S 45° 00' 00" E
C31	90° 00' 00"	125.00	196.350	176.777	S 45° 00' 00" E
C32	90° 00' 00"	100.00	157.080	141.421	S 45° 00' 00" E
C33	90° 00' 00"	40.00	62.832	56.569	S 45° 00' 00" E
C34	06° 08' 44"	419.535	45.000	44.978	S 34° 18' 39" W
C35	06° 52' 06"	419.535	50.291	50.261	N 40° 49' 04" E
C36	13° 00' 50"	394.535	89.613	89.420	N 37° 44' 42" E
C37	13° 00' 50"	369.535	83.937	83.754	N 37° 44' 42" E
C38	31° 13' 13"	189.749	103.594	102.119	N 15° 37' 40" E
C39	31° 13' 13"	214.749	117.016	115.574	N 15° 37' 40" E
C40	18° 08' 04"	239.749	75.882	75.566	S 22° 01' 15" W
C41	54° 36' 12"	15.00	14.295	13.760	N 27° 17' 01" W
C42	21° 12' 03"	226.197	83.698	83.221	N 65° 11' 08" W
C43	38° 31' 35"	276.197	185.718	182.239	S 73° 50' 54" E
C110	36° 32' 41"	121.575	77.544	76.236	N 22° 35' 02" W

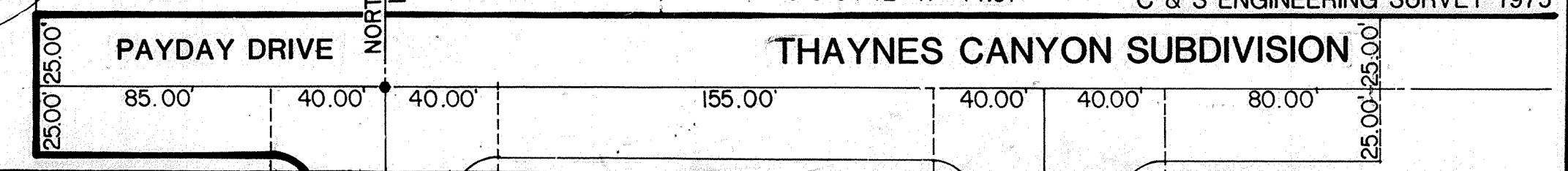
LEGEND
• Monuments To Be Set
□ BUILDING PAD

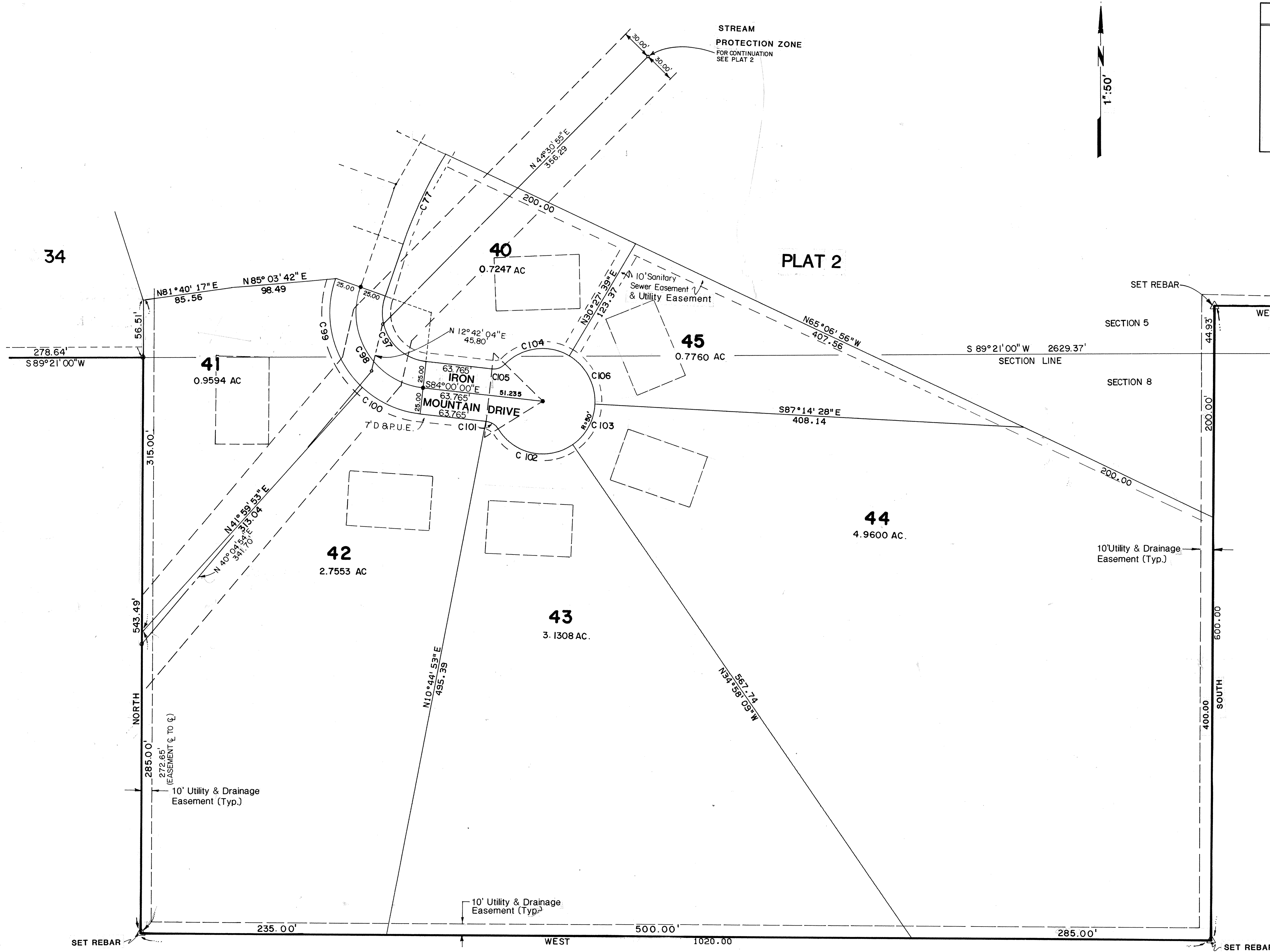


212520
SE CORNER SECTION 4
PARK CITY MON.
S1/4 CORNER
SEC. 5
P.O.B.
S 89°21'00" W
246.55
2629.37
S 89°49'28" W 5308.42
BASIS OF BEARING
C & S ENGINEERING SURVEY-1975



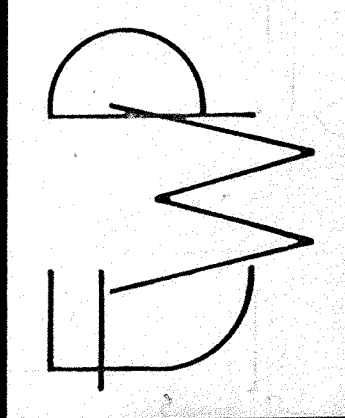
NORTH LINE OF THE QUIT CLAIM DEED
AS RECORDED IN BOOK M-58, PAGE 60





CURVE DATA					
	Δ	R	L	C	CHORD BRG.
C97	103° 01' 27"	46.558	83.717	72.886	S 32° 29' 17" E
C98	103° 01' 27"	71.558	128.67	112.023	S 32° 29' 17" E
C99	67° 01' 33"	96.558	112.956	106.625	S 14° 29' 20" E
C100	35° 59' 54"	96.558	60.667	59.674	S 56° 00' 03" E
C101	52° 01' 12"	15.000	13.619	13.156	S 57° 59' 24" E
C102	92° 59' 21"	50.00	81.148	72.531	S 78° 28' 28" E
C103	52° 16' 19"	50.00	45.616	44.050	N 28° 53' 42" E
C104	76° 28' 52"	50.00	66.742	61.896	S 82° 13' 13" W
C105	52° 01' 12"	15.00	13.619	13.156	S 57° 59' 24" E
C106	62° 17' 53"	50.00	54.365	51.727	N 28° 23' 24" W

ECKHOFF, WATSON and PREATOR ENGINEERING
1788 SOUTH WEST TEMPLE SALT LAKE CITY, UTAH 84115
ENGINEERS • PLANNERS • SURVEYORS



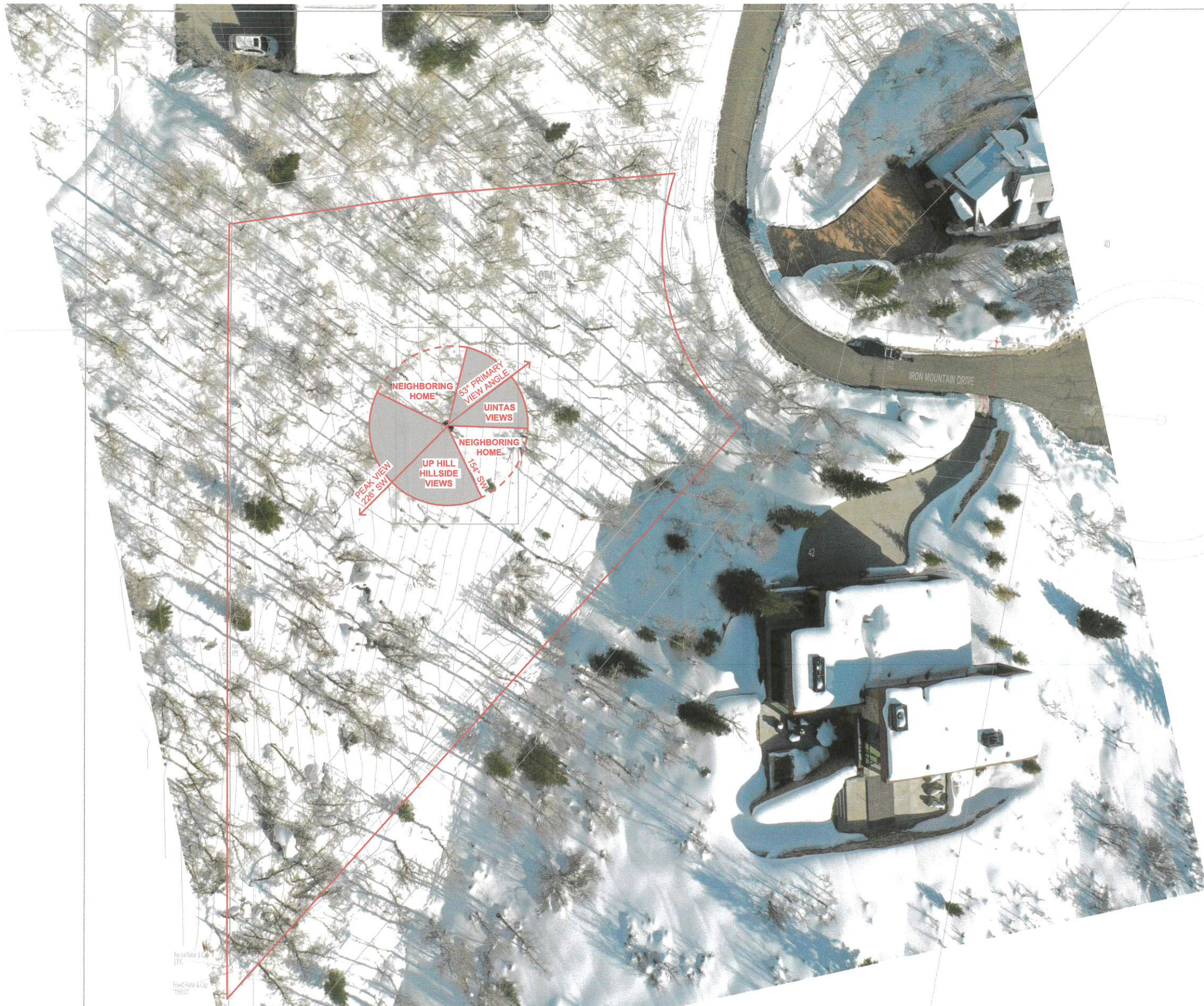
The Boyer Company 675 East 500 South Salt Lake City, Utah 84102
IRON CANYON



- WILDLIFE URBAN INTERFACE NOTES**
- HOME HARDENING**
1. ROOF ARE KEPT FREE OF PINE NEEDLES, LEAF LITTER, AND ALL OTHER DEBRIS.
 2. RAIN GUTTERS ARE KEPT CLEAR AND CLEAN OF ALL DEBRIS.
 3. AREAS UNDER DECKS OR ROOF OVERHANGS ARE NOT USED FOR STORAGE OF ANY COMBUSTIBLE MATERIALS.
 4. AREAS UNDER DECKS ARE KEPT CLEAN OF ALL DEAD OR DRY VEGETATION, AND DEBRIS.
 5. VENTS ARE COVERED BY METAL SCREENS WITH NO LARGER THAN 1/8-INCH MESH.
 6. LEAVES ARE BOXED AND/OR MADE FROM NON-COMBUSTIBLE MATERIALS.
 7. EXISTING OR PROPOSED FENCE COMPONENTS WITHIN THE IMMEDIATE IGNITION ZONE ARE MADE OF NON-COMBUSTIBLE MATERIALS AND/OR THE STRUCTURE IS NON-COMBUSTIBLE AT THE CONNECTION POINT.
 8. WINDOWS ARE MADE OF DOUBLE OR TRIPLE PANE OR TEMPERED GLASS.
 9. ROOFS ARE COVERED WITH A CLASS A ROOF COVERING.
- DOCUMENTATION OF CLASS A ROOF ASSEMBLIES AND COVERINGS ARE REQUIRED.
- IMMEDIATE IGNITION ZONE (5 FEET TO STRUCTRE INCLUDING DECKS AND OVERHANGS)**
1. ALL DEAD AND DYING VEGETATION IS REMOVED FROM WITHIN 5' OF THE STRUCTURE
 2. ALL VEGETATION IS ON THE APPROVED LIST
 3. ALL TREES ARE TRIMMED TO BE NO CLOSER THAN 10' FROM AN ACTIVE WOOD BURNING CHIMNEY. THE DISTANCE FROM ANY NATURAL GAS DIRECT VENT FOLLOWS MANUF. RECOMMENDATIONS
- INTERMEDIATE IGNITION ZONE (30' TO 5')**
1. ALL VEGETATION IN THIS ZONE IS ON THE APPROVED LIST. SEE APPROVED PLANTING LIST
 2. ALL DEAD AND DYING VEGETATION IS REMOVED AND KEPT CLEAR
 3. GRASSES ARE KEPT TO A MAXIMUM OF 4 INCHES IN HEIGHT ABOVE THE GROUND.
 4. VEGETATION UNDER TREES IS REMOVED TO PREVENT THE LADDER EFFECT OF A GROUND FIRE FROM SPREADING INTO TREE CROWNS.
 5. TREES TALLER THAN 10 FEET AND LESS THAN 15 FEET HAVE ALL BRANCHES REMOVED FROM WITHIN 4 FEET OF THE GROUND AS MEASURED FROM THE HIGHEST POINT OF THE GROUND BELOW THE CANOPY OF THE TREE
 6. TREES GREATER THAN 15 FEET HAVE ALL BRANCHES REMOVED FROM WITHIN 6 FEET OF THE GROUND AS MEASURED FROM THE HIGHEST POINT OF THE GROUND BELOW THE CANOPY OF THE TREE
 7. TREES AND SHRUBS ARE CLUSTERED WITH THE CANOPIES OF THE CLUSTERS BEING NO CLOSER THAN 18 FEET TO THE NEXT CLOSEST "CLUSTERS".
 8. NO SINGLE TREE CLUSTER EXCEEDS 5 TREES OR COVERS MORE THAN 15% OF THE INTERMEDIATE IGNITION ZONE, WHICHEVER IS LESS.
 9. ALL LANDSCAPING IN THE INTERMEDIATE IGNITION ZONE MUST BE PLANTED AND MAINTAINED SO THAT A GROUND FIRE IS NOT LIKELY TO SPREAD INTO THE TREE CANOPIES.
 10. SEE WUI WORKSHEET FOR EXCEPTIONS
- EXTENDED IGNITION ZONE (100'-30')**
1. ALL DEAD AND DYING VEGETATION IS REMOVED.
 2. "SMALL CONIFERS GROWING BETWEEN TREE CLUMPS OR CLUSTERS ARE REMOVED BY THINNING.
 3. TREES GREATER THAN 15 FEET HAVE ALL BRANCHES REMOVED FROM WITHIN 6 FEET OF THE GROUND AS MEASURED FROM THE HIGHEST POINT OF THE GROUND BELOW THE CANOPY OF THE TREE
 4. TREES AND SHRUBS ARE CLUSTERED. CANOPIES OF THE CLUSTERS ARE AT LEAST 12 FEET APART FROM NEXT CLOSEST CLUSTER(S).
 5. NO SINGLE TREE CLUSTER EXCEEDS 5 TREES OR COVERS MORE THAN 25% OF THE INTERMEDIATE IGNITION ZONE, WHICHEVER IS LESS.
- CLASS A ROOFING**
1. CLASS A ROOF ASSEMBLY REPORTS SHOWING COMPLIANCE WITH ASTM E108 OR UL 790 MUST BE UPLOADED INTO MCI PRIOR TO ROOF COVERING INSPECTIONS. THE ASSEMBLIES MUST BE FIELD VERIFIED FOR COMPLIANCE WITH THE PROVIDED STANDARD. TO PASS A FINAL INSPECTION INVOLVING ROOF CONSTRUCTION OR RE-ROOFING DOCUMENTATION THAT THE ROOF COVERING COMPLIES WITH ASTM E108 OR UL 790 MUST ALSO BE UPLOADED TO MCI.

- SITE PLAN & GRADING NOTES:**
1. 5% FINAL GRADE SLOPE AWAY 6" FROM BUILDING FOR 10' MIN.
 2. MAX 2:1 SLOPES. THESE REQUIRE ENGINEERING AS TO SOIL STABILITY.
 3. SLOPES STEEP THAN 3:1 REQUIRE EROSION CONTROL BLANKETS.
 4. ROCK WALLS HIGHER THAN 5' TO BE ENGINEERED.
 5. TOP OF FOUNDATION WALLS TO BE 6" ABOVE ADJACENT FINISHED GRADE.
 6. FOR DRIVEWAY LESS THAN 100', FIRST 20' 10% OR LESS.
 7. FOR DRIVEWAY MORE THAN 100', FIRST 20' 5% OR LESS.
 8. MAX ALLOWED GRADE OF 12% FOR UP TO 250'. 10% MAX REMAINING.
 9. DRIVEWAY STAKING & PROPERTY CORNER INSPECTION PRIOR TO RECEIVING BUILDING PERMIT.
 10. PIPE MAY BE REQUIRED IN RIGHT-OF-WAY FOR NATURAL DRAINAGE TO OCCUR (12" MIN) DETERMINED AT STAKING POSITION.
- ELECTRICAL SERVICE:**
1. SERVICE SIZE TBD BY ELECTRICAL CONTRACTOR
 2. UNDERGROUND SERVICE TO WALL - MOUNTED METER
 3. 24" MIN. BURY OF 3" ELECTRICAL CONDUIT
 4. 270 DEGREE MAX. SWEEPS
 5. TOTAL LINE LENGTH: TBD
- GAS SERVICE:**
1. SYSTM SIZE TBD BY GAS LINE CONTRACTOR
 2. METER IS 3' MIN FROM ELETTRICAL METER
- SITE CONSTRUCTION NOTES:**
1. CONSTRUCTION TO BE COMPLETE IN 12 MONTHS OR LESS
 2. HOURS OF OPERATION ARE 7AM TO SUNSET, MONDAY THROUGH SATURDAY
 3. HOURS OF OPERATION ARE 7AM TO SUNSET, MONDAY THROUGH SATURDAY
 4. SITE CLEAN-UP TO BE PERFORMED DAILY.
 5. TRASH AND OTHER DEBRIS MAY NOT ACCUMULATE OUTSIDE THE DUMPSTER. DUMPSTER COVERS MAY BE REQUIRED PER HOA.
 6. NOISE LEVEL SHALL NOT EXCEED 65 DECIBELS.
- CONSTRUCTION MITIGATION:**
1. MUD CONTROL AND STREET MAINTENANCE AS FOLLOWS:
 - A. MUD TRACKED ONTO THE STREET MUST BE CLEANED UP PRIOR TO THE END OF THE WORK DAY.
 - B. TRUCKS WILL ONLY BE LOADED WHILE PARKED ON PAVEMENT OR CLEAN GRAVEL.
 - C. THE ENTIRE DRIVE TO BE GRAVELED AT ALL TIMES DURING CONSTRUCTION TO REDUCE MUD ON STREETS.
 - D. A 50' STABILIZED CONSTRUCTION ENTRANCE TO BE INSTALLED PRIOR TO ANY CONSTRUCTION WITH FILTER FABRIC COVERED BY 2" MIN. ROCK FOR 50'.
 2. ALL MATERIALS TO BE LOADED INTO OR NEXT TO DRIVEWAY.
 3. ALL DIRT STORED ON SITE WILL BE KEPT WITHIN THE L.O.D.
- PARKING:**
1. ALL CONSTRUCTION TRAFFIC TO PARK IN DESIGNATED AREAS AND NOT ON STREET WITHOUT PROPER APPROVAL.
 2. VEHICLES NOT TO BE LEFT ON SITE OVERNIGHT.
- DELIVERIES:**
1. DELIVERIES SHALL BE MADE ONLY DURING WORK HOURS.
- SIGNAGE:**
1. THERE SHALL BE A SIGN ON SITE PLACED WITHIN BUILDING ENVELOPE SHOWING THE CONTRACTORS NAME AND PHONE NUMBER.
 2. ARCHITECT'S NAME AND NUMBER AND IDENTIFICATION OF THE PARTICULAR JOB LOCATION BY EITHER HOMESITE ADDRESS OR HOMESITE OWNER'S NAME.
 3. THE SIGN SHALL NOT EXCEED (6) SF AND NOT (4) FT FROM GRADE.
- CONSTRUCTION & SILT FENCE:**
1. CONSTRUCTION FENCE LENGTH: TBD
 2. SILT FENCE LENGTH: TBD L.F. (PLACED ON DOWNHILL SLOPE)
- CONCRETE WASHOUT BOX:**
1. PLASTIC LINED OUTPACK CORRUGATED CONCRETE WASHOUT BOX, OR SIMILAR, SEE PHOTO BELOW.
 2. CLEANOUT CONCRETE AND PUMP INTO THE WASHOUT BOX
 3. WHEN FULL, REPLACE WITH A NEW BOX AND DISPOSE OF OLD BOX INTO DUMPSTER.
 4. 4'x4'x14" HOLDING 18 CU. FT. OF WASTE CONCRETE
 5. BOX TO BE PLASTIC LINED
- PARK CITY BEST MANAGEMENT PRACTICES**
- REFER TO PARK CITY'S BOOKLET IDENTIFYING BMPs THAT ARE RECOMMENDED BY THE UTAH DIVISION OF WATER QUALITY AND THE ENVIRONMENTAL PROTECTION AGENCY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO SELECT APPROPRIATE BMPs AND IMPLEMENT AND MAINTAIN THIS BMPs ERODED SEDIMENTS AND OTHER POLLUTANTS MUST BE RETAINED ON SITE AND MAY NOT BE TRANSPORTED FROM THE SITE VIA STREET FLOW, SWALES, AREA DRAINS, NATURAL DRAINAGE COURSE OR WIND. STOCKPILE OF EARTH AND OTHER CONSTRUCTION-RELATED MATERIALS MUST BE PROTECTED FROM BEING TRANSPORTED FROM THE SITE BY WIND OR WATER. FUELS, OILS, SOLVENTS AND OTHER TOXIC MATERIALS MUST BE STORED IN ACCORDANCE WITH THEIR LISTING AND ARE NOT TO CONTAMINATE THE SOIL OR THE SURFACE WATERS. ALL APPROVED TOXIC STORAGE CONTAINERS ARE TO BE PROTECTED FROM THE WEATHER. SPILLS MUST BE CLEANED UP IMMEDIATELY AND DISPOSED OF IN A PROPER MANNER. SPILLS MAY NOT BE WASHED INTO THE DRAINAGE SYSTEM.



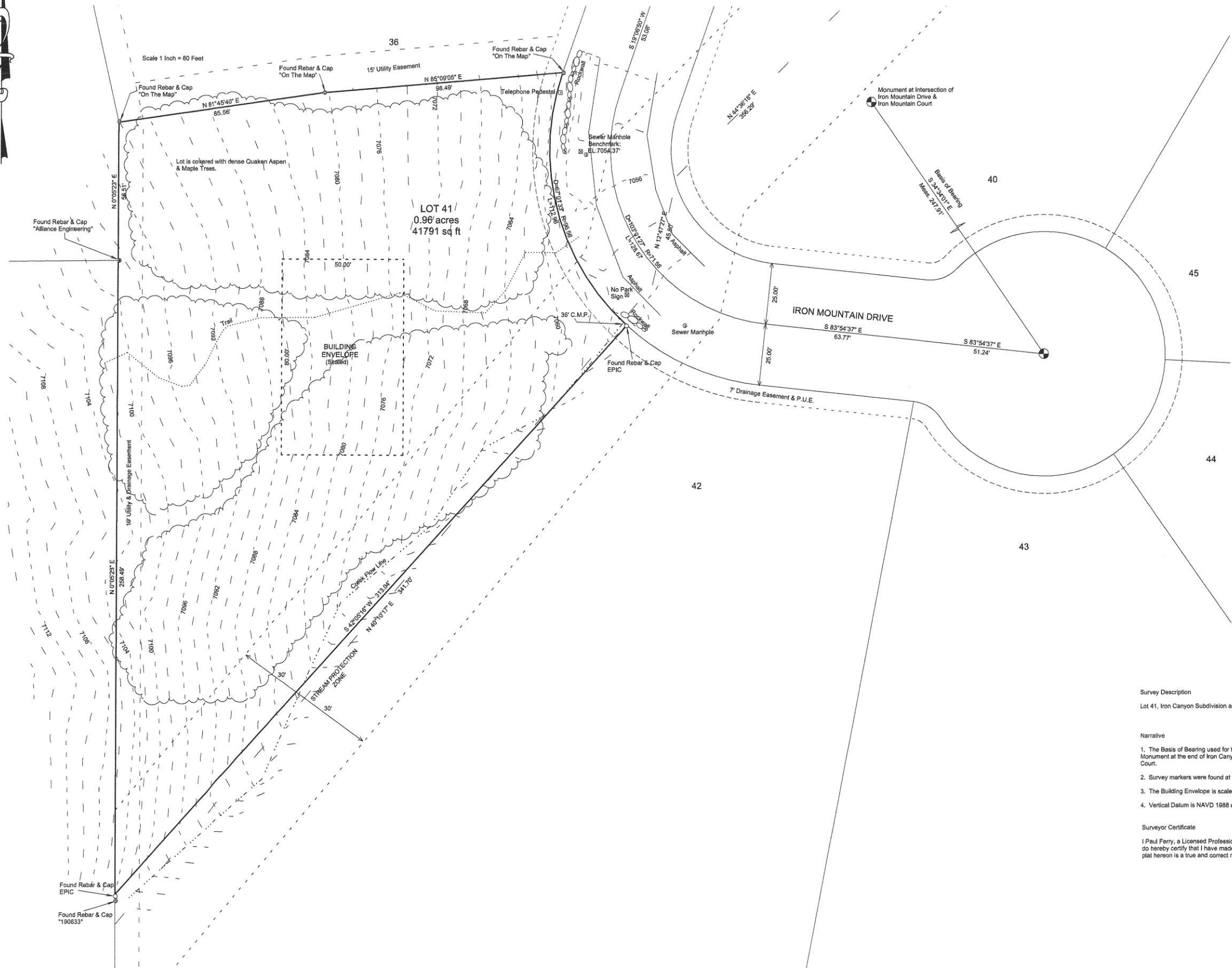
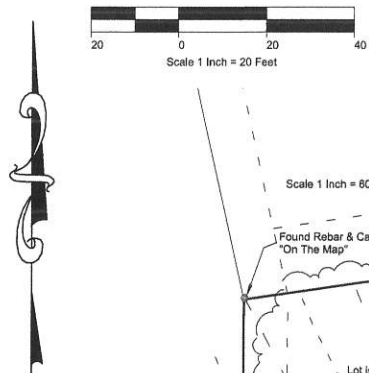


Survey Description
Level 41: Iron Canyon Subdivision shown on the 1988 Plat by

- Monitors
1. The Basis of Bearings used for this survey is the Utah North 2nd Edition of the end of Iron Canyon Units and the Monumental at Time.
 2. Survey markers were located at the lot corners as shown.
 3. The Building Envelope is scaled.

Surveyor Certificate
I, Paul Perry, a Licensed Professional and Surveyor, do hereby certify that I have made a survey in a field survey and that I have a true and correct representation of said survey.

1 VIEW DIAGRAM DRONE SHOT
1" = 20'-0"



Survey Description
Lot 41, Iron Canyon Subdivision as shown on the Official Plat thereof on file in the Office of the Summit County Recorder.

- Narrative
1. The Basis of Bearing used for this survey is the Utah North, State Plane Coordinate System (NAD83) between the Monument at the end of Iron Canyon Drive and the Monument at the intersection of Iron Canyon Drive and Iron Canyon Court.
 2. Survey markers were found at the lot corners as shown.
 3. The Building Envelope is scaled.
 4. Vertical Datum is NAVD 1988 derived from the Utah TURN GPS Virtual Reference Network.

Surveyor Certificate
I Paul Perry, a Licensed Professional Land Surveyor as prescribed by the Laws of the State of Utah and holding License No. 368358, do hereby certify that I have made a survey, or a field survey was made under my direction of the described property by and that the plat hereon is a true and correct representation of said survey.



RECORD OF SURVEY
Prepared For: Chris Price, KLIMA Architecture
Lot 41, Iron Canyon Subdivision
Part of NW1/4 Section 8, T2S, R4E, SLB&M
Park City, Summit County, Utah

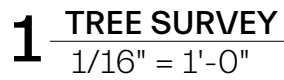
SURVEYED BY:	PCF	DRAWN BY:	PCF
PCS FILE:		PROJECT NO.:	
DATE:	September 15, 2022		

COMMENTS:

HIGH MOUNTAIN
SURVEYING, LLC
P.O. Box 445
1325 South Hoytsville Road
Coalville, Utah 84017
(435) 336-4710



APPX. LOCATION LOT 41

Proposal #000050 Page 5

Proposal #000250
Page

Proposed Tree Care Services

Tree Quantity: 394

Proposal Value: \$0

July 31, 2023

Proposal #: 609250



Tree Care Service Address/Location

Klima- 2459 Iron Mountain Dr
2459 Iron Mountain Dr
Park City, Utah 84060
Jake
jake@klimaarchitecture.com
tel:801-404-8652

Tree Care Service Billing Address

Klima
Park City, Utah 84060
Chris Price
chris@klimaarchitecture.com
tel:435-513-2178

Low Stump Tree Service

3560 Beaver Creek Rd
Kamas, Utah
Patty Xavier
ISA Certified Arborist
ISA Certified Tree Risk Assessor
patty@lowstump.com
tel:435-200-5730

	Species	Qty	Height	DBH	Service	Price
	Property Border	27				\$0
	Choke Cherry and Service Berry	1	10'	2"		\$0
	Quaking Aspen	1	25'	5"	Cytospora Canker Present	\$0
	Quaking Aspen	3	15'	3"	Service berry mixed in with aspen, approximately 2 4' clumps	\$0
	Utah Serviceberry	1	10'	1"	A 4 ft clump	\$0
	Quaking Aspen	2	15'	4"	One is a standing dead, the other has cytospora canker present	\$0
	Quaking Aspen	2	15'	4"	Service Berry present in between aspens	\$0
	Choke Cherry	1	1'-15'	2"	Approximately 4 ft by 15 ft section. Fire Blight present and active	\$0
	Quaking Aspen	6	15'	3"	Heavily surrounded by choke cherry	\$0
	Gambel Oak	1	25'	8"	Near north east property line	\$0
	Gambel Oak	1	25'	9"	One of the more mature oaks on property	\$0
	Gambel Oak	4	12'	3"	Located in the same grove as #42, much younger in age	\$0
	Gambel Oak	7	16'-30'	7"-12"	Grove of oaks includes one large 12" diameter, 2 10" diameter that are standing dead, the rest are 5" diameter	\$0
	Bigtooth Maple	1	13'	2"	Valuable native tree	\$0
	Subalpine Fir	1	20'	6"	Valuable native tree	\$0
	Quaking Aspen	1	15'	3"	Standing Dead, Fruiting Bodies Present	\$0
	Gambel Oak	6	1'-15'	1"-6"	Young grove of oak being overtaken by choke cherry	\$0
	Quaking Aspen	6	1'-15'	1"-6"	Young grove of aspen	\$0
	Quaking Aspen	2	20'	4"	Heavily overgrown with choke cherry	\$0
	Gambel Oak	5	1'-15'	1"-6"	Approximately 30'x30' grove with 2 aspen 3" diameter and 15', 2 2" diameter maples 12'. Gamble part ranges from 4" to 2".	\$0
	Quaking Aspen	2	8'	1"		\$0
	Quaking Aspen	1	20'	5"	Standing Dead	\$0
					Sub-Total	\$0

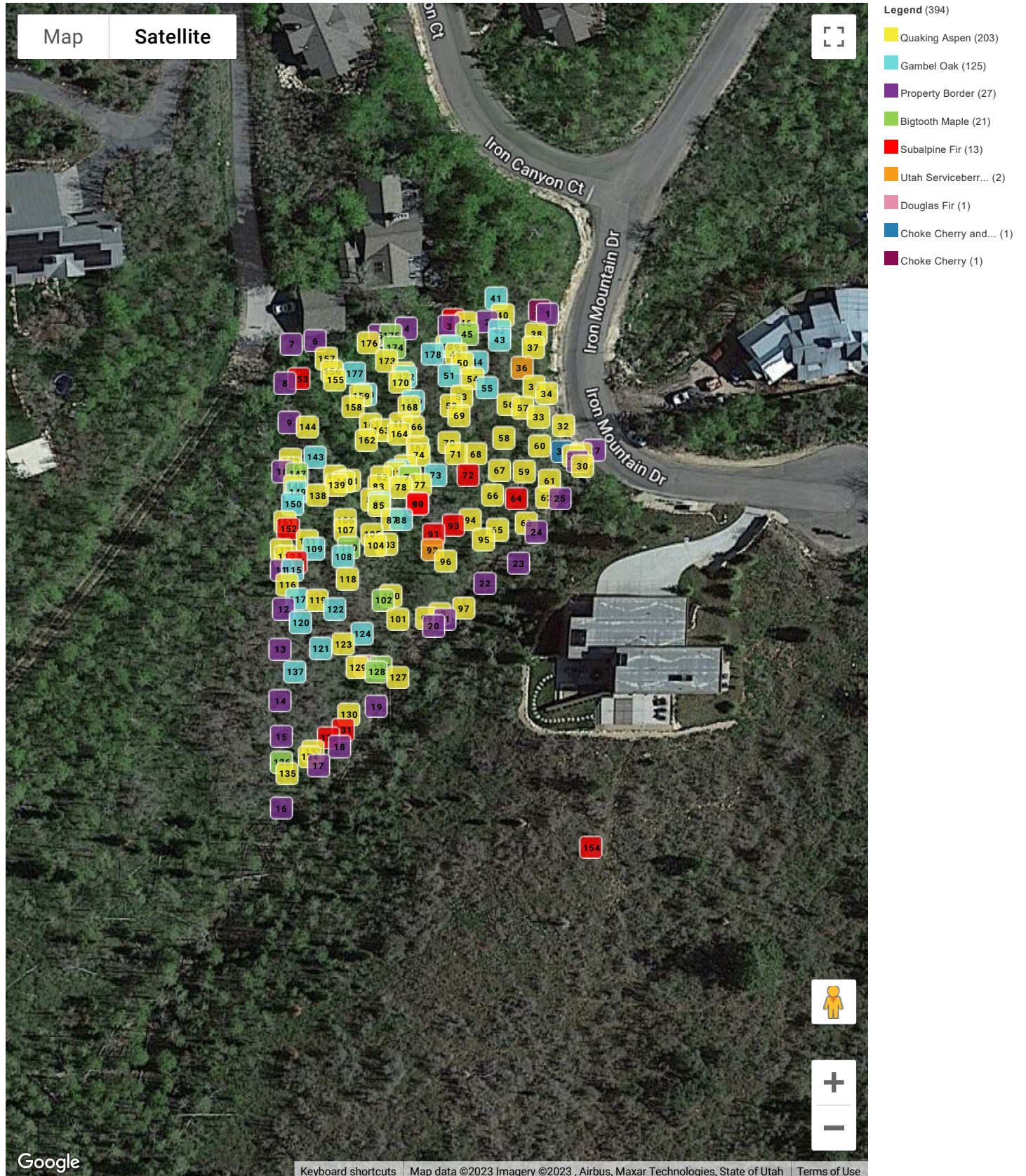
	Species	Qty	Height	DBH	Service	Price
	Quaking Aspen	1	18'	6"	New saplings present in area.	\$0
	Quaking Aspen	8	16'-30'	1"-6"	Young grove of aspen with largest at 6" diameter.	\$0
	Quaking Aspen	2	16'-30'	1"-6"	Aspen along creekbed show good signs of health	\$0
	Quaking Aspen	1	8'	1"-6"	Aspen along creekbed show good signs of health	\$0
	Quaking Aspen	3	30'	12"	3 mature aspen near stream all showing signs of significant decline. Cytospora canker present.	\$0
	Subalpine Fir	1	10'	3"	Standing Dead	\$0
	Quaking Aspen	5	12'	3"	Young aspens growing on right side of stream.	\$0
	Quaking Aspen	5	30'	10"	Young bigtooth maple growing right next to mature aspen. 7' tall, 1" DBH	\$0
	Quaking Aspen	10	1'-15'	1"-6"	Young aspen grove 1"-4" DBH	\$0
	Quaking Aspen	5	1'-15'	1"-6"	Young grove of aspen 10-20' tall and 3-4" DBH.	\$0
	Quaking Aspen	1	20'	8"	Cytospora canker present	\$0
	Subalpine Fir	1	13'	4"		\$0
	Gambel Oak	5	1'-15'	1"-6"	Grove approximately 40x20 2-4" diameter 15' tall at the highest. Young aspens 2"-3" mixed in	\$0
	Gambel Oak	8	16'-30'	1"-6"	Ranging from 12'-20' tall and 3"-5" DBH	\$0
	Quaking Aspen	1	25'	10"	Standing Dead	\$0
	Quaking Aspen	1	16'-30'	8"	Standing Dead	\$0
	Quaking Aspen	9	1'-15'	1"-6"		\$0
	Gambel Oak	2	10'	1"-6"		\$0
	Subalpine Fir	1	7'	2"		\$0
	Utah Serviceberry	1	10'	1"-6"	15'x15' with 3 2"-3" DBH aspens mixed in	\$0
	Subalpine Fir	3	8'	3"		\$0
	Quaking Aspen	5	1'-15'	1"-6"	Young aspen volunteers very present	\$0
	Quaking Aspen	4	35'	12"	Two out of four are the more healthy aspens on the property. One is 20' tall and 6" DBH, the other 15' tall and 4" DBH	\$0
	Quaking Aspen	1	20'	6"	Healthy and along stream	\$0
	Quaking Aspen	1	26'	9"		\$0
	Quaking Aspen	1	25'	8"	Fruiting bodies and cytospora canker present	\$0
					Sub-Total	\$0

	Species	Qty	Height	DBH	Service	Price
	Quaking Aspen	5	35'	12"	Standing Dead	\$0
	Bigtooth Maple	4	7'	1"		\$0
	Quaking Aspen	3	15'	3"	4 3" DBH gambel oak also in clump	\$0
	Gambel Oak	5	16'-30'	7"-12"	Lagre 10" dbh 25' tall scrub oak snapped and broke / bent four other mature oaks	\$0
	Gambel Oak	2	25'	8"	One of the more mature oaks. 15' 5" next to it	\$0
	Bigtooth Maple	4	15'	3"	Maple Grove with Service Berry mixed in replacing an old stand of standing dead aspen	\$0
	Quaking Aspen	3	30'	9"	Standing Dead	\$0
	Quaking Aspen	1	15'	5"	Standing Dead	\$0
	Quaking Aspen	1	30'	10"	Declining due to cytospora canker	\$0
	Subalpine Fir	1	25'	6"	More matrue and healthy fir on property	\$0
	Gambel Oak	1	25'	8"	More mature oaks with great upright growth	\$0
	Quaking Aspen	2	30'	12"	Fruiting bodies and cytospora canker present	\$0
	Gambel Oak	2	20'	6"	Bigtooth maple volunteers growing in this area. Lots of deadfall oaks.	\$0
	Quaking Aspen	1	17'	4"	Overcrowded with oak and deadfall	\$0
	Quaking Aspen	1	17'	5"	Standing Dead	\$0
	Gambel Oak	4	20'	6"	Bent down slope, most likely due to winter damage. Likely to fail or snap in that direction	\$0
	Gambel Oak	6	20'	1"-6"	All bent down slope. Lots of deadfall. Aspen volunteers mixed in.	\$0
	Gambel Oak	2	20'	6"	Mature oaks	\$0
	Quaking Aspen	1	18'	4"	2 other aspens, 2" diameter next ot is.	\$0
	Gambel Oak	6	1'-15'	1'-6'	6 gambel oak 2-3" diameter	\$0
	Bigtooth Maple	1	18'	3"	Mature maple. 5 volunteers around it all less than 1" diameter.	\$0
	Douglas Fir	1	12'	3"		\$0
	Quaking Aspen	1	30'	10"	Cytospora canker present	\$0
	Bigtooth Maple	3	12'	2"	Clump of 3	\$0
	Quaking Aspen	5	1'-15'	1"-6"	Young aspen near creek area	\$0
	Subalpine Fir	1	6'	3"		\$0
					Sub-Total	\$0

	Species	Qty	Height	DBH	Service	Price
	Subalpine Fir	1	18'	5"		\$0
	Quaking Aspen	1	22'	10"	Standing dead	\$0
	Quaking Aspen	2	22'	5"	Declining. One has 50% of branches living.	\$0
	Bigtooth Maple	4	9'	1"	On property edge, 4 immature maples in clump	\$0
	Gambel Oak	8	16'-30'	6"	Grove with lots of mature oaks. 8 oaks at 6" diameter and 20' tall. Broken / bent and deadfall trees present. Young oaks present	\$0
	Quaking Aspen	3	12'	3"		\$0
	Quaking Aspen	2	22'	8"	Fruiting bodies present	\$0
	Gambel Oak	7	16'-30'	6"	Grove of oaks. Chokecherry in grove and young oaks as well.	\$0
	Quaking Aspen	5	17'	5"	Grove of aspens with 5 oaks mixed in at 1-2" diameter.	\$0
	Quaking Aspen	3	17'	4"		\$0
	Quaking Aspen	1	15'	6"	Choke cherry and service berry with active fire blight surrounding.	\$0
	Bigtooth Maple	1	10'	2"		\$0
	Gambel Oak	7	20'	6"		\$0
	Gambel Oak	5	1'-15'	1"-6"	4-5" in diameter, 12-15' tall	\$0
	Quaking Aspen	4	15'	4"	In gambel oak grove. 5-7" in diameter and 18-20' tall	\$0
	Subalpine Fir	1	18'	7"	Mature Fir. Aspen volunteers surrounding it, may cause decline in future.	\$0
	Subalpine Fir	2	25'	9"	Mature Fir	\$0
	Quaking Aspen	5	15'	4"	2-5" in diameter. Service berry and gambel oak mixed in	\$0
	Quaking Aspen	19	15'	5"		\$0
	Quaking Aspen	6	25'	10"		\$0
	Quaking Aspen	3	16'-30'	4"-7"	Cytospora canker present	\$0
	Gambel Oak	6	1'-15'	1"-6"	15'x15' grove. Some standing dead present. 3-4" diameter oaks	\$0
	Quaking Aspen	1	30'	13"	Boring insects active and cytospora canker present	\$0
	Quaking Aspen	2	10'	2"		\$0
	Quaking Aspen	1	23'	8"		\$0
	Quaking Aspen	5	15'	5"	Service berry and choke cherry mixed in. Grove of trees are 3-5" in diameter and 12-16' tall.	\$0
					Sub-Total	\$0

	Species	Qty	Height	DBH	Service	Price
	Quaking Aspen	1	25'	10"	Fruiting bodies present	\$0
	Quaking Aspen	2	20'	8"	In grove of gambel oak	\$0
	Gambel Oak	9	1'-15'	1"-6"		\$0
	Quaking Aspen	8	20'	7"		\$0
	Quaking Aspen	3	18'	3"		\$0
	Gambel Oak	1	22'	7"		\$0
	Quaking Aspen	6	18'	5"	Varying degrees of health, ranging from 4-6" diameter and 15-20' tall.	\$0
	Bigtooth Maple	1	20'	6"	Very mature maple	\$0
	Bigtooth Maple	2	15'	3"	Ranging from 1-3" in diameter	\$0
	Quaking Aspen	6	18'	5"	Near north property line. Grove of aspens with service berry mixed in. Ranging from 4-8" diameter and 20-25' tall.	\$0
	Gambel Oak	2	12'	3"		\$0
	Gambel Oak	11	1'-15'	1"-6"	40x20 grove butting up to property line.	\$0
	Gambel Oak	2	1'-15'	8"	Less mature oaks surround the two mature ones. Service berry also present.	\$0
					Total	\$0

Klima- 2459 Iron Mountain Dr



Klima- 2459 Iron Mountain Dr

Proposal #609250 07-31-2023



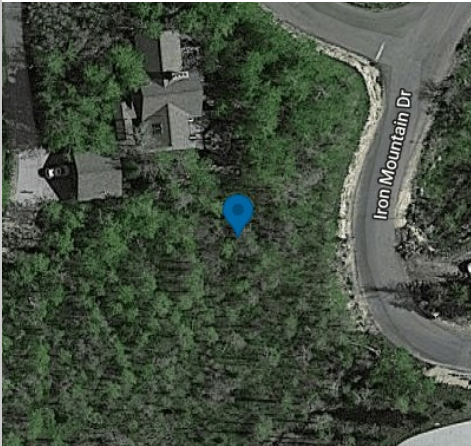
July 25, 2023

Populus tremuloides ID# 49
Quaking Aspen
Height: 15' DBH: 3"
Health: 0% - Dead

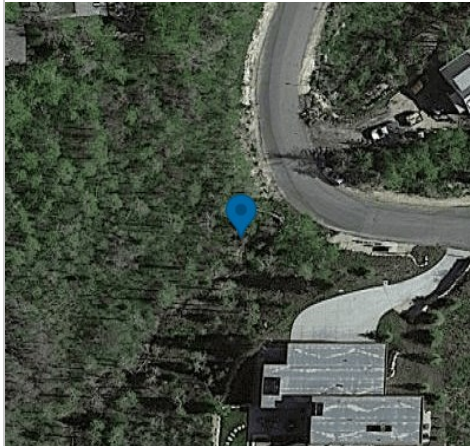


July 25, 2023

Populus tremuloides ID# 61
Quaking Aspen
Height: 16'-30' DBH: 1"-6"
Health: 80% - Good



Google Data ©2023 Imagery ©2023 Airbus, Maxar Technologies, State of Utah
Standing Dead, Fruiting Bodies Present
Fruiting body



Google Data ©2023 Imagery ©2023 Airbus, Maxar Technologies, State of Utah
Aspen along creekbed show good signs of health
Creek aspen



City Council Staff Report

Subject: Bonanza Flat Conservation Easement Update

Author: Heinrich Deters

Department: Trails & Open Space

Date: October 5, 2023

Type of Item: Informational

Recommendation

Review and discuss an update from the Trails & Open Space Team and Utah Open Lands (UOL) on the Bonanza Flat Conservation Easement and the Adaptive Management Plan (BFAMS). Specifically, the conservation easement calls for a review and update (if needed) of the BFAMS at least every 5 years, and we are currently 3 years into that timeframe. UOL will provide an update on management actions implemented thus far on the property and project-specific questions associated with the following.

- Recreational Trails: Review and provide direction on the final phase of the multi-use trail and the 'Wow connection' to Wasatch State Parks;
- Parking Management: Review and discuss existing conditions and management direction, including implementation of no parking at the 'Y' intersection and permit and fee parking management as requested by the Council; and
- Church of Dirt: Provide direction on the management of the 'Church of Dirt' due to impacts associated with its informal use.

Background

In June 2017, Park City Municipal acquired the 1,350-acre Bonanza Flat Open Space. Over the next few years, the City secured an additional 200 acres of open space, bringing the total acreage to 1,550. After almost three years of planning and public processes, the Park City Council adopted the [Bonanza Flat Conservation Easement](#) and [Adaptive Management Plan](#) (BFAMS) on January 9, 2020.

In 2019, Park City entered into a [Development Agreement](#) required by Wasatch County to construct two view areas and two trailheads in previously disturbed areas and relocate the Bloods Lake and Lackawaxen Lake trails.

In 2022, Park City and Wasatch County entered into a [Law Enforcement Interlocal Agreement](#), which allows, amongst many other aspects, the ability of the Trails & Open Space Rangers to provide civil parking enforcement within the Bonanza Flat Conservation Area.

[On November 10, 2022](#), UOL provided the Council with a comprehensive history of the property purchase and public planning process efforts associated with the Conservation Easement and the Adaptive Management Plan.

[On June 15, 2023](#), UOL provided an overview of the BFAMS to the City Council and received comments associated with parking management and review of the recreational trails. [minutes \(page 4\)](#).

Analysis

The Team has gone to great lengths to capture usage data related to the property. The data encompasses trail utilization, trailhead counts, user demographics, and the amounts of time individuals spend visiting or recreating in the area. This information is crucial to understanding the context of how the property is managed and is currently being utilized.

For example, highlights of the data capture efforts include:

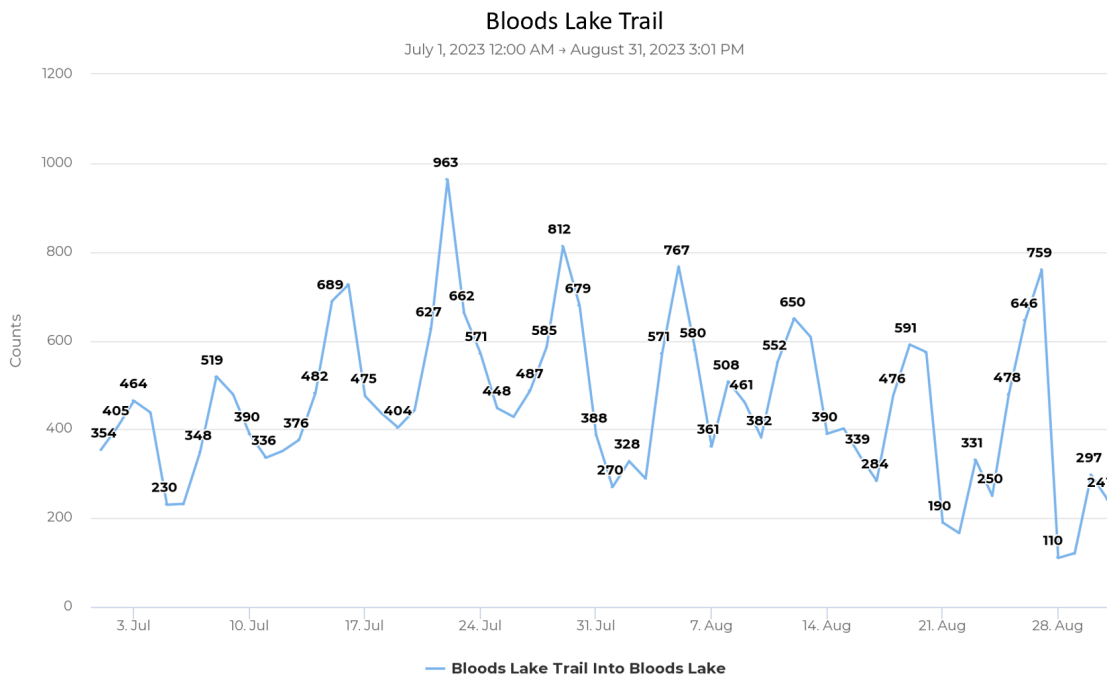
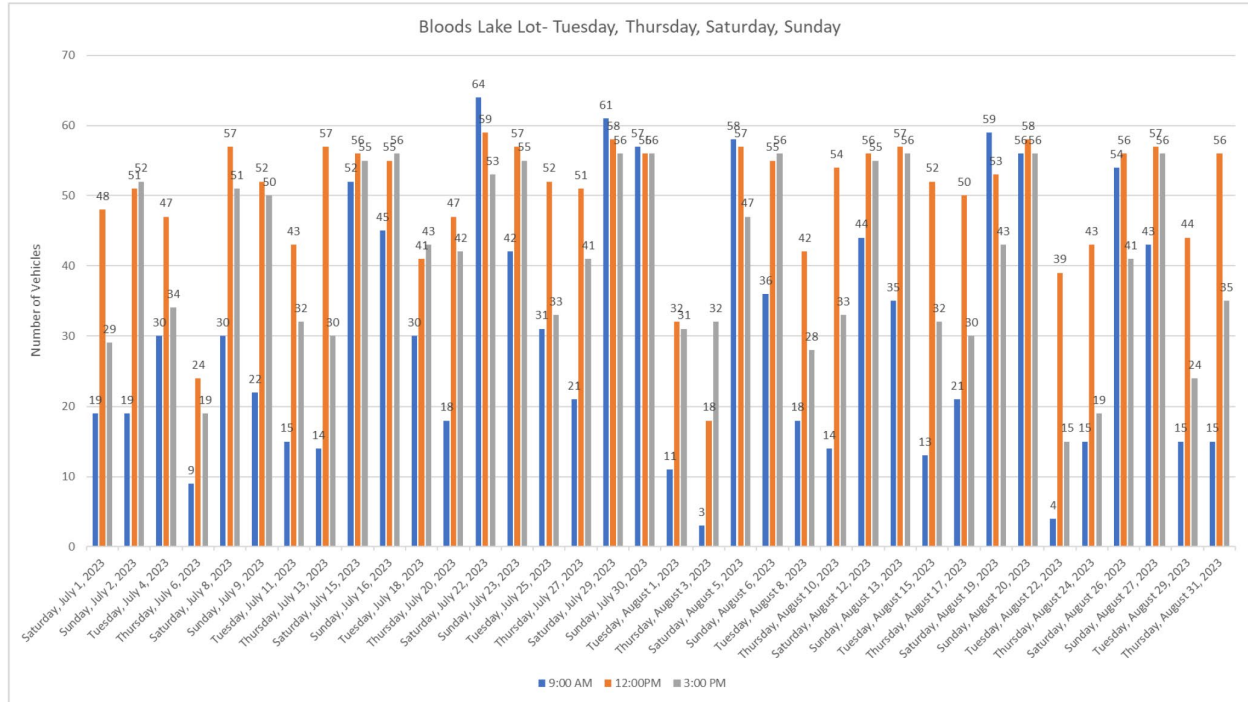
- An overall decrease in visitation in 2023;
- Similar to 2022, more than half of the visitor's length of stay is under 30 minutes;
- Weekends (Saturdays) represent the greatest use and subsequent impacts;
- Bloods Lake Trail and Trailhead are at capacity;
- With the exception of many Saturdays, Bonanza Flat Trailhead has capacity; and
- Park City Trails and Open Space are very popular

Visitor Data

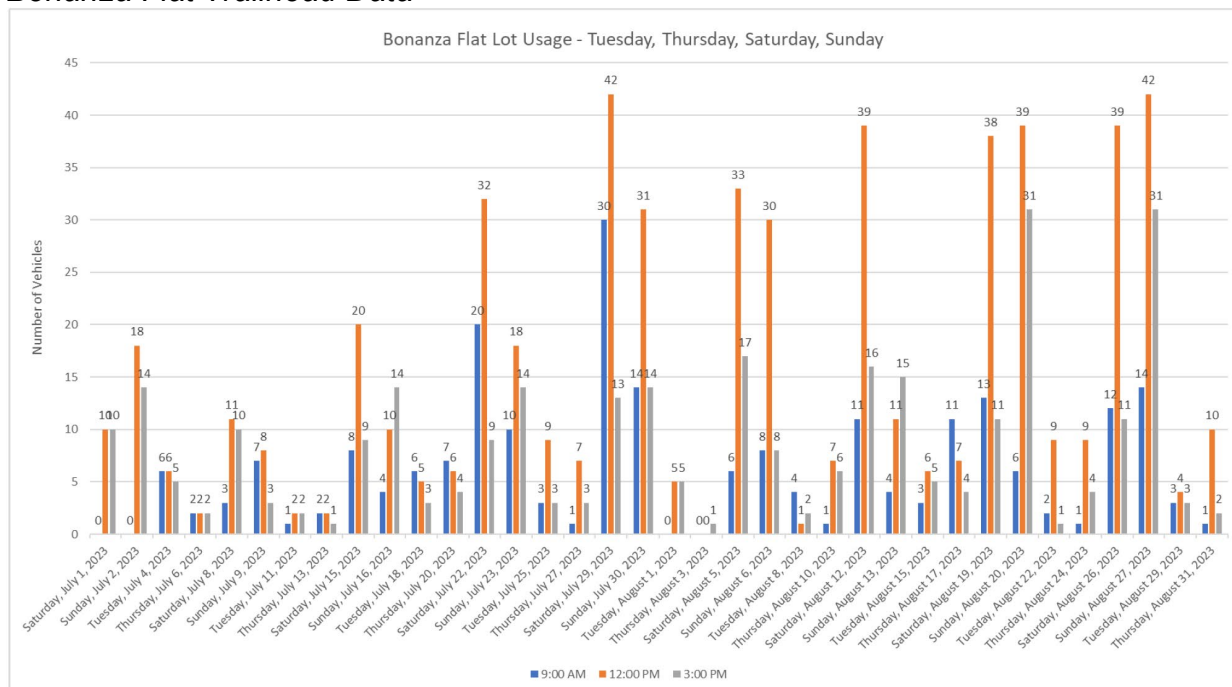
Top 10 Viewer Origins 2022-23

July 1st - Sept 19th 2022			July 1st - Sept 17th 2023				
Area	Viewers	% of Total	Area	Viewers	% of Total	# Change	% Change
Salt Lake City	63140	23.6%	Salt Lake City	63018	25.4%	-122	1.7%
Park City	16486	6.2%	Park City	17380	7.0%	894	0.8%
CA	16168	6.1%	Sandy	16466	6.6%	298	0.6%
Sandy	16150	6.0%	CA	11907	4.8%	-4243	-1.3%
West Jordan	9705	3.6%	West Jordan	7924	3.2%	-1781	-0.4%
TX	9092	3.4%	TX	7549	3.0%	-1543	-0.4%
FL	6976	2.6%	FL	5897	2.4%	-1079	-0.2%
AZ	5311	2.0%	West Valley City	5327	2.1%	16	0.2%
Heber City	5232	2.0%	South Jordan	5136	2.1%	-96	0.1%
Draper	4977	1.9%	AZ	4186	1.7%	-791	-0.2%
Total Viewers			Total Viewers			# Change	% Change
	267092			248394		-18698	-0.073

Bloods Lake Trail & Trailhead Data



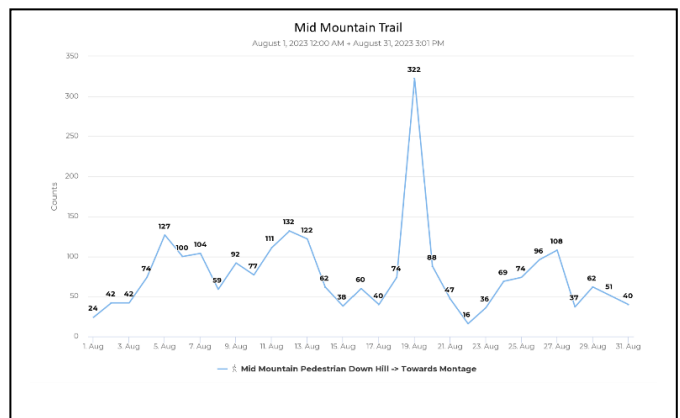
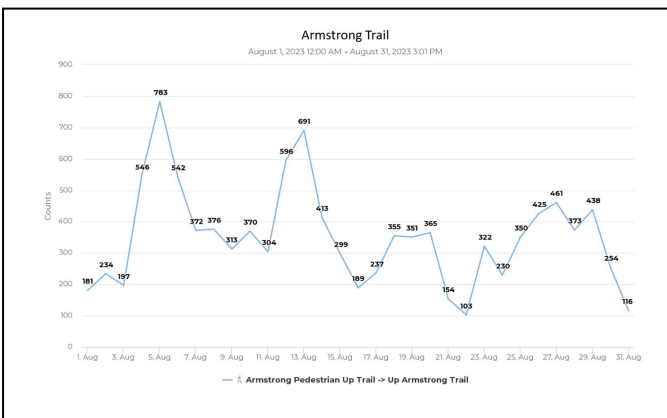
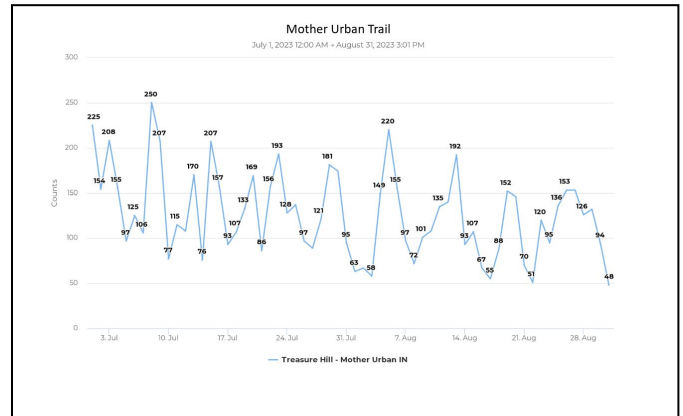
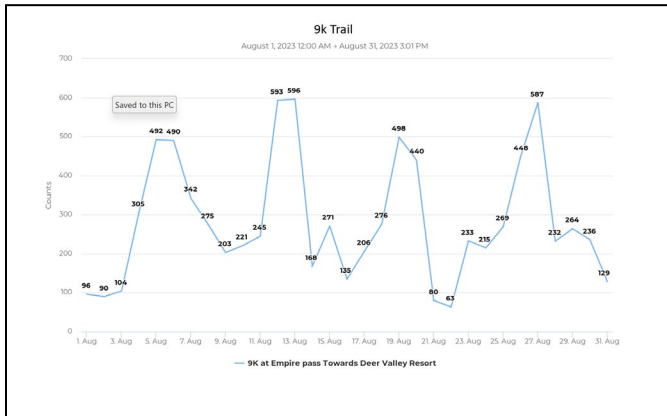
Bonanza Flat Trailhead Data



Visitation- Length of Stay

Minutes	2022	2023
15 - 29	58.0%	55.0%
30 - 44	20.6%	18.1%
45 - 59	6.5%	8.4%
60 - 74	3.6%	3.8%
75 - 89	2.8%	4.2%
90 - 104	1.4%	2.9%
105 - 119	1.0%	2.9%
120 - 134	2.3%	1.9%
135 - 149	0.5%	0.4%
>150	3.4%	2.4%

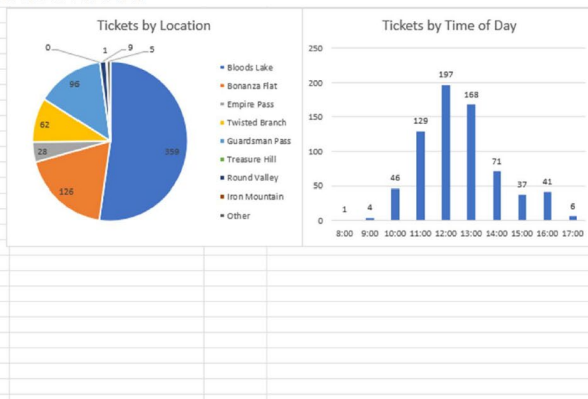
Comparative Trail Counts



Trailhead Parking Citations

Ticket Overview 2022-23

Total	(Since July 2022)	700	
Location	Bloods Lake	359	51%
	Bonanza Flat	126	18%
	Empire Pass	28	4%
	Twisted Branch	62	9%
	Guardman Pass	96	14%
	Treasure Hill	0	0%
	Round Valley	9	1%
	Iron Mountain	1	0%
	Other	5	1%
Greater Bonanza Flat Conservation Area		609	87%
Warnings		206	29%
Valids		494	71%
8:00		1	
9:00		4	
10:00		46	
11:00		129	
12:00		197	
13:00		168	
14:00		71	
15:00		37	
16:00		41	
17:00		6	



Parking Access & Trailheads: The [BFAMS](#), detailed on page 36, lays out a specific strategy for addressing access, parking, and trailheads as follows:

1. **Maximum Parking Capacity:** The plan establishes a maximum parking capacity of 175 spaces distributed across five approved locations, including:
 - Empire Pass Trailhead (*15 spaces);
 - Bonanza Flat Trailhead (*50 spaces);
 - Bloods Lake Trailhead (*60 spaces); and
 - Guardsman Pass Drop-Off/Scenic Overlook (*7 spaces).
2. **Parking Enforcement:** Enforcement of parking regulations, particularly along roadways with public safety issues, was proactively increased and supported by additional budget requests.
3. **Coordinated Approach:** A coordinated approach will be adopted to address issues, such as curbing on-street parking, camping, campfires, motorized vehicle use, and other related matters.
4. **Strategic Location Selection:** The choice of trailhead locations has been made in conjunction with established, anticipated, and desired usage patterns, access goals, and standards.
5. **Exterior Vault Restrooms:** Exterior vault-style restrooms will be constructed, ensuring clear visibility for vehicles exiting the Empire Pass Trailhead onto Guardsman Pass Road.
6. **Educational Signage:** Informative signage will be posted at trailheads, providing trail maps, regulations, and guidance on sustainable practices.

**Approximate spaces due to parking behavior, trailers or oversized vehicles*

Desired Outcomes:

The ultimate goal is to achieve long-term, manageable trailheads and parking facilities that align with sustainability principles. Management involves effective waste management practices and an educational initiative to promote sustainable behaviors among trail users.

Recreational Trails: Concerning recreational trails, as outlined in the [BFAMS](#) starting on page 19, the primary objectives are to provide guidance and establish evaluation criteria for each distinct management area. This comprehensive plan incorporates construction parameters and conceptual maps for the initial development of both summer and winter trails.

The location of public trails and nearby private property continues to be an area of occasional friction. Collectively, we aim to ensure that the development and management of recreational trails align with environmentally responsible practices and the preservation of natural ecosystems while providing safe and enjoyable experiences for trail users. We are also aware of the potential impacts to adjacent private property owners.

The Wow Connection and Phase III of the multi-use trail, for example, are two crucial future trail connections. In 2022, the Council established a protocol to ensure community engagement for both the multi-use and Wow connection trails, given the

concerns of a few private property owners. The process was confirmed at the June 15th, 2023, meeting.

On September 20th, UOL and the Team invited interested members of the Brighton Estates community to review the proposed trail alignments, with the intent to return to the Council on October 5th in an open and public meeting and obtain direction.

Events & Special Uses: The "Church of Dirt," referenced on page 74 within the special event or use section of the [BFAMS](#), has been a source of growing concerns for several years, and recently led to increased management. The ultimate authority for allowing the use lies with the City Council. The Team and UOL have several concerns about the increased usage and how it complies with BFAMS's parameters regarding participant numbers and facility adequacy.

Gleaned from a variety of sources (Ranger and PD observations, reviews of reservations, community complaints and reports, web searches, etc.), the key concerns encompass:

1. **Safety:** Particularly parking, access, and blocking the road;
2. **Varied Participant Numbers:** The number of participants can fluctuate significantly, posing logistical challenges with groups larger than twenty. When this occurs, we will often receive complaints for additional enforcement;
3. **Waste Management:** Concerns about proper waste disposal generated from events and inappropriate infrastructure and planning (tents, catering, amplified music);
4. **Scheduling Conflicts:** Double booking and compounding impacts on weekends;
5. **Perceived 'Privatization':** Worries about the perception of exclusivity or restricted access to the area, and the use of ropes and barricades without authorization; and
6. **User:** Acknowledgment of the non-local use demographic.

In Conclusion, UOL and the Team, as dedicated stewards of the Bonanza Flat Conservation Area and the Adaptive Management Plan will continue to use the resources we have to protect and support the conservation values. In terms of near-term issues for City Council consideration, we seek guidance on the following:

- Future Recreational Trails: Implementing the final phase of the multi-use trail and the 'Wow connection' to Wasatch State Parks.
 - Given past sensitivity and requests for additional public engagement, we have followed the process set forth by the Council and are requesting direction in a public meeting.
- Parking Management: Based on data presented, public input associated with the implementation of no parking at the 'Y' intersection and information provided on permit and fee parking.
- Church of Dirt: Direction on the management of the 'Church of Dirt' starting in 2024.
 - Summer and Fall represent the primary season of use; thus providing direction in advance of 2024 provides ample notification.



City Council Staff Report

Subject: Wildfire Mitigation Program
Author: Heinrich Deters
Department: Trails & Open Space
Date: October 5, 2023
Type of Item: Informative

Recommendation

Pursuant to City Council direction, review the City's wildfire mitigation program and consider providing guidance on the methods and procedures for fuel reduction projects, mainly using pile burning as a strategic mitigation tool.

Executive Summary

The City Council will discuss the City's wildfire mitigation program, led by the Trails & Open Space Team. The discussion will focus on best practices related to fuel reduction projects, emphasizing pile burning as a sound mitigation technique in response to community feedback seeking to discontinue the practice.

Background:

A National Oceanic and Atmospheric Administration (NOAA) [report](#) recognizes climate change as a factor of increased risk and intensity of wildfires due to rising temperatures and drought conditions. A 2021 [Hazard Mitigation Study](#) for Utah, Wasatch, and Summit counties highlighted the extreme risk of wildfires and contamination of downstream waterways. Closer to home, the 2021 Parleys Canyon Fire underscored the local importance of proactive wildfire mitigation.

Planning

On [May 27, 2021](#), the Park City Council adopted the Community Wildfire Preparedness Plan, serving as the city's comprehensive wildfire planning framework. On [July 13, 2023](#), the City Council reviewed and discussed The Community Wildfire Risk Assessment, which prioritizes mitigation projects and serves as a foundation for future grant applications. Additionally, it aims to:

- Identify valuable resources within project areas;
- Prioritize mitigation efforts based on fire behavior analysis;
- Provide data for future grant applications; and
- Engage and educate the community on wildfire awareness.

Ordinances

Park City has adopted portions of the 2006 Utah Wildland Urban Interface ([WUI](#)) Code, which applies to construction, additions, and remodels over \$50,000, ensuring compliance with home hardening and defensible space management. The City also adopted plant lists, guiding landscaping in high ignition zones.

Fuel Mitigation Projects on City-owned Property

Consistent with local planning objectives and nationally accepted best practices, fire mitigation projects on City-owned properties, also known as [fuel treatments](#), remove overgrown, overcrowded, and dead vegetation that presents substantial fire hazards. These treatments help reduce the risk of a catastrophic wildfire, encourage diverse plant growth, and promote [wildfire-resilient landscapes](#). We also receive considerable public input from neighboring residents that the City must maintain its lands and implement proactive wildfire mitigation strategies.

Thinning, piling, and the subsequent burning of piles, or “*pile burning*,” is a widely used and cost-effective component of fuel treatment when physical removal or chipping of the material is not feasible due to terrain or access. The Team’s policy is to utilize pile burning only when removal and chipping are unfeasible, usually due to terrain, access, and cost, which can be drastically different for the different treatment types. Estimates of those costs for a typical project are:

- Vegetation Removal- \$10,000/acre
- Chipping- \$8,500/acre
- Pile burning- \$6,500/acre

Permitting and Smoke Management

Crews typically construct piles from the cut vegetation material to burn when favorable conditions allow. [Studies](#) show that burning in a controlled environment has significantly fewer air quality impacts, than a catastrophic wildfire event.

Specific criteria must be met for pile burning, such as:

- Conditions support smoke dispersal;
- Snow or other precipitation exists in the burn area and the pile content; and
- Adequate tools and staffing are available.

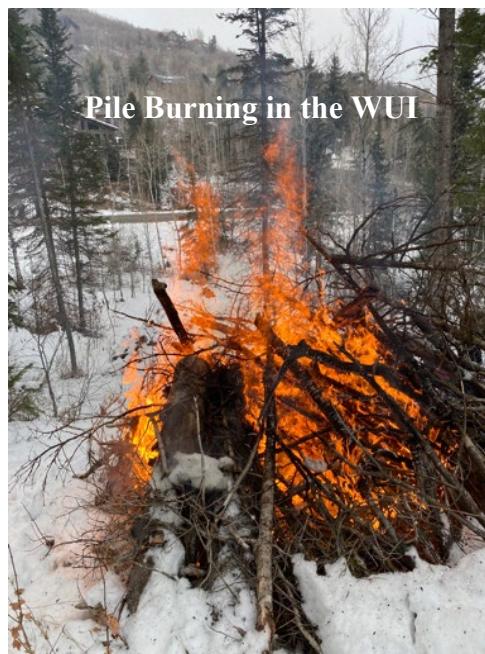


Variables are provided in a ‘burn plan’, which is submitted to and reviewed by the appropriate permitting agencies before implementation. All pile burns in Summit County are conducted within the permit requirements set forth by the State of Utah. Pile burning is also allowed under the authority of the Summit County Fire Warden and local Fire District and is regulated by the Utah Division of Air Quality (DAQ).

The DAQ administers the [Clean Air Act](#), a federal law that authorizes the EPA to establish National Ambient Air Quality Standards (NAAQS) to protect public health and welfare. One common pollutant controlled under NAAQS and found in wildfire smoke is

PM2.5, a small particulate pollutant that can be inhaled and reach the bloodstream. Burns within Utah are regulated and monitored by the DAQ for compliance with NAAQS. In Utah, three State Administrative Codes govern most aspects of burning and prescribed fires. These are commonly referred to as “General Burning” (R307-202), “Smoke Management” (R307-204), and “Prescribed Burning” (R307-240).

- General Burning guidelines are followed for a basic pile burn. General burns are typically utilized for private agricultural landowners and homeowners with slash piles. Depending on jurisdiction and time of year, an open burn permit from County or Municipal fire officials is required. The National Weather Service requires a clearing index forecast of 500 or greater for good smoke dispersal. Notification of a pile burn to the local fire authority by the burn practitioner is required. Notification can be done in Summit County using the [prescribed burn disclosure](#) and a call to the Summit County Public Safety Dispatch.
- Larger pile burn projects carry additional requirements governed by Smoke Management, [R307-204](#). Federal, State, and Local agencies, land managers, and prescribed fire professionals typically use this rule for more extensive and ongoing projects. These pile burns require a defined fire plan with a site-specific burn prescription, which lists the environmental parameters under which the burn would take place, and require a series of four forms to be submitted through the Utah Interagency Smoke Coordinator to the DAQ, as defined in the [Utah Smoke Management Plan](#).



Risk Assessment- Pile Burning

The Mayor and City Council have received some concerns from the community regarding notification of and possible health risks associated with pile burning. To address these concerns, we invited the Summit County Health Department, a local ecologist, a scientist from the United States Geological Survey, and Alpine Forestry to provide insights and answer questions the Council may have. In general, the questions have sought a discussion on the risk assessment of pile-burning practices compared to the potential consequences of a catastrophic wildfire event.

It is essential to recognize that every action carries inherent risks. However, evaluating the risks relative to other risks is equally important. We compare the controlled burning of specific organic material within permitted conditions, for short durations, and with community notice to the potential consequences of a multi-day wildfire, which could include the combustion of structures and industrial matter with little to no warning.

As noted, pile burning operations occur typically during the early winter and/or early spring seasons, under favorable weather and conditions, and once all permitting requirements are met. Permits are typically granted 72 to 48-hours prior to a scheduled event, which limits the window of public notification. We work diligently to provide community outreach by:

- posting information on the city website;
- distributing information to local media outlets;
- utilizing social media platforms;
- displaying messages on Variable Message Sign (VMS) boards when available; and
- coordinating with the Park City Fire Department and Summit County authorities.

Discussion

The team is seeking guidance from the Council regarding the continuation of pile burning as a mitigation tool under the existing permitting, regulatory, and notification process.