



**PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
August 15, 2019**

PUBLIC NOTICE IS HEREBY GIVEN that the City Council of Park City, Utah will hold its regular City Council meeting at the Marsac Municipal Building, City Council Chambers, 445 Marsac Ave, Park City, Utah 84060 for the purposes and at the times as described below on Thursday, August 15, 2019.

CLOSED SESSION - 2:00 p.m.

To Discuss Property, Personnel, and Litigation

WORK SESSION

4:00 p.m. - Electric Bicycles - Natural Surface Trail Discussion
[E-Bike Staff Report](#)

4:30 p.m. - Old Town Traffic and Circulation Update
[Traffic Circulation Staff Report](#)

[Exhibit A: Old Town Circulation Discussion Background](#)

[Exhibit B: Old Town Tiered Improvement Projects and Progress](#)

[Exhibit C: Traffic Study Hillside 224 Microsimulation](#)

[Exhibit D: Police Crash and Traffic Stop Location Data](#)

[Exhibit E: Engineering Traffic Data Collection](#)

[Exhibit F: Special Event Mitigation for Lodging For Hire and TNC Summer 2019 Major Summer Events](#)

[Exhibit G: Downtown Circulation Recommendations and Alternative Chart](#)

[Exhibit G-A: Old Town Project Recommendation and Alternatives Analysis](#)

[Exhibit H: Proposed Changes to Commercial Vehicle Licensing](#)

[Exhibit H-A: Proposed Changes to Commercial Vehicle Licensing](#)

[Exhibit H-B: Proposed Changes to Commercial Vehicle Licensing](#)

[Exhibit H-C: Main Street Restaurant Square Feet Heat Map](#)

[Exhibit I-A: Voluntary Efforts from Lodging Properties](#)

[Exhibit J: Community Outreach Plan and Flyer](#)

[Exhibit J-A: Community Outreach Notes](#)

[Exhibit J-B: Public Comment for the Record](#)

[Exhibit K: Old Town Parking Implementation Study 2016 - Nelson Nygaard](#)

[Exhibit L: Parametrix Down Town Traffic & Circulation Analysis Report - December 2017](#)

5:45 p.m. - Break

REGULAR MEETING - 6:00 p.m.

I. ROLL CALL

II. APPOINTMENTS

1. Consideration to Approve the Appointment of Tana Toly to the Historic Preservation Board to a Term Expiring May, 2021
[HPB Appointment Staff Report](#)

III. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments

Staff Communications Reports

1. 2019 Government Finance Officers Association (GFOA) Distinguished Budget Presentation Award & Monthly Budget Report for July, 2019
[2019 GFOA Award & Monthly Budget Reporting July 2019 Staff Report](#)
[2019 GFOA Award - Announcement](#)
[2019 GFOA Award](#)
[Revenue Report - July 2019](#)
[Expenditure Report - July 2019](#)
2. Backhoe Report - August 2019
[Backhoe Staff Report](#)
[Backhoe Report, August 2019](#)
3. Tour of Utah Reminders
[Tour of Utah Staff Report](#)
4. 2019 Wildfire Season Update
[Wildfire Staff Report](#)
5. Annexation Policy Plan Update
[Annexation Staff Report](#)

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

V. CONSIDERATION OF MINUTES

- Consideration to Approve the City Council Meeting Minutes from July 18 and 31, 2019
[July 18, 2019 Minutes](#)
[July 31, 2019 Minutes](#)

VI. CONSENT AGENDA

1. Request to Authorize the City Manager to Execute a Professional Services Agreement for Commissioned Art by Dana Kuglin of Dana B. LLC, in a Form Approved by the City Attorney to be Located at the Creekside Park in an Amount estimated at \$23,900, Not to Exceed \$25,000
[Creekside Water Treatment Plant Public Art Staff Report](#)
[Exhibit A: Dana Kuglin - DBK Productions Proposal for Artwork](#)

VII. OLD BUSINESS

1. Consideration of the Proposed Use of Space by PC MuSE, at 1685 Bonanza Drive, Park City, Utah
(A) Public Hearing (B) Action
[MuSE PC Staff Report](#)

VIII. NEW BUSINESS

1. Park City School District Master Planning Update
(A) Public Input
[School Board Presentation](#)
2. Consideration to Approve Ordinance No. 2019-44, an Ordinance Approving an Extension of the July 12, 2018 Approval of the 1304 Park Avenue Plat Amendment Located at 1304 Park Avenue, Park City, Utah
(A) Public Hearing and (B) Action
[1304 Park Avenue Plat Extension Staff Report and Ordinance](#)
[Exhibit B: Written Request](#)
3. Introduction to Public Utilities Items
[Public Utilities Projects Staff Report](#)
4. Consideration to Authorize the City Manager to Execute Amendment No. 3 to the Professional Services Agreement with Alder Construction Company, in a Form Approved by the City Attorney, in an Amount Not to Exceed \$82,374.0
(A) Public Input (B) Action
[Alder Preconstruction Services Amendment No. 3 Staff Report](#)
5. Consideration to Authorize the City Manager to Execute Amendment No. 4 to the Professional Services Agreement with Alder Construction Company, in a Form Approved by the City Attorney, in an Amount Not to Exceed \$2,915,000.00
(A) Public Input (B) Action
[Alder Construction Services Amendment No. 4 Staff Report](#)
6. Consideration to Authorize the City Manager to Execute Amendment No. 6 to the Professional Services Agreement with Alder Construction Company, in a Form Approved by the City Attorney, for a Guaranteed Maximum Price Not to Exceed \$6,275,000.00
(A) Public Input (B) Action
[Alder Upgrades Construction Services Amendment No. 6 Staff Report](#)

7. Consideration to Authorize the City Manager to Execute the First Addendum to the Design Professional Services Agreement with Bowen, Collins and Associates, Inc., in a Form Approved by the City Attorney, in an Amount Not to Exceed \$205,000.00
(A) Public Input (B) Action
[Offsite Engineering Services-Addendum No. 1 Staff Report](#)

8. Consideration to Authorize the City Manager to Execute Amendment 1 to the Construction Manager at Risk (CMAR) Agreement with North Ridge Construction, Inc., in a Form Approved by the City Attorney's Office for the Guaranteed Maximum Price (GMP) of \$1,650,000
(A) Public Input (B) Action
[North Ridge CMAR Amendment 1 Staff Report](#)
[Exhibit A - Bus Barn GMP](#)

IX. 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. Wireless internet service is available in the Marsac Building on Wednesdays and Thursdays from 4:00 p.m. to 9:00 p.m. Posted: See: www.parkcity.org

***Parking validations will be provided for Council meeting attendees that park in the China Bridge parking structure.**

Council Agenda Item Report

Meeting Date: August 15, 2019

Submitted by: Heinrich Deters

Submitting Department: Sustainability

Item Type: Work Session

Agenda Section:

Subject:

4:00 p.m. - Electric Bicycles - Natural Surface Trail Discussion

Suggested Action:

Attachments:

[E-Bike Staff Report](#)



City Council Staff Report

Subject: Electric Bicycle (E-bike) Ordinance and Policy Discussion

Author: Heinrich Deters

Department: Sustainability

Date: August 15, 2019

Type of Item: Work Session

Summary Recommendation

Staff recommends Council discuss and provide direction on the following electric bicycle ordinance and use policies:

1. Direct staff to conduct a survey associated with electric mountain bikes (e-mtb) use on natural surface trails within the city or on city-owned property.
2. Direct staff to explore legal and resource parameters associated with a permit (or similar) system for e-mtb use on natural surface trails specific to the following user groups:
 - a. Users with mobility disabilities consistent with the current ordinance.
 - b. Users older than a certain age (to be determined).
3. Based on survey results, identify possible areas or natural surface trails, which might be considered for an e-mtb pilot project.

Executive Summary

Council should consider evaluation measures and possible next steps associated with the usage of e-bikes on natural surface trails.

Background

In May 2018, Electric Bicycles were defined by [Utah State Code](#) (Subsection 17) to include three specific classes, which pertain to the mode of assistance (throttle or pedal assist) and limited top speed. Below is a high level definition of the following types:

- Class I- 'Pedal assisted' e-bikes limited to 20mph
- Class II- 'Throttle assist' limited to 20 mph.(no pedaling required)
- Class III- 'Pedal assisted' e-bikes limited to 28 mph with a speedometer.

Staff is only supportive of doing additional research and evaluation of the current ordinance as it pertains to Class-I electric mountain bikes. Staff does not support the use of Class-II or Class-III e-mtbs on any Park City natural surface trails.

Between 2014 and 2016, Park City conducted several public surveys and input sessions, gathered on site data and counts, formulated a pilot project and researched numerous communities all in an effort to define and regulate the growing presence of electric bicycle use on city pathways and trails.

On June 30, 2016, City Council amended [Municipal Code 10-1-4.5 Non-Motorized Trail Use](#), which provides the basis of the City's policy associated with e-bikes.

Analysis

Staff finds that regulation of e-bikes use is best done at a local level, as staff and associated stakeholders and residents are best served to make such decisions. That said, revisiting an ordinance associated with newer technologies or uses seems prudent.

Bureau of Land Management (BLM) and National Forest (USFS).

E-bikes are classified as motorized vehicles and are only allowed on designated motorized trails.

Peer City-Boulder Colorado

Boulder, Colorado, the city in which Park City emulated its original e-bike pilot project is in the process of evaluating possible changes to e-bike use on trails and pathways:

<https://www.bouldercounty.org/open-space/management/e-bikes/>

Previous Survey Data

Park City and associated stakeholders and jurisdictions, including Mountain Trails Foundation (MTF) and Snyderville Basin Special Recreation SBSRD have done several surveys associated with e-mtb use on the natural surface trail system. Below is an analysis of those surveys.

[2018 MTF Survey \(questions specific to E-bikes\)](#)

[2015 PCMC E-Bike Pilot Project](#)

[2014 SBSRD Survey \(questions specific to E-bikes\)](#)

Why is Staff evaluating this now?

For the past several months staff has received inquiries about usage of e-bikes on natural surface trails. Specifically, staff has received or is aware of additional following:

- I have a mobility disability and would like to acquire a permit that legitimizes my use under the current ordinance. (most common request)
- I do not have a mobility disability but would like to ride my e-bike because of other fitness or temporary injury.
- Several bike shops in town now carry and/or rent electric-mountain bikes (e-mtb) specified for use on natural surface trails.

Why is this important?

Park City is committed to providing world-class recreational opportunities that are safe and in balance with the natural environment. Importantly, when considering the trail system as a facility, staff finds that the user experience (for all user types) is being impacted by the sheer number of people utilizing the system on most summer weekends and some weekday evenings. This statement is supported by:

- Numerous trail counts
- User experience and user input
- Survey data

Survey

For the past several years, a major goal of the Trails and Open Space Department has been to create more user specific and directional trails. This approach allows staff to provide an adaptive management approach to the ever changing landscape.

Permit System

As noted, staff has received several requests from users who note they have a mobility disability and would like to have a permit or similar noting they are in compliance with the current ordinance. Additionally, staff finds it may be prudent to also consider permitting all users over a certain age (to be determined).

Staff recommends working with the Public Safety, Transportation Planning and Legal Departments per recommendations. Should Council provide direction, staff would return at a later date with full details.

Trail Pilot Program

Staff finds that similar to hiking specific trails, no dog trails and or directional trails, Council should consider identifying natural surface trails that could be utilized by e-mtbs. That said staff would like to first assess data received by the proposed survey prior to initiating such a designation. Similar to the permitting system, staff would return in September with more details.

Timeline

Should Council provide direction, staff anticipates the following timeline:

- August 15: Initial Council direction
 - Survey
 - Permit system
 - Natural Surface Pilot Program
- Late August: Public survey (open for three weeks)
- Late September: Return to Council with the following:
 - Details associated with permitting process
 - Survey results
 - Details associated with Trails Pilot Program

Department Review

This report has been reviewed and edits have been included by the Legal, Executive, Public Safety and Recreation Departments.

Funding Source

Survey funding will come from the Trails Master Plan.

Council Agenda Item Report

Meeting Date: August 15, 2019

Submitted by: Jonathan Weidenhamer

Submitting Department: Sustainability

Item Type: Work Session

Agenda Section:

Subject:

4:30 p.m. - Old Town Traffic and Circulation Update

Suggested Action:

Discussion & Direction

Attachments:

[Traffic Circulation Staff Report](#)

[Exhibit A: Old Town Circulation Discussion Background](#)

[Exhibit B: Old Town Tiered Improvement Projects and Progress](#)

[Exhibit C: Traffic Study Hillside 224 Microsimulation](#)

[Exhibit D: Police Crash and Traffic Stop Location Data](#)

[Exhibit E: Engineering Traffic Data Collection](#)

[Exhibit F: Special Event Mitigation for Lodging For Hire and TNC Summer 2019 Major Summer Events](#)

[Exhibit G: Downtown Circulation Recommendations and Alternative Chart](#)

[Exhibit G-A: Old Town Project Recommendation and Alternatives Analysis](#)

[Exhibit H: Proposed Changes to Commercial Vehicle Licensing](#)

[Exhibit H-A: Proposed Changes to Commercial Vehicle Licensing](#)

[Exhibit H-B: Proposed Changes to Commercial Vehicle Licensing](#)

[Exhibit H-C: Main Street Restaurant Square Feet Heat Map](#)

[Exhibit I-A: Voluntary Efforts from Lodging Properties](#)

[Exhibit J: Community Outreach Plan and Flyer](#)

[Exhibit J-A: Community Outreach Notes](#)

Exhibit J-B: Public Comment for the Record

Exhibit K: Old Town Parking Implementation Study 2016 - Nelson Nygaard

Exhibit L: Parametrix Down Town Traffic & Circulation Analysis Report - December 2017

City Council Staff Report

Subject: Old Town Circulation & Access Improvements
Author: Alexis Verson, Senior Transportation Planner
 Jenny Diersen & Jonathan Weidenhamer Economic Development
Department: Transportation Planning & Economic Development
Date: August 15, 2019
Type of Item: Administrative – Work Session

Summary Recommendation

Staff is looking for City Council input on staff's ongoing work broadly related to Old Town circulation and access. Staff seeks specific discussion on an additional alternative to limit turning motions on an hourly basis at the south end of the commercial district. **Until a comprehensive study on access, congestion, and circulation is completed, staff is recommending non-invasive actions that include:**

- Additional Main Street directional way finding intended to contain commercial vehicles;
- Continuing special event mitigation operations;
- Continuing ongoing “mixed bag” of minor old town transportation improvements;
- Establishing Commercial Vehicle licensing and parking zones; and
- Accepting voluntary commitments from uphill lodging properties to reduce impacts.

Overview

[Transportation](#) is a Council Critical Priority which includes specific goals to reduce car trips, increase transit priority and decrease impacts in residential areas (background Exhibit A). Managing impacts' stemming from the successful tourism economy on residents' quality of life has been a balance since Park City evolved out of the mining era. Multiple, physical improvements have been implemented over the years and still exist today, such as the box of rocks on Park Ave. Others continue to be a work in progress (wayfinding, 4th & 5th St., etc.) and some are under study as part of the broader, pending access and circulation plan. A few specific planning efforts are included in Exhibit A, including [1993 LPA Neigh. Plan](#) (p. 26), the [1998 Downtown Action Plan](#), the [2003 Old Town Task Force](#) and [2012 Streetscape and Plaza Plan](#) as well as the [2016 Nelson & Nygaard Parking Ideas](#) and [2017 Parametrix Traffic and Circulation Analysis](#).

Squeezing the Balloon

There are numerous examples where acute impacts have been considered and addressed under the notion of “squeezing of the balloon”, where *reacting to one impact unintentionally pushes the problem to other locations or neighborhoods*. Examples include parking at the school campus/ Prospector neighborhood, and implementation of paid parking on Park Avenue residents. Under this premise, staff recommends continuing less intrusive, interim steps in advance of completion of a comprehensive, Old Town Circulation and Access Study (OTCAS) so that all the neighborhoods within and adjacent to Old Town are considered and not disproportionately impacted.

Most recently, on March 21, 2019 City Council during an update on Hillside Avenue, observed/asked ([audio](#):1:35):

- a. Identify operational and financial impacts on Lodging;
- b. Follow up on how we communicate with residents and business partners;
- c. Deep dive on options to reduce trips on Hillside including no left and no commercial traffic;

- d. Follow up on if Hillside is functioning as it was intended;
- e. Broad look at circulation not limited to Hillside; and
- f. Pedestrian safety options.

Analysis

Staff targeted outreach with business and residential stakeholder groups to consider next steps (Exhibit J) concurrently with finalizing the specific “Hillside Tier 1 & 2” projects directed by City Council (Exhibit B). Recommended alternatives, summarized in the chart below and included in detail in Exhibit G, should further improve pedestrian access and safety, congestion mitigation, maintain economic vitality, public safety, and quality of life for residents and visitor experience on a day to day basis and during peak times/events, improve active transportation connections, and curbside management. More importantly, until we can complete a more comprehensive and scientific study, staff believes the recommendations will not result in unintended consequences. Detailed analysis for each of the following is included in Exhibit G:

Item	Option	Status/ completed by:	Exhibit
In Progress			
1	Hillside Tier 1 improvements -6/8 ppts done. 7)Applied for UDOT sign permits. 8)Google Maps unclear	9/1/2019	B
2	Hillside Tier 2 improvements -2/3 ppts done. Raised intersection at bottom Hillside, is in progress.	10/15/2019	B
Ongoing			
3	Ongoing implementation of Specific Event Mitigation Plans	ongoing	F
4	Ongoing Transportation Mitigation & Circulation Summer 19 Projects	in progress	B
Recommended			
5	Comprehensive Downtown Circulation & Access Study	8/1/20	
6	Establish Commercial Vehicle (CV) Permit for shuttles & For Hire vehic.	9/1/19	H
7	Establish CV only drop & load spaces mixed through out downtown 5 -12 pm	9/1/19	H
8	Lodging Voluntary Trip Reductions (combo of "preferred" & "middle ground")	9/1/19	I
9	Additional wayfinding opportunities to retain commercial vehicles	12/15/19	E,F,G
Staff Seeks Specific Discussion			
10	Before 3 pm, No left turn onto Hillside from SR 224 & No Right turn onto SR 224 from Hillside	10/31/19	G
11	Expand use of each drop & load zone to the entire day, not just after 5 pm.	10/31/19	G
Not Recommended			
12	Formal Classification of Hillside Avenue		G
13	Widen Hillside		
14	Hillside one way west bound 5 pm - 12 pm		
15	Hillside one way west or east bound		
16	Signalized yield requirements on Hillside		
17	Curb cut at Bob Wells & stage commercial vehicles		
18	No commercial traffic on Hillside		
19	Establish weight limits for Hillside		
20	Limit access to summit county vehicles only		

Is Hillside Avenue Functioning as it was intended – A specific section of Exhibit G analyzes this question.

Recommended Projects/ Next Steps (Exhibits as listed)

Comprehensive Old Town Circulation and Access Study – [RPF in progress](#).

Recommendations expected in Summer/Fall 2020. There will be many opportunities for engaging in this process.

Additional Way finding – Observations and recorded vehicle turning movements (Exhibit E & F) indicate much of the traffic on Hillside Ave is visitors, residents and Transportation Network Companies (TNCs) unfamiliar with the area attempting to access Main Street, not commercial vehicles. Aggressively pursuing additional signage to direct visitors back down Swede Alley instead of up Hillside, coupled with a temporary raised intersection treatment at Daly will facilitate traffic flow back into the business district, rather than up through Hillside.

Event Ops - Event Mitigation strategies can be found in Exhibit F. The 8 major Special Events, will include a Police Officer and “residential only” signage at top of Hillside and Marsac intended to further deter traffic. On July 4, 2019 trips on Hillside were reduced approx. 20% year over year. These efforts are intended to be dissuasive and not statutory prohibitions.

Transportation Mitigation & Circulation Summer ‘19 Projects – Staff continues to pursue and implement minor, inexpensive, non-invasive improvements aimed at improving downtown circulation and access. A list of those efforts is found in Exhibit B.

Voluntary Efforts from Uphill Lodging Properties (Exhibit I)

Certain members of the lodging community have committed to voluntary efforts to reduce their impact on residential portions of old town including:

- Pre-arrival efforts with guests encouraging them to take shared transportation from airport;
- Provision of courtesy, shared shuttles and promotion of City’s transit system rather than personal vehicle usage; and
- Directives from management & driver pledge sheets to avoid Hillside Avenue whenever possible.

These lodging properties, listed in Exhibit I, have committed in writing to limiting use of Hillside Av. seasonality and/or specific timeframes as part of a broader, ongoing discussion. For context, the Flagstaff development agreement encourages... *shuttles and other programs designed to reduce the demand for parking and private vehicles*. During the Flagstaff approval there was agreement that shuttles were the most effective method to reduce trips and impacts.

Based on specific direction from Council to do a “deep” dive on “no left” or no commercial traffic, staff asked Horrocks Engineers to conduct a high level simulation to understand implications of doing so during congested times. Isolating the roundabout within the broader system proved difficult and generally inconclusive results – and continues to support recommendations of minor changes until the broad study is completed. However, Horrocks identified a delay of an additional 9 minutes if it had to use the roundabout. The overall impact on the level of service of more shuttles in the roundabout is insignificant.

Commercial Vehicle (CV) Zones and Licensing Changes (Exhibit H) – Staff is recommending Park City’s for-hire licensing codes and regulations be updated to enhance the clarity of the requirements and regulations of hired transportation operators in Park City. Concurrently, based on a heat map of restaurant square feet, limited impacts to existing parking operations, and budget and costs analysis, staff identified 5 downtown locations for Commercial Vehicle Drop & Load Zones from 5:00pm to 12:00am. These would serve as convenient drop & load alternatives for private transportation providers such as local lodging and for hire vehicles.

- This is a priority for staff, as we would need to return to Council at the August 29 Council meeting to amend the Code before the notice for annual business license renewals goes out September 1.

Alternatives for Specific City Council Discussion

Should City Council desire to pursue either of the following, staff recommends, prior to receiving City Council direction, a technical evaluation and findings from a Traffic Engineer and the City’s

Legal Department. If Council is interested in one of these, please direct staff to have the technical evaluation conducted.

- Before 3 pm, No left turn onto Hillside from SR 224 & No Right turn onto SR 224 from Hillside - Signage can allow for enforcement with or without posted times, and could even be used dynamically during peak times/events. Doing so would reduce trips on the road in general, but allow use during heavily congested times.
- Expand use of each CV drop & load zone to the entire day, not just after 5 pm. Continuity can be very important and if the zones “switch” at 5 pm, it may be confusing. Turnover of customers while generally seen as beneficial to commerce may not be perceived as such, especially for stores immediately adjacent to a CV zone. Alternately, Council may consider using these areas for 15 minute loading during day time hours.

Enforcement

Enforcing the CV zones will be done by parking services and the police department. Realistically, parking staff will probably be more consistent with their presence and enforcement on Main. The PD is fully supportive of creating the zones and understands that they need to be strictly enforced to be effective, and will assist as needed. We expect this can be done without impact to the Police Budget.

Financial

The broad access and circulation study has been budgeted for \$200k. With one respondent, it was re-released without a defined budget with a goal to get additional proposals to ensure a defensible process to select a consultant that will produce the desired deliverables needed for this effort. The second deadline for proposal submittals is August 22, 2019.

Recommended improvements/projects/signs are not funded. A mix of department operating budgets, with participation from Downtown Enhancements (Resort City Sales Taxes) is targeted, but the City Council should consider there is no allocated funding source budgeted for projects, so larger or more dynamic options may need to be deferred until the next budget process.

While the HCPA has participated constructively in this conversation, they have been seeking more substantive conversations with staff and Council on how to prioritize remaining downtown enhancement funds (approx. \$500k) and remain relevant in future conversations about priorities.

Attachments & Links

The critical exhibits include: Exhibit A which focuses on the History & Background, Exhibit G the Analysis & Exhibit J is the public input.

Exhibit A	Downtown Circulation Discussion Background
Exhibit B	Downtown Tiered Improvement Projects Progress
Exhibit C	Horrocks Traffic Study Hillside/224 Microsimulation
Exhibit D	Park City Police Accident & Traffic Stop Location Data
Exhibit E	Park City Engineering Traffic Data Collection
Exhibit F	Park City Special Events Traffic Mitigation and Data
Exhibit G	Downtown Circulation Recommendations and Alternative Chart
Exhibit H	Proposed Changes to Commercial Vehicle Licensing and Drop Zones
Exhibit I	Voluntary Efforts from Lodging Properties
Exhibit J	Outreach Plan with Flyer for Downtown Circulation Changes with Public Comment
Exhibit K	Old Town Parking Implementation Study 2016 Nelson Nygaard
Exhibit L	Parametrix Down Town Traffic & Circulation Analysis Report 2017

Council Reports & Background

Managing impacts stemming from the growth of the tourism economy on quality of life of residents has been a balance since Park City evolved out of the mining era. Numerous administrations have suggested, tried and implemented multiple improvements that still exist today. Each of these studies focus on infrastructure, streetscape, pedestrian circulation and access aimed at ensuring Main Street could continue to be the “crown jewel” to be enjoyed by residents and visitors alike. Such plans include:

- June 1993 [Lower Park Avenue Design Study](#) - When redevelopment agencies were established in the 80's, a subsequent plan establishing values for the “Lower Park Avenue” neighborhood noted, “In many discussions there appears to be a conflict between economic pressures and the apparent desired future direction for this neighborhood.”
- October 1998 [Down Town Action Plan](#) - A subsequent effort that intended to assure the long term viability of the downtown as the commercial core of Park City attracting both residents and visitors. It encompassed similar themes including parking, transit and pedestrian enhancements and has been a blue print for investing the downtown since its adoption.
- 2002 [OTIS \(Old Town Improvement Study\) Summary Report](#)
- November 20, 2003 [Review of Recommendations of the Task Force on Downtown Enhancements / Summary](#) (pg 2 to 5)
- September 25, 2008 Hillside Open House - Summary of meeting included numerous requests were made from residents to include a sidewalk with the project.
- October 2, 2008 [Hillside Avenue Design Contract Approval Ward Engineering Minutes](#) (pg 136 to 149) / [Minutes](#) (pg 6 to 7)
- December 17, 2008 Hillside Open House Preliminary Design Concepts - Summary of the meeting included: Request from residents were to include an upgrade of road signage so that traffic is not routed to Hillside Ave.
- January 8, 2009 [Preliminary Design Discussion for Hillside Avenue Reconstruction](#) (p 8 to 9) / [Minutes](#) (p 3 to 6) / [Audio](#) Hillside discussion is between 0:43:14 and 1:27:32
- February 26, 2009 [Design Discussion for Hillside Avenue Reconstruction](#) (pg 23 to 30) / [Minutes](#) (pg 4 to 6) / [Audio](#) for Hillside discussion 1:22:08 to 1:52:30.
- 2011 [Carrying Capacity Study](#)
- July 12, 2012 [Historic Park City / Main Street Projects Update - Streetscape & Plaza Plan](#) (pg 58 to 68) / [Minutes](#) (pg 4 to 6)
- December 29, 2014 [Neighborhood Traffic Management Program Committee \(NTMP\) Report – Hillside Avenue Traffic Volume and Signage](#) – this report summarizes concerns about increased vehicle traffic and lack of signage on and near Hillside Avenue.

Exhibit A Background of Old Town Circulation and Access Discussion

- 2016 [Nelson & Nygaard Parking Implementation Suggestions](#)
- December 4, 2017 [Parametrix DRAFT Main Street, Swede Alley and Hillside Traffic Circulation Analysis](#)
- March 29, 2018 [Work Session Hillside Avenue Traffic Discussion](#) (pg 55 to 58) / [Minutes](#) (pg 8). Summary of the this report from the minutes includes:
- May 17, 2018 [Staff Communication Update on Hillside Avenue and Old Town Access and Traffic Circulation Improvements](#) (pg 16 – 17) / [Minutes](#) (pg 4) Do not reflect discussion regarding this staff communication. Summary of this report includes:
- June 7, 2018 [Hillside Avenue Traffic Improvement Project](#) –Overview of Tiered approach to immediate solutions (p.196 - 199/ [Minutes](#) (p.13 to 15). A few excerpts from the report:
- November 29, 2018 [Minutes from Public Comment](#) p. 8. / [Audio](#) 2:31
- March 21, 2019 [Downtown Circulation, Traffic and Hillside Avenue](#) p.18 to 26./ [Minutes](#) (pg 4 & 5) At this time, City Council, observed/asked ([audio](#): 1:35):
- a. For a follow up work session;
 - b. Identify operational and financial impacts on Lodging;
 - c. Follow up on how we communicate with residents and business partners;
 - d. Deep dive on options to reduce trips on Hillside including no left and no commercial traffic;
 - e. Follow up on if Hillside is functioning as it was intended;
 - f. Broad look at circulation not limited to Hillside; and
 - g. Pedestrian safety options.
- Specific issues City Council was asked to address from a resident:
- h. 90% of traffic going to commercial district;
 - i. Underlying zoning specs of road impact or influence on road classification;
 - j. Completion of tiered improvements for Hillside (Exhibit B).
- August 7, 2019 Community Open House Regarding Old Town Access and Circulation / [Current Project: Old Town Access and Circulation Project Information and Draft Recommendations](#) This meeting had about 35 people in attendance. A summary of the meeting can be found in Exhibit J

Research & Articles

How other communities are finding solutions with challenges caused by Google Maps and Waze Technologies:

- Los Altos [got Waze to comply with their request](#) to remove three of their residential streets from the software by erecting “No Thru Traffic” signs.
- In a borough of NJ – Their police force [closed all SIXTY ROADS during AM and PM](#) peak to everyone except residents and people employed IN the borough.
- There are dozens and dozens of articles addressing how Google Maps/Waze is ruining residential neighborhoods. Some cities are doing just as we are considering, with [restricting turning movements](#).

Old Town Improvements Plan Update

August 2019 Update

Hillside Tier 1 – Winter 2018 through Spring 2019 (adopted by Council)

1. [Wayfinding signs](#) – **In Progress, Partially Completed**
 - a. Main/Swede, Heber/SR-224, and SR-224/Hillside Avenue
 - b. Coordinating w/ UDOT on required encroachment requirements
 - c. **PCMC finalizing sign design now – verbiage and size must comply with UDOT standards**
 - d. Blue “parking” sign at bottom of Daly removed March 2019

2. Main & Swede Intersection Improvements - **Completed April 2019**
 - a. Main and Swede Intersection Improvements
 - b. Southbound Stop Sign
 - c. High Visibility ADA Crosswalks
 - d. Bulb Out at Main and Swede
 - e. Parking and wayfinding signage for light pole near Grappa

3. Clearing Brush at Heber and SR-224 for Visibility – **Completed July 2019**

4. Striping Fog Line to Narrow Hillside – **Completed July 2019**

5. Installation of Removable Speed Bump at Hillside and Prospect – **Completed July 2019**
 - a. Completed summer 2018
 - b. Reinstalled again in summer 2019, as a temporary measure pending further consideration of:
 - i. A permanent exaggerated drainage swale (rather than speed bump) is scoped for construction this fall. Included in Horrock’s scope.
 - ii. A permanent crosswalk could be discussed for Marsac and Hillside, but is not currently planned.

6. Updating Traffic Mobile Apps for Navigation – **Partially Completed**
 - a. While somewhat out of PCMC control, WAZE app has been modified (by UDOT State Manager) to deprioritize Hillside. Not absolute solutions as there are instances when the app will override if Hillside is the fastest route. We made no progress with Google Maps.

7. Lodging Meetings to discuss Shuttle routing – **In Progress/Ongoing**
 - a. Lodging Association provided a list of action items they are willing to participate in to help reduce vehicle trips and mitigate congestion
 - b. A robust and productive conversation with Lodging and HPCA about drop and load areas led to the agreement on some pilot locations on Main Street to implement

8. [Residential Area Signs](#) – **Completed May 2019**
 - a. Bottom of Hillside Sign installed May 2019
 - b. Top Hillside Sign installed May 2019

Hillside Tier 2 - Spring through Summer 2019 (not officially adopted by Council)

1. Installation of Permanent Traffic Counters – **Completed**
 - a. Installed on Hillside Avenue prior to peak winter season and Sundance/FIS 2019
2. Police Enforcement – **Completed/Ongoing**
 - a. Speed limit is enforceable due to installation of speed limit signs
 - b. Enforcement of double parking has been increased
 - c. PD completed outreach and training with larger upper DV lodging properties.
3. Temporary Trolley Turnaround at Bottom of Hillside - **In Progress**
 - a. Scheduled to be installed in Fall 2019
 - i. Conceptual design and cost estimates prepared mid-August
 - ii. This design will be coupled with strong wayfinding signage to direct visitors back down to Main Street instead of up through Hillside and Daly Avenues

Summer 2019 – Transportation Mitigation & Circulation Summer 19 Projects

1. Traffic Micro-Simulation Study – **Completed June 2019**
 - a. Counts were conducted in May at the following locations to give us a more comprehensive and holistic look at potential impacts to Old Town as a whole:
 - iii. Heber Ave
 - iv. Upper Hillside
 - v. Roundabout on Marsac
 - vi. Lower Main
 - b. Study recommended on three tactics to help with traffic mitigation as it pertains to Hillside Ave, please see Appendix C for details.
2. 5th Street Curb Cuts - **In Progress**
 - a. Conceptual design and cost estimate underway
 - b. To be constructed Fall 2019
3. 4th Street Sidewalks and Directional Change - **In Progress Completed mid-August 2019**
 - a. Temporary treatment with planters and paint, completed August 2019
 - b. Permanent One Way signage installed
4. Curbside Drop and Load on Main Street - **In Progress**
 - a. In partnership with Lodging and HPCA, two curbside drop and load locations will be tested, beginning Fall 2019:
 - i. A sticker will denote vehicles able to use the curbside locations from 5-11pm (or other time deemed appropriate) and the driver must stay in vehicle
 - ii. The locations *could* be signed 15 min parking during the day/off peak times
 - iii. Lodging indicated that the east side of Main be utilized, and pilot locations include:
 1. Brew Pub, Chimayos/JavaCow, and the Post Office
5. Conceptual Design and Cost Estimate for Pedestrian Walkway on Hillside - **In Progress**
 - a. Staff is exploring the addition of a covered walkway along Hillside Avenue that utilizes the space between the two retaining walls on the northwest side of the roadway.
 - b. This infrastructure would remove any potential vehicular/pedestrian conflicts.
 - c. Cost estimates will drive this project; it could be constructed as early as spring 2020.
 - d. Crash/violation data doesn't indicate an immediate safety issue (conflict between pedestrians and vehicles). The pedestrian component of the current Hillside Avenue, which was steps down to the park below, was deferred from the project due to a cost of \$750,000. However, staff finds a pedestrian walkway between the retaining walls on the south/west side of the street may help alleviate strain on the roadway and provide ped refuge.
6. Cost Estimate for Widening of Hillside Avenue- **In Progress**
 - a. To better understand the impacts of widening Hillside Avenue, a high-level conceptual design will be conducted to determine the costs of widening to 30 feet.
7. Codifying Commercial Vehicles - **In Progress**

- a. Business Licensing is working on a tiered approach to identifying and addressing commercial vehicles. This could allow different levels of regulation and requirements based on vehicle type.
8. Artistic and Safe Crosswalk Design- **In Progress**
 - a. Staff will have artistic pedestrian crossing design with approved materials recommended by an engineer, with the intent to implement in various locations in Old Town in 2020.

To: Park City Department of Transportation

From: Rob Sunderlage, PE

Date: June 20th, 2019

Memorandum

Subject: Traffic Impact Study: Hillside Ave and Highway 224

Introduction

The purpose of this memorandum is to present the findings of the Traffic Impact Study (TIS) regarding the redirection of traffic at the intersection of Hillside Ave and Highway 224 in Park City, UT. This study specifically discusses the study area, and the different scenarios conducted in the peak hours of the winter and summer time.

Study Area:

The study area includes the following intersections:

- Hillside Avenue and Highway 224
- Deer Valley Drive and Highway 224
- Heber Avenue and Highway 224

Analysis of Existing Conditions

Seasonal Growth

To imitate winter and summer conditions, Horrocks counted vehicles at the study intersections during the PM peak hours in May 2019 and used past data to find the seasonal growth in January (winter) and August (summer). Seasonal growth factors can be found on **Table 1**.

Table 1: Seasonal Growth

Time	Winter	Summer
Weekday	55%	29%
Weekend	56%	13%

Level of Service

In order to quantify the winter and summer traffic conditions exhibited in the study area, the roadway geometries, traffic data, and signal timings were entered in the Synchro 10 software package. Using the 2010 Highway Capacity Manual (HCM) method of calculating intersection delay, a Level of Service (LOS) grade was assigned to the intersection for PM peak hours in the weekday and weekend.

Level of Service (LOS) is a term used by the HCM to describe the traffic operations of an intersection, based on congestion and delay. LOS ranges from A (almost no congestion or delay) to F (traffic demand exceeds capacity and intersection experiences long queues and delay). LOS E is the threshold when the intersection exceeds an acceptable standard and intersection improvements are required. The delay criteria used to assign a letter grade to an intersection for signalized and unsignalized intersections is shown below in **Table 2**.

Table 2: LOS Delay Criteria

Level of Service	Average Control Delay (sec/veh)	
	Signalized	Unsignalized
A	≤ 10	≤ 10
B	> 10 - 20	> 10 - 15
C	> 20 - 35	> 15 - 25
D	> 35 - 55	> 25 - 35
E	> 55 - 80	> 35 - 50
F	> 80	> 50

Shuttle Schedule

Shuttle data was obtained from resorts surrounding the study area. Due to increased tourism in the winter and summer, more shuttles tend to drive through Park City to get to and from the airport and other hotels/resorts. Horrocks obtained Deer Valley shuttle schedule to imitate shuttle traffic during winter and summer. The data showed an increase of 57% over the existing shuttle schedule. This growth was implemented in all scenarios presented in this TIS.

Scenario 1

This scenario was created by applying the corresponding seasonal growth factor to the counts obtained in May 2019. This was done to create the most accurate traffic conditions seen during the winter and summer. The following sections discuss the impact in travel time, LOS and queuing in all study intersections.

Level of Service and Delays

Table 3 shows the modeled winter existing conditions at the study intersections including their average control delay per vehicle and corresponding LOS. All intersections perform at acceptable LOS C or higher. No mitigations are recommended at this time.

Table 3: Winter Existing PM Peak Hour Intersection Operations

Intersection	Weekday		Weekend	
	Average Control Delay (sec/veh)	Level of Service	Average Control Delay (sec/veh)	Level of Service
Existing Conditions (Winter)				
Hillside Ave & Hwy 224	9.2	A	6.8	A
Deer Valley Dr & Hwy 224	3.3	A	3.4	A
Heber Ave and Hwy 224	24.3	C	16.2	C

Table 4 shows the modeled summer existing conditions at the study intersections including their average control delay per vehicle and corresponding LOS. All intersections perform at acceptable LOS C or higher. No mitigations are recommended at this time.

Table 4: Summer Existing PM Peak Hour Intersection Operations

Intersection	Weekday		Weekend	
	Average Control Delay (sec/veh)	Level of Service	Average Control Delay (sec/veh)	Level of Service
Existing Conditions (Summer)				
Hillside Ave & Hwy 224	7.1	A	6.2	A
Deer Valley Dr & Hwy 224	2.9	A	2.9	A
Heber Ave and Hwy 224	15.7	C	12.3	B

Queuing

The queue length during PM peak hours in a weekday and weekend can be seen in **Tables 5-6** for winter conditions and **Tables 7-8** for summer.

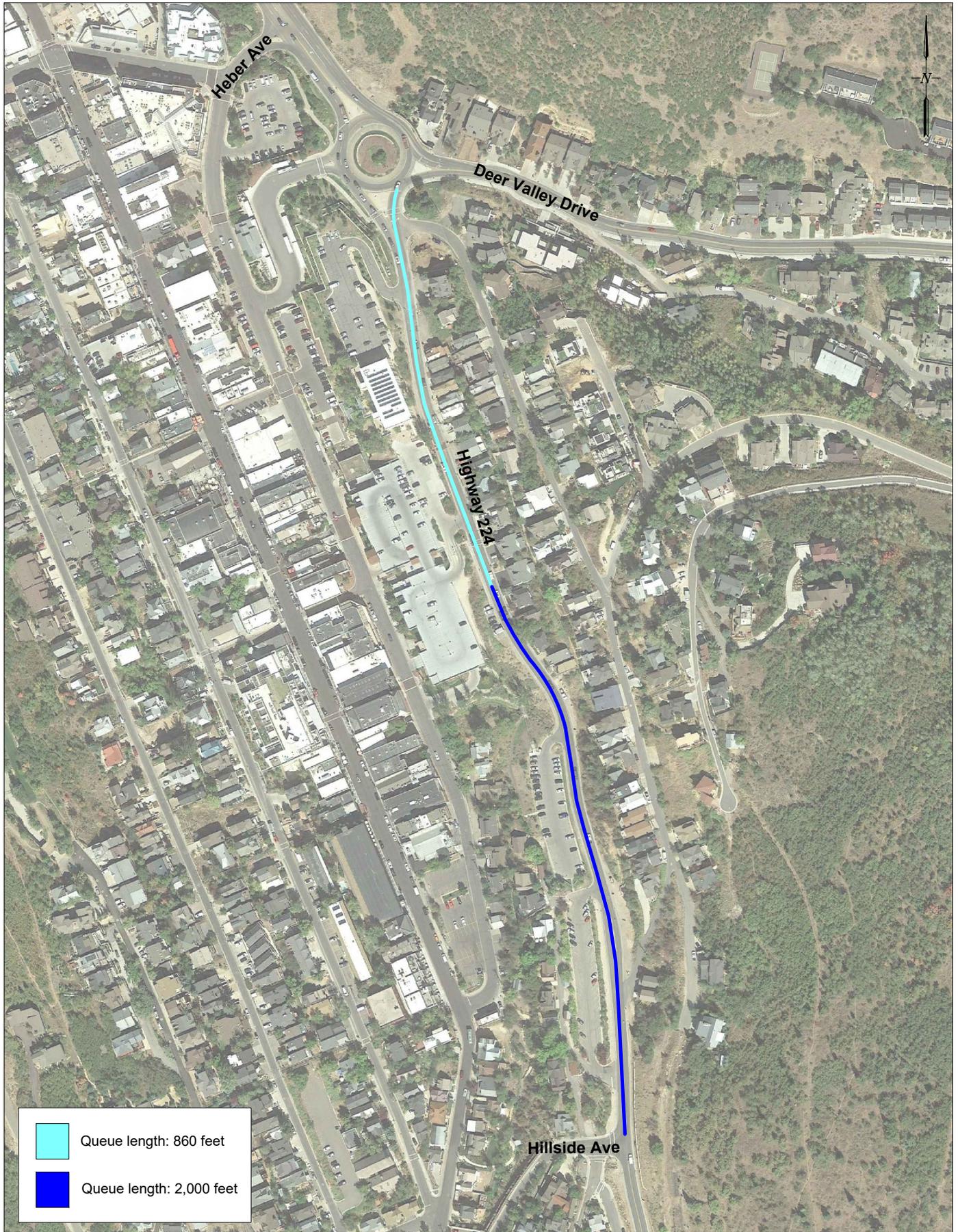
During the winter, the highest queue length is seen in the northbound-left approach with 861 ft. and 211 ft. in a weekday and weekend, respectively, at Deer Valley Drive with Highway 224. Queue lengths can also be seen in **Figure 1**. If the queue length at Deer Valley Drive reaches 860 feet, a vehicle driving from Hillside Avenue to Heber Avenue would take approximately 4.81 minutes. However, at a queue length of 2,000 feet from Deer Valley Drive, a vehicle would take 8.87 minutes to reach Heber Avenue under the same circumstances.

Table 5: Winter Weekday Existing Queue Length

Intersection	Max Queue (ft)	95th Queue (ft)	Direction
Hwy 224 & Deer Valley Dr	805	861	NBLR
Heber Ave & Hwy 224	91	71	NBL
Hillside Ave & Hwy 224	155	150	NBLT

Table 6: Winter Weekend Existing Queue Length

Intersection	Max Queue (ft)	95 th Queue (ft)	Direction
Hwy 224 & Deer Valley Dr	243	211	NBLR
Heber Ave & Hwy 224	53	50	NBL
Hillside Ave & Hwy 224	112	105	NBLT



During the summer, the highest queue length is in the northbound approach with 332 ft. and 93 ft. in a weekday and weekend, respectively, at Deer Valley Drive with Highway 224.

Table 7: Summer Weekday Existing Queue Length

Intersection	Max Queue (ft)	95 th Queue (ft)	Direction
Hwy 224 & Deer Valley Dr	368	332	NBLR
Heber Ave & Hwy 224	67	54	NBL
Hillside Ave & Hwy 224	141	120	NBLT

Table 8: Summer Weekend Existing Queue Length

Intersection	Max Queue (ft)	95 th Queue (ft)	Direction
Hwy 224 & Deer Valley Dr	117	93	NBLR
Heber Ave & Hwy 224	42	40	NBL
Hillside Ave & Hwy 224	95	83	NBLT

Scenario 2

This scenario was created by using scenario 1 and moving all northbound left traffic turning onto Hillside Avenue with Highway 224 to Heber Avenue with Highway 224. The following sections discuss the impact in LOS and queuing in all study intersections.

Level of Service and Delays

Table 9 shows the modeled winter existing conditions at the study intersections including their average control delay per vehicle and corresponding LOS. All intersections perform at acceptable LOS C or higher. No mitigations are recommended at this time.

Table 9: Winter No Left PM Peak Hour Intersection Operations

Intersection	Weekday		Weekend	
	Average Control Delay (sec/veh)	Level of Service	Average Control Delay (sec/veh)	Level of Service
No Lefts Conditions (Winter)				
Hillside Ave & Hwy 224	7.4	A	6.4	A
Deer Valley Dr & Hwy 224	3.3	A	3.4	A
Heber Ave and Hwy 224	24.3	C	16.2	C

Table 10 shows the modeled summer existing conditions at the study intersections including their average control delay per vehicle and corresponding LOS. All intersections perform at acceptable LOS C or higher. No mitigations are recommended at this time.

Table 10: Summer No Left PM Peak Hour Intersection Operations

Intersection	Weekday		Weekend	
	Average Control Delay (sec/veh)	Level of Service	Average Control Delay (sec/veh)	Level of Service
No Left Conditions (Summer)				
Hillside Ave & Hwy 224	6.8	A	5.8	A
Deer Valley Dr & Hwy 224	2.9	A	2.9	A
Heber Ave and Hwy 224	15.7	C	12.3	B

Queuing

The queue length during PM peak hours in a weekday and weekend for this scenario can be seen in **Tables 11-12** for winter conditions and **Tables 13-14** for summer.

During the winter the highest increase in queue length is 18 ft. in the northbound-left approach at the roundabout of Highway 224 and Deer Valley Drive. During the weekend, the highest increase in queue length is 73 ft. in the northbound-left approach also at Deer Valley with Highway 224.

Table 11: Winter Weekday Existing No Lefts Queue Length

Intersection	Max Queue (ft)	Increase Over Existing Max Queue (ft)	95 th Queue (ft)	Increase Over Existing 95 th Queue (ft)	Direction
Hwy 224 & Deer Valley Dr	906	101	879	18	NBLR
Heber Ave & Hwy 224	107	16	92	21	NBL
Hillside Ave & Hwy 224	140	-15	122	-28	NBT

Table 12: Winter Weekend Existing No Lefts Queue Length

Intersection	Max Queue (ft)	Increase Over Existing Max Queue (ft)	95 th Queue (ft)	Increase Over Existing 95 th Queue (ft)	Direction
Hwy 224 & Deer Valley Dr	334	91	284	73	NBLR
Heber Ave & Hwy 224	77	24	65	15	NBL
Hillside Ave & Hwy 224	132	20	96	-9	NBT

During the summer the highest increase in queue length during the 95th queuing is 69 ft. in the northbound approach at the roundabout of Highway 224 and Deer Valley Drive. During the weekend, the highest increase in queue length is 13 ft. for both Highway 224 with Deer Valley Drive and Heber Avenue with Highway 224.

Table 13: Summer Weekday Existing No Lefts Queue Length

Intersection	Max Queue (ft)	Increase Over Existing Max Queue (ft)	95 th Queue (ft)	Increase Over Existing 95 th Queue (ft)	Direction
Hwy 224 & Deer Valley Dr	471	103	401	69	NBLR
Heber Ave & Hwy 224	67	3	58	4	NBL
Hillside Ave & Hwy 224	135	-6	107	-13	NBT

Table 14: Summer Weekend Existing No Lefts Queue Length

Intersection	Max Queue (ft)	Increase Over Existing Max Queue (ft)	95 th Queue (ft)	Increase Over Existing 95 th Queue (ft)	Direction
Hwy 224 & Deer Valley Dr	138	21	106	13	NBLR
Heber Ave & Hwy 224	62	20	53	13	NBL
Hillside Ave & Hwy 224	94	-1	78	-5	NBT

Scenario 3

This scenario was created by using the same conditions of scenario 2 in addition of removing the northbound stop sign at Highway 224 with Hillside Ave. The following sections discuss the impact in LOS and queuing in all study intersections.

Level of Service and Delays

Table 15 shows the modeled winter existing conditions at the study intersections including their average control delay per vehicle and corresponding LOS. All intersections perform at acceptable LOS C or higher. No mitigations are recommended at this time.

Table 15: Winter No Left and No Stop PM Peak Hour Intersection Operations

Intersection	Weekday		Weekend	
	Average Control Delay (sec/veh)	Level of Service	Average Control Delay (sec/veh)	Level of Service
No Left and No Stop Conditions (Winter)				
Hillside Ave & Hwy 224	10.1	B	9.1	A
Deer Valley Dr & Hwy 224	3.4	A	3.4	A
Heber Ave and Hwy 224	24.3	C	16.2	C

Table 16 shows the modeled winter existing conditions at the study intersections including their average control delay per vehicle and corresponding LOS. All intersections perform at acceptable LOS C or higher. No mitigations are recommended at this time.

Table 16: Summer No Left and No Stop PM Peak Hour Intersection Operations

Intersection	Weekday		Weekend	
	Average Control Delay (sec/veh)	Level of Service	Average Control Delay (sec/veh)	Level of Service
No Left and No Stop Conditions (Summer)				
Hillside Ave & Hwy 224	9.3	A	7.6	A
Deer Valley Dr & Hwy 224	2.9	A	2.9	A
Heber Ave and Hwy 224	15.7	C	12.3	B

Queueing

The queue length during PM peak hours in a weekday and weekend for this scenario can be seen in **Tables 17-18** for winter conditions and **Tables 19-20** for summer.

During the winter the highest increase in queue length is 50 ft. in the northbound-left approach at the roundabout of Highway 224 and Deer Valley Drive. During the weekend, the same intersection faces the highest increase in queue length of 42 ft.

Table 17: Winter Weekday Existing No Lefts & No Stop Queue Length

Intersection	Max Queue (ft)	Increase Over Existing Max Queue (ft)	95 th Queue (ft)	Increase Over Existing 95 th Queue (ft)	Direction
Hwy 224 & Deer Valley Dr	943	138	911	50	NBLR
Heber Ave & Hwy 224	111	20	97	26	NBL
Hillside Ave & Hwy 224	79	NA	62	NA	EBL

Table 18: Winter Weekend Existing No Lefts & No Stop Queue Length

Intersection	Max Queue (ft)	Increase Over Existing Max Queue (ft)	95 th Queue (ft)	Increase Over Existing 95 th Queue (ft)	Direction
Hwy 224 & Deer Valley Dr	302	59	253	42	NBLR
Heber Ave & Hwy 224	80	27	66	16	NBL
Hillside Ave & Hwy 224	74	NA	60	NA	EBL

During the summer, the highest increase in queue length is 6 ft. in the northbound approach at the roundabout of Highway 224 and Deer Valley Drive. During the weekend, the highest increase in queue length is 21 ft. also occurring at the roundabout.

Table 19: Summer Weekday Existing No Lefts & No Stop Queue Length

Intersection	Max Queue (ft)	Increase Over Existing Max Queue (ft)	95 th Queue (ft)	Increase Over Existing 95 th Queue (ft)	Direction
Hwy 224 & Deer Valley Dr	446	78	338	6	NBLR
Heber Ave & Hwy 224	73	6	61	7	NBL
Hillside Ave & Hwy 224	83	NA	62	NA	EBL

Table 20: Summer Weekend Existing No Lefts & No Stop Queue Length

Intersection	Max Queue (ft)	Increase Over Existing Max Queue (ft)	95 th Queue (ft)	Increase Over Existing 95 th Queue (ft)	Direction
Hwy 224 & Deer Valley Dr	150	33	114	21	NBLR
Heber Ave & Hwy 224	60	18	51	11	NBL
Hillside Ave & Hwy 224	62	NA	53	NA	EBL

Summary

- **Scenario 1**
 - **Winter:** All study intersections perform at acceptable LOS C or higher. The highest queue length is in the northbound approach with 861 ft. and 211 ft. in a weekday and weekend, respectively, at Deer Valley Drive with Highway 224.
 - **Summer:** All study intersections perform at acceptable LOS C or higher. The highest queue length is in the northbound approach with 332 ft. and 93 ft. in a weekday and weekend, respectively, at Deer Valley Drive with Highway 224.
- **Scenario 2:**
 - **Winter:** All study intersections perform at acceptable LOS C or higher. Highest increase of queue length was 18 ft. in a weekday and 73 ft. in the weekend.
 - **Summer:** All study intersections perform at acceptable LOS C or higher. Highest increase in queue length was 16 ft. in a weekday and 13 ft. in the weekend.
- **Scenario 3:**
 - **Winter:** All study intersections perform at acceptable LOS C or higher. Highest increase of queue length was 50 ft. in a weekday and 42 ft. in the weekend.
 - **Summer:** All study intersections perform at acceptable LOS C or higher. Highest increase of queue length was 6 ft. in a weekday and 21 ft. in the weekend.



Appendix

DRAFT



Winter Scenarios

DRAFT

Summer Scenarios

DRAFT

Exhibit D – Public Safety Crash and Traffic Stop Data

Traffic Stops from 2007-2019:

Hillside - 81
Main St. - 188
Swede Aly - 151
Park Ave – 2349 (The entirety of Park Ave)
Deer Valley Dr – 763
Marsac – 176

Crash data from 2007-2019 has been pulled by Park City Police Department. Only one incident was reported in last 12 years as an Injury Crash (bodily injury to someone involved) and it was on Deer Valley Drive; likely due to the higher speeds seen on that corridor. The other crashes are split about 50/50 between non-reportable (damage less than \$1,500) and reportable (damages over \$1,500) crashes.

Hillside Ave - 7
Hillside & Marsac - 2
Hillside & Main (which was also Main St from Daly to King Rd) - 9
Swede Aly - 14
Swede & Main - 2
Swede & Heber - 3
Main St - 6
Heber & Deer Valley - 7

Engineering Data Collection at Hillside Avenue

Table 1: Past Traffic Counts from NTMP

<u>Time Period</u>	<u>ADT</u>
10/28/2008 – 10/31/2008	879
09/19/2014 – 10/29/2014	1,156
12/05/2014 – 12/09/2014	1,347
12/30/2014 – 01/08/2015	1,822
01/13/2017 – 01/20/2017	2,300*
07/03/2017 – 07/06/2017	2,988**
11/22/2017-11/27/2017	1,322***

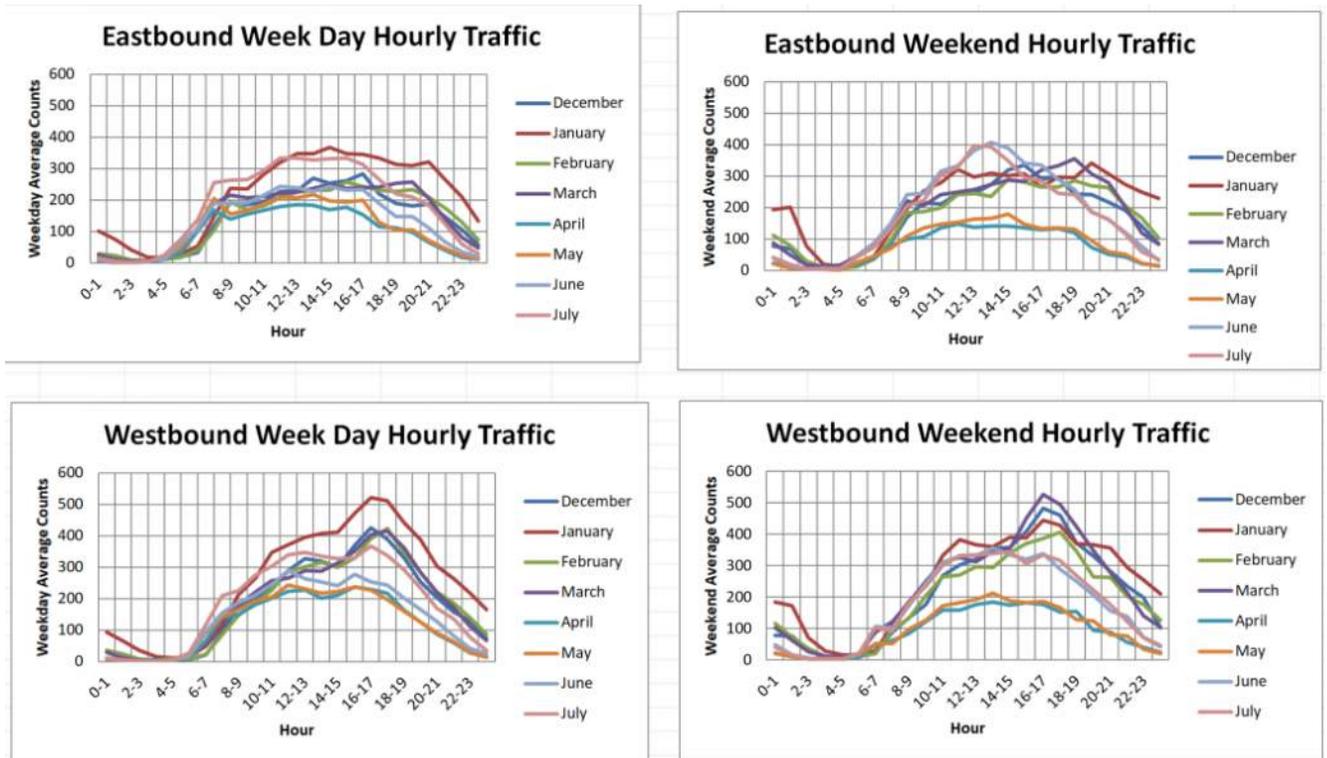
* Martin Luther King Weekend Holiday ** July 4th Weekend Holiday *** Thanksgiving weekend

Table 2: Continuous Traffic Counts (11/27/2018 through 8/1/2019)

Traffic Analysis Report			
Dates	11/27/2018 through 8/1/2019		
	Westbound	Eastbound	Merged
ADT (Vehicles Per Day)	929	763	1692
85th Percentile Speed (MPH)	22	23	23
Peak Week ADT (Vehicles Per Day)	1707	1676	3384
December ADT (Vehicles Per Day)	1039	816	1858
January ADT (Vehicles Per Day)	1372	1180	2554
February ADT (Vehicles Per Day)	1120	914	2035
March ADT (Vehicles Per Day)	1077	884	1961
April ADT (Vehicles Per Day)	615	508	1123
May ADT (Vehicles Per Day)	620	559	1178
June ADT (Vehicles Per Day)	849	822	1671
July ADT (Vehicles Per Day)	1001	983	1984
Peak Week	1/28/2019		
Peak Hours	5PM-6PM		
Peak Days	Friday, Saturday, Sunday		

Exhibit E

Figure 1: Hourly Traffic Graphs



Turning Movement Study

Table 3: Passenger Turning Movements

Passenger Turning Movements 3/25/19-4/1/19											
		Origin									
		Daly Avenue		Hillside Avenue		Main Street		Park Avenue		King Road	
		Total Count	Percentage	Total Count	Percentage	Total Count	Percentage	Total Count	Percentage	Total Count	Percentage
Destination	Daly Avenue	2	0.08%	1291	18.54%	800	12.20%	6	4.92%	97	3.92%
	Hillside Avenue	1270	52.89%	29	0.42%	3067	46.76%	55	45.08%	1099	44.40%
	Main Street	832	34.65%	3954	56.79%	708	10.79%	23	18.85%	901	36.40%
	Park Avenue	239	9.95%	610	8.76%	940	14.33%	4	3.28%	375	15.15%
	King Road	58	2.42%	1078	15.48%	1044	15.92%	34	27.87%	3	0.12%
Total		2401	100.00%	6962	100.00%	6559	100.00%	122	100.00%	2475	100.00%

Table 4: Heavy Vehicle Turning Movements

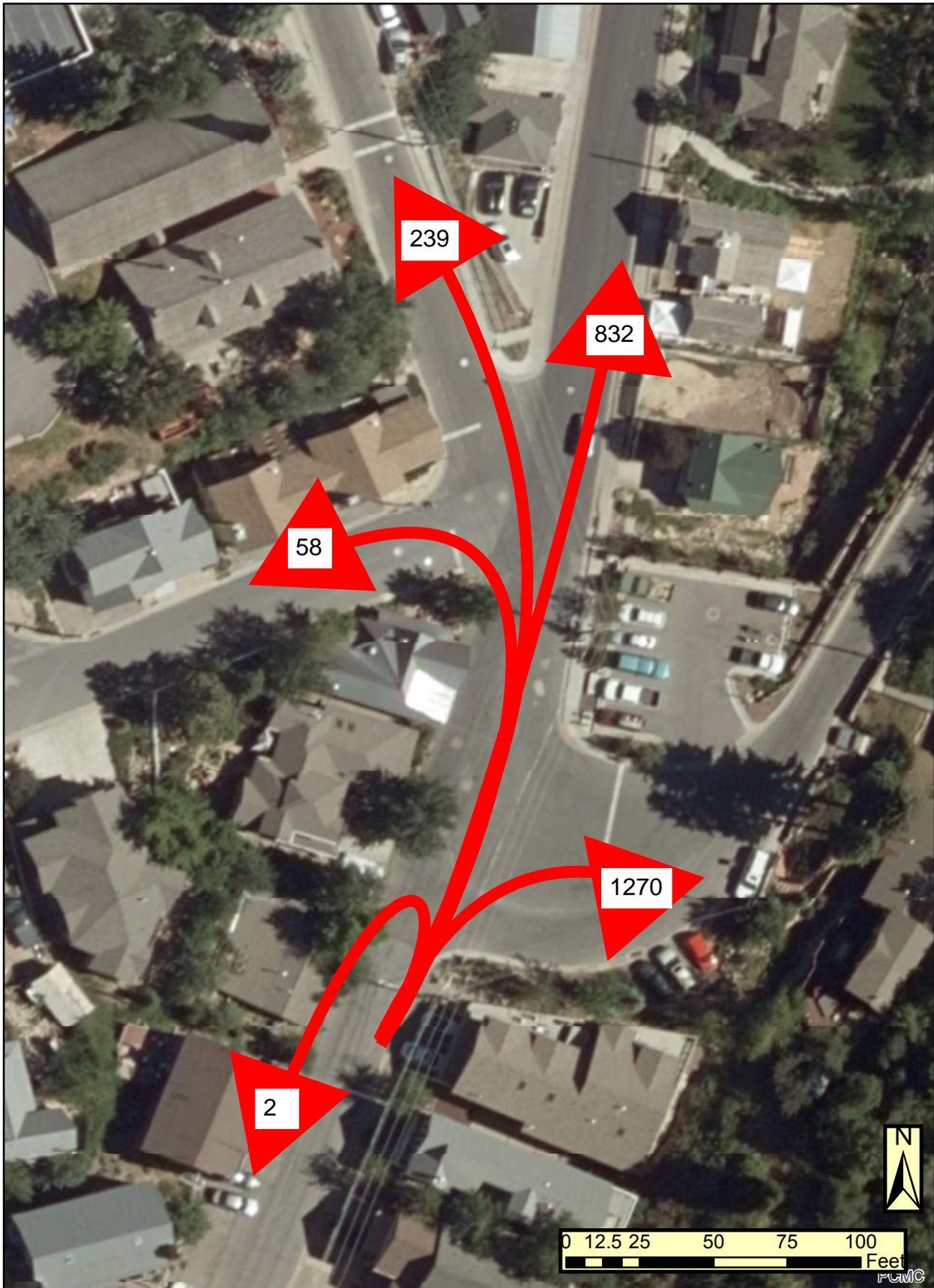
Heavy Vehicle Turning Movements 3/25/19-4/1/19											
		Origin									
		Daly Avenue		Hillside Avenue		Main Street		Park Avenue		King Road	
		Total Count	Percentage	Total Count	Percentage	Total Count	Percentage	Total Count	Percentage	Total Count	Percentage
Destination	Daly Avenue	0	0.00%	3	4.76%	8	2.37%	0	#DIV/0!	1	3.23%
	Hillside Avenue	3	9.68%	1	1.59%	59	17.51%	0	#DIV/0!	9	29.03%
	Main Street	23	74.19%	46	73.02%	235	69.73%	0	#DIV/0!	19	61.29%
	Park Avenue	4	12.90%	9	14.29%	11	3.26%	0	#DIV/0!	2	6.45%
	King Road	1	3.23%	4	6.35%	24	7.12%	0	#DIV/0!	0	0.00%
Total		31	100.00%	63	100.00%	337	100.00%	0	#DIV/0!	31	100.00%

Passenger Vehicle Turning Movements

Total Counts of Passenger Vehicles from 3/25/19-4/1/19

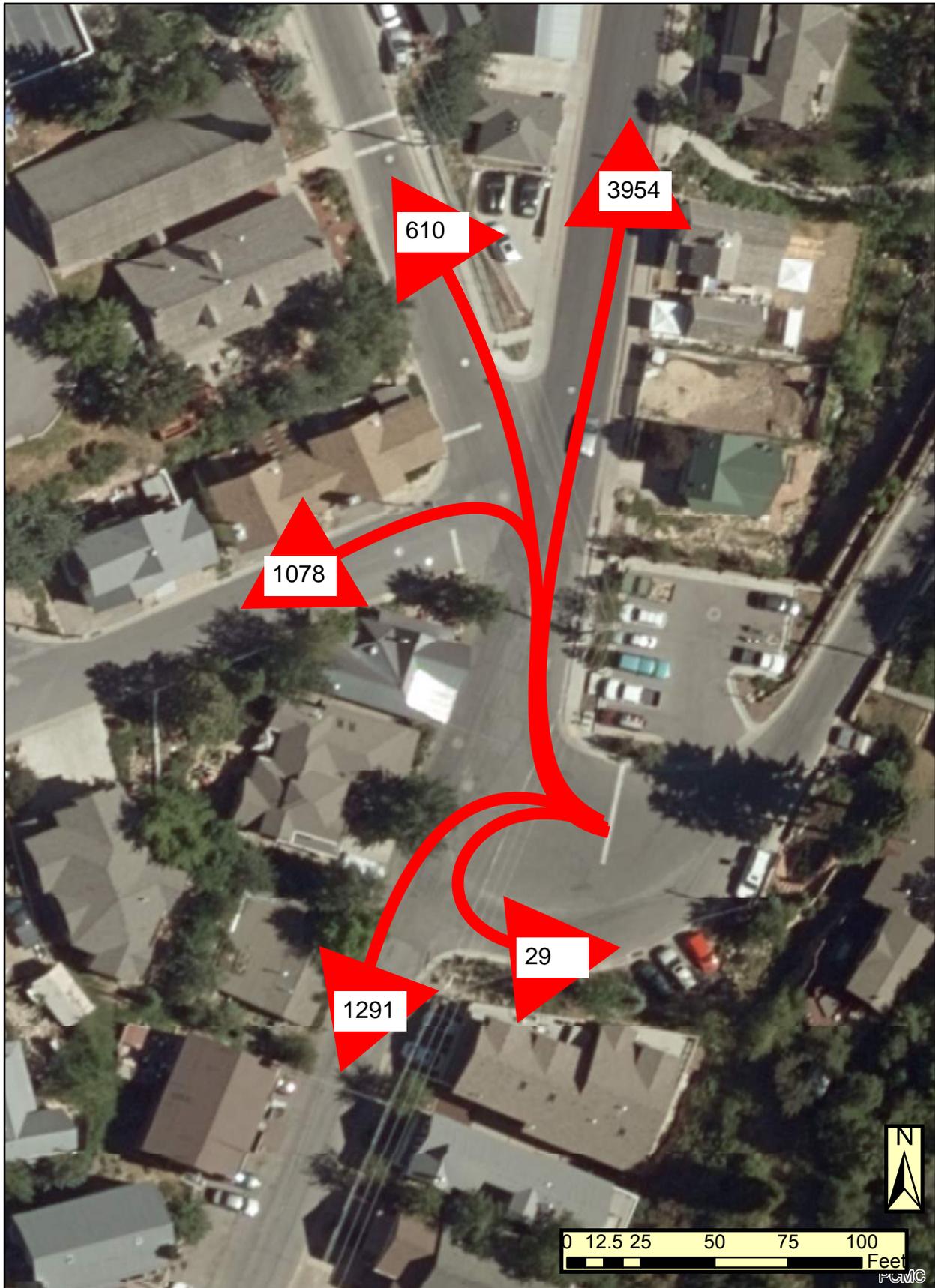
Hillside Avenue and Main Street Intersection

Passenger Vehicle Turning Movements Daly Avenue



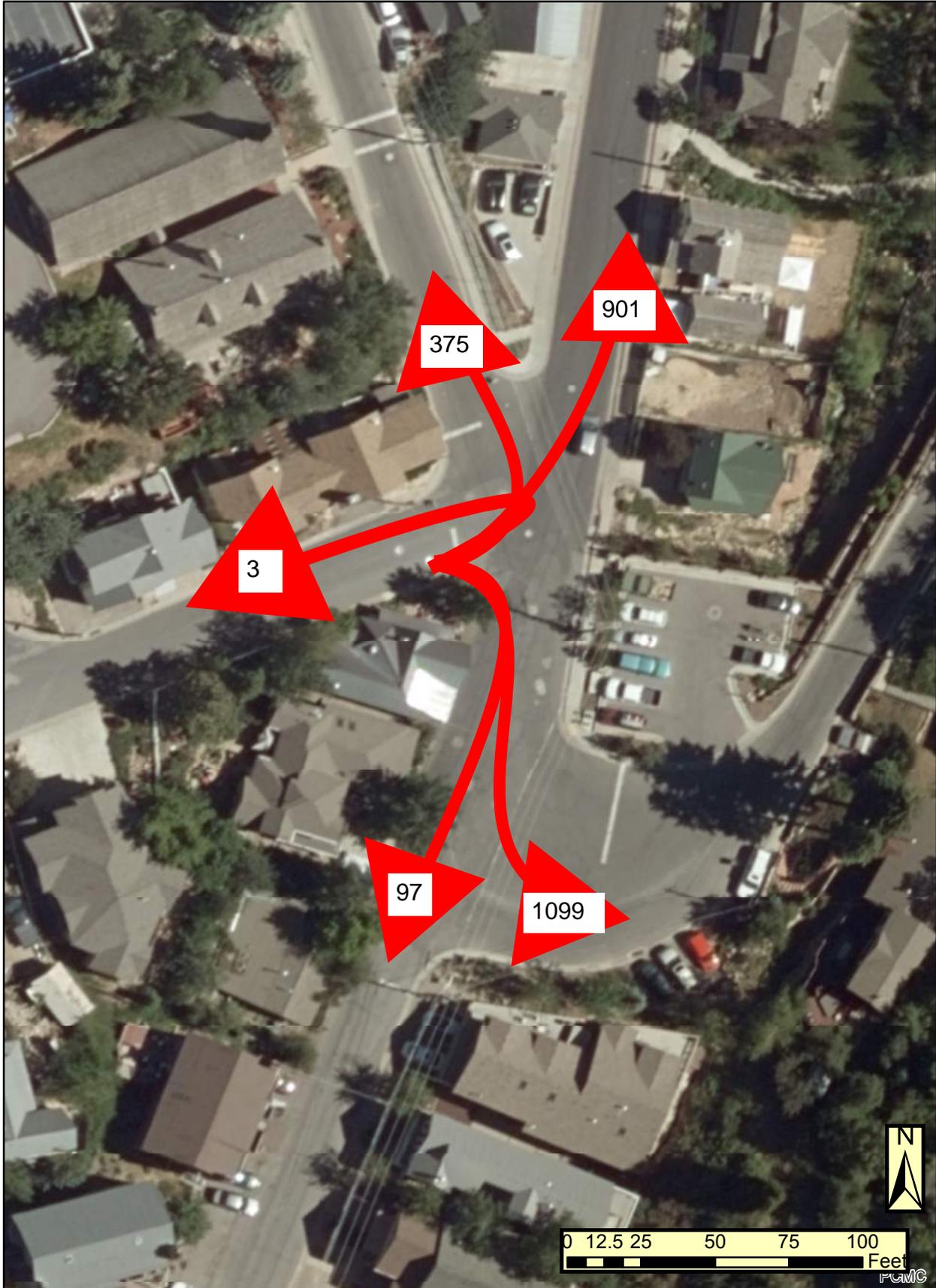
*Total Counts of Passenger Vehicles from 3/25/19-4/1/19

Passenger Vehicle Turning Movements Hillside Avenue



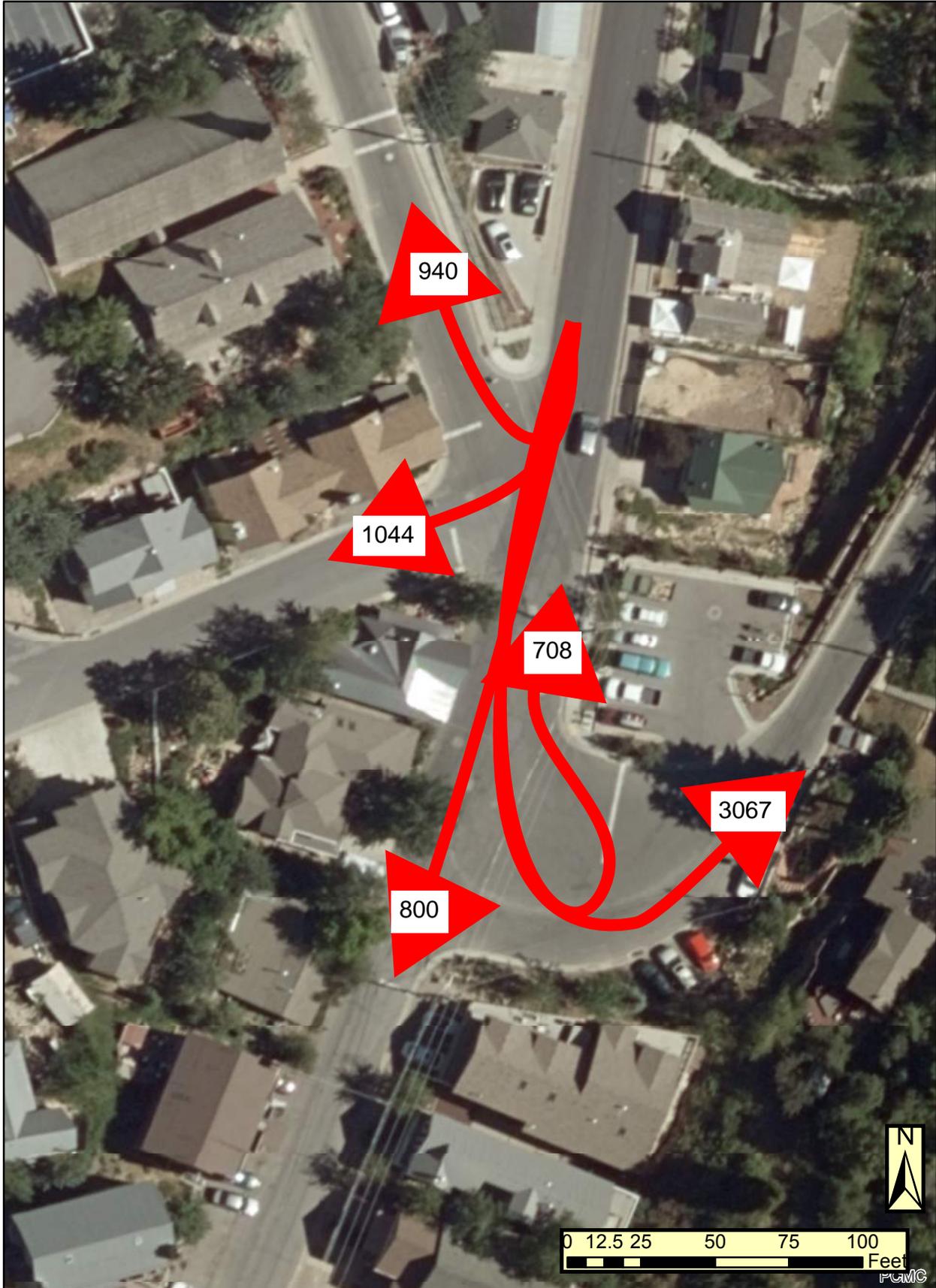
*Total Counts of Passenger Vehicles from 3/25/19-4/1/19

Passenger Vehicle Turning Movements King Road



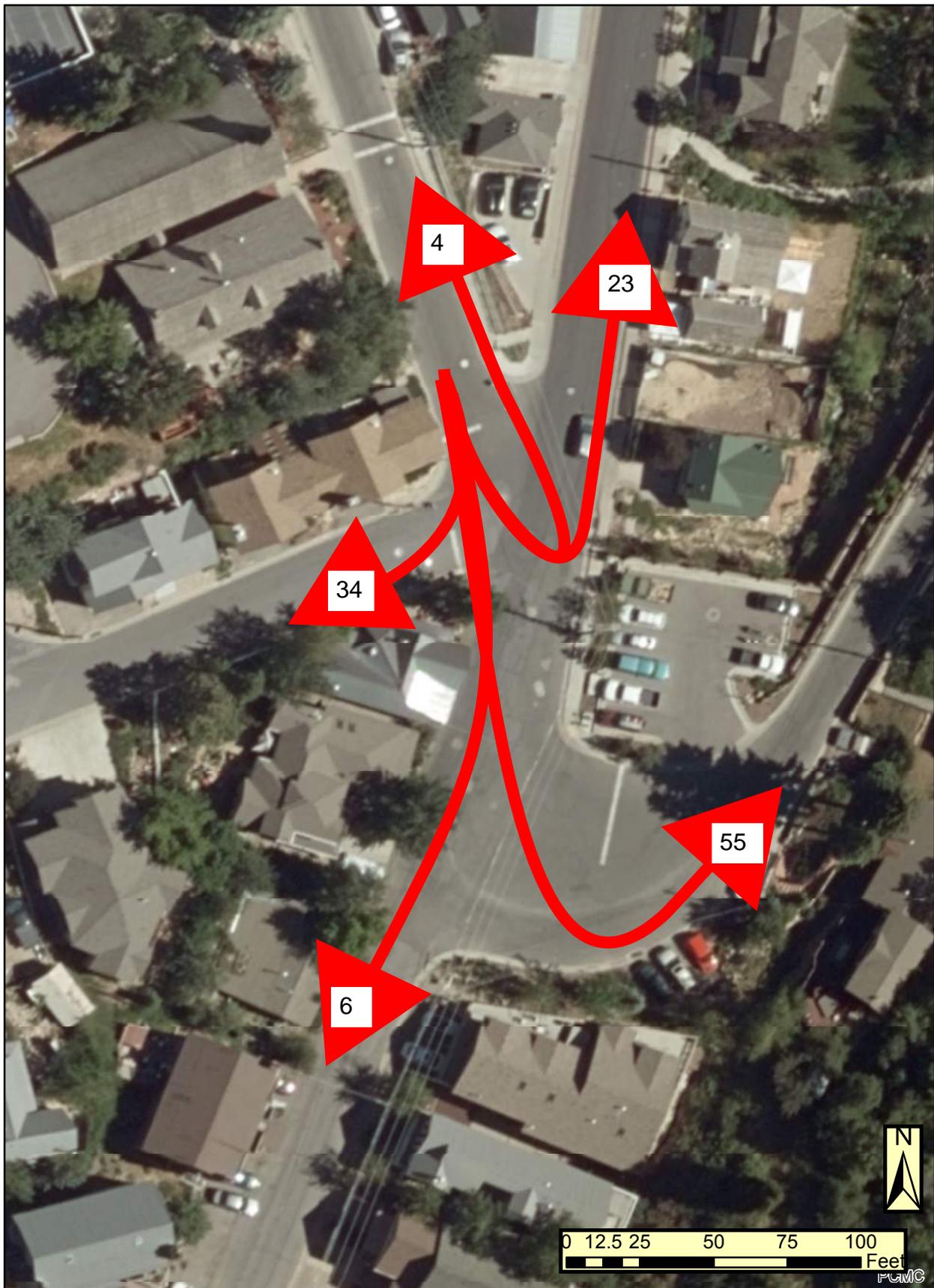
*Total Counts of Passenger Vehicles from 3/25/19-4/1/19

Passenger Vehicle Turning Movements Main Street



*Total Counts of Passenger Vehicles from 3/25/19-4/1/19

Passenger Vehicle Turning Movements Park Avenue



*Total Counts of Passenger Vehicles from 3/25/19-4/1/19

**Note, Park Avenue winter restriction is one way northbound

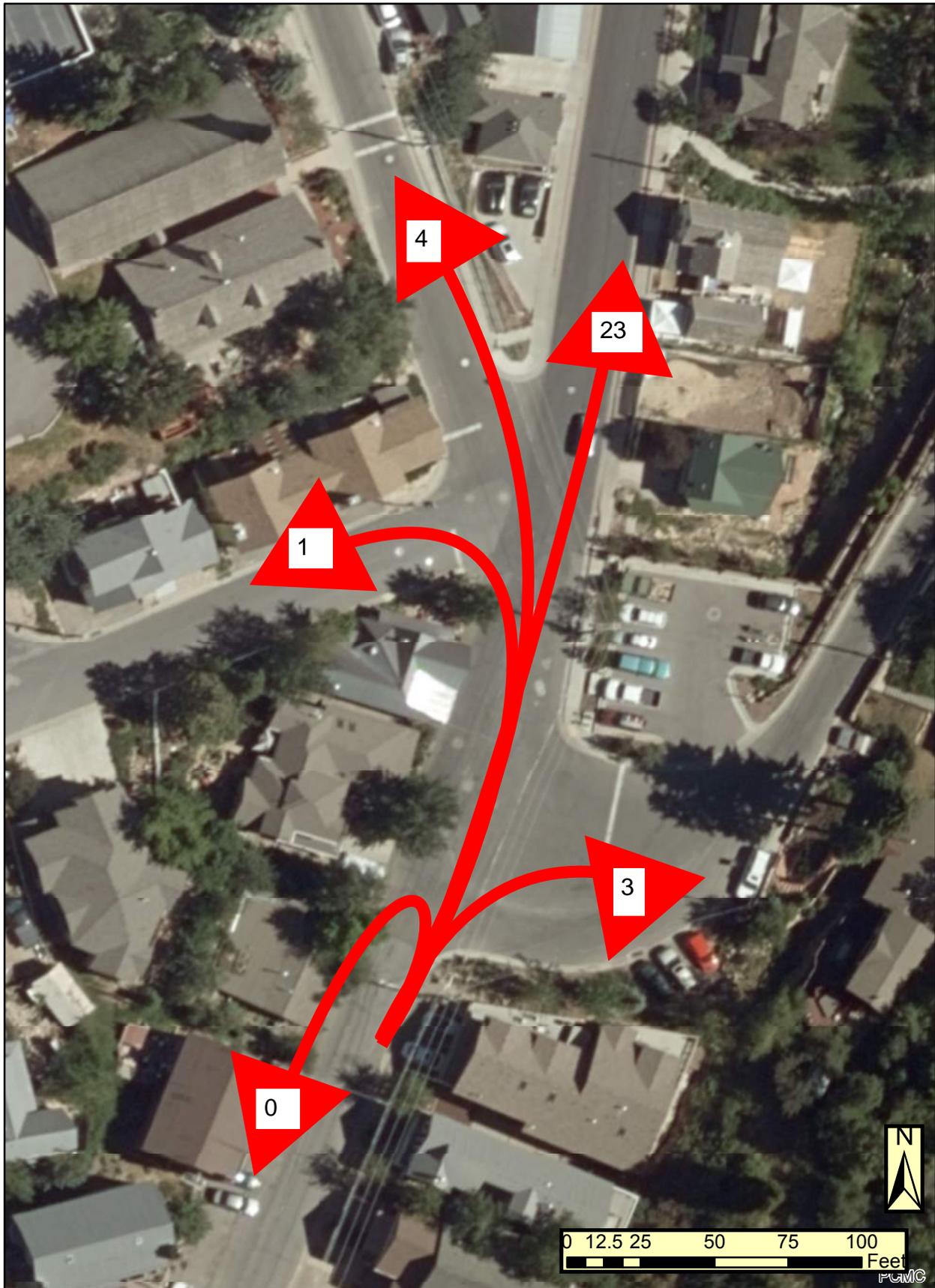
Heavy Vehicle Turning Movements

Total Counts of Heavy Vehicles from 3/25/19-4/1/19

Passenger Vans classified as a Heavy Vehicle

Hillside Avenue and Main Street Intersection

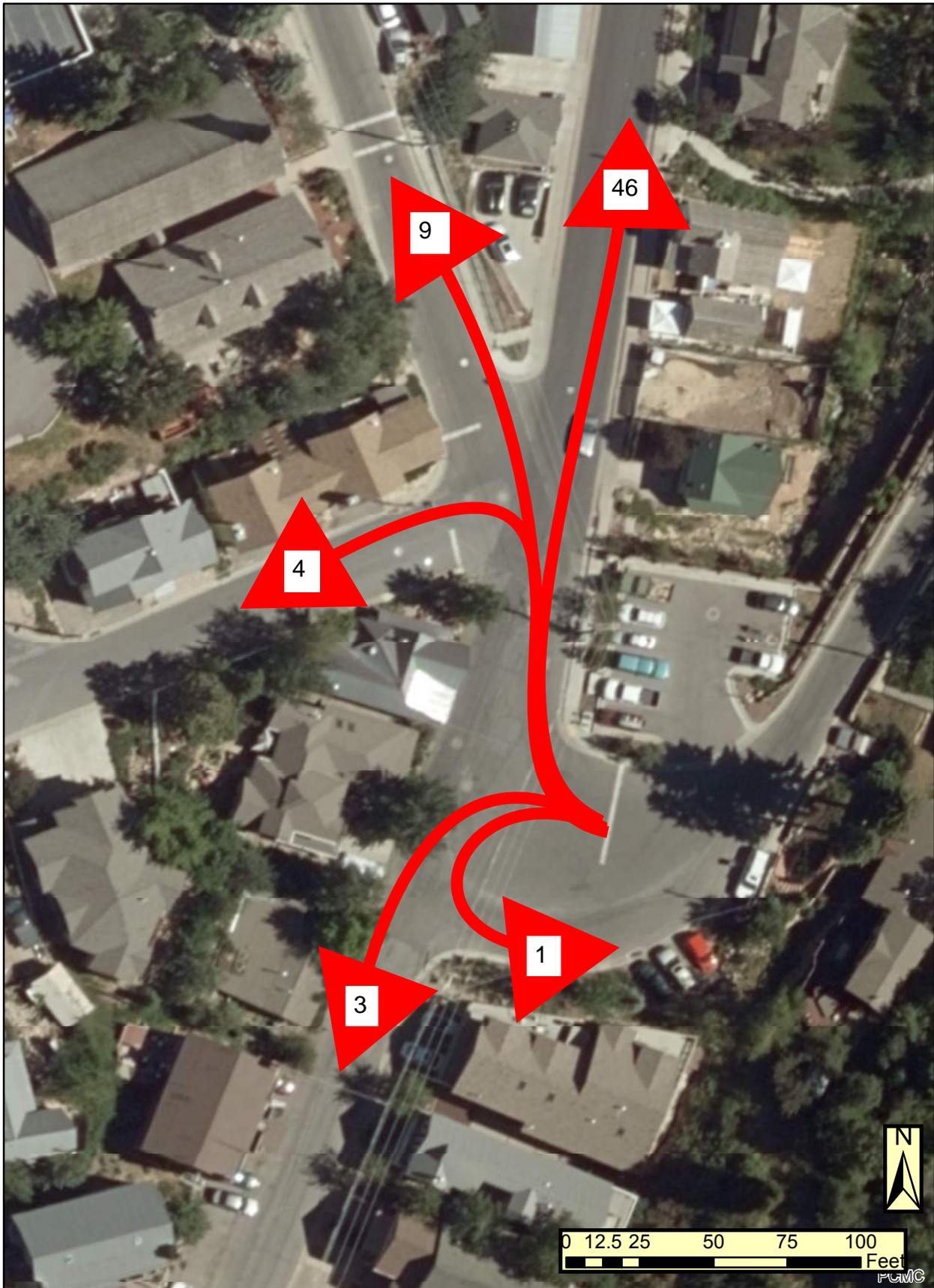
Heavy Vehicle Turning Movements Daly Avenue



*Total Counts of Heavy Vehicles from 3/25/19-4/1/19

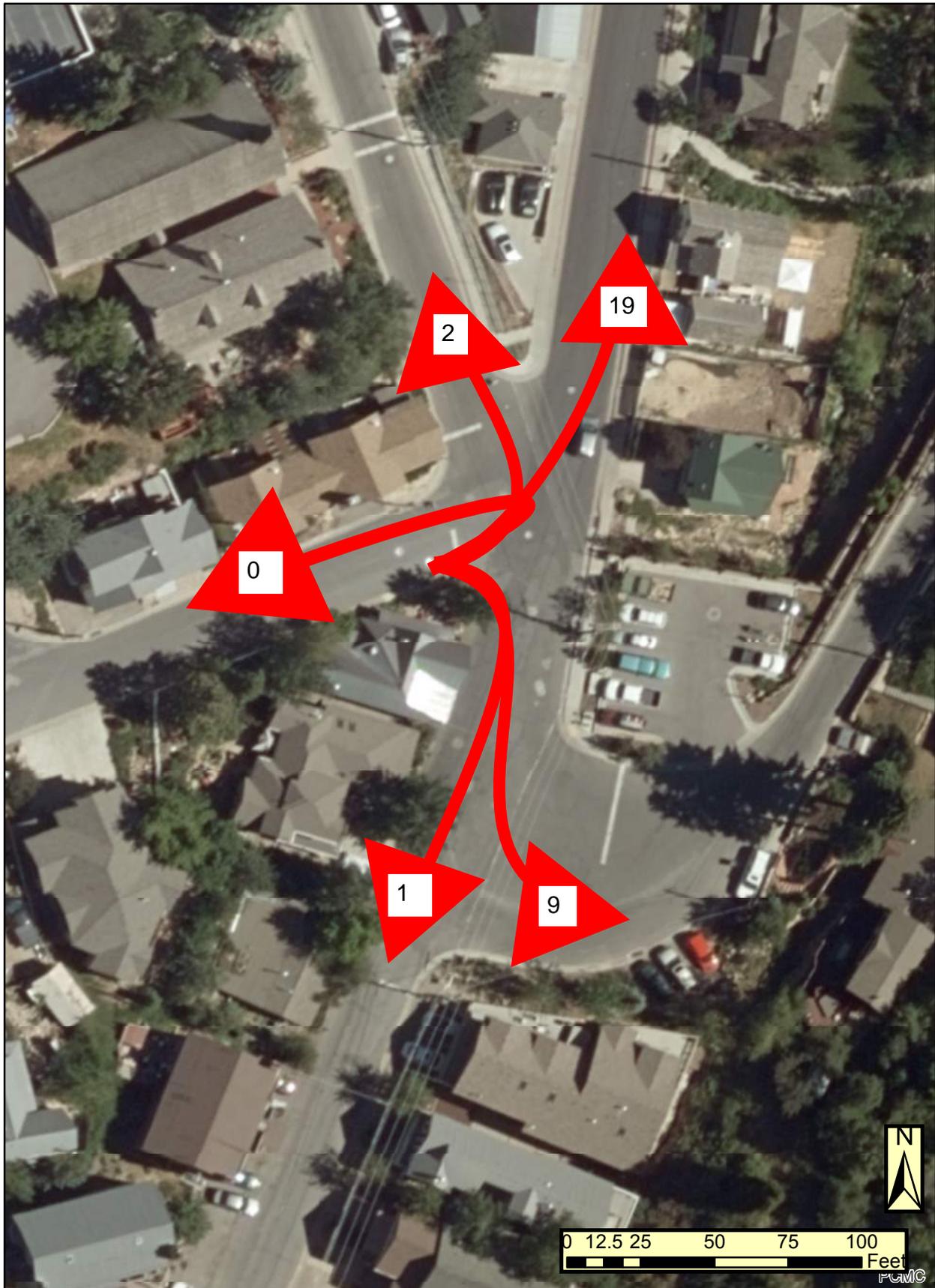
**Passenger vans classified as a heavy vehicle

Heavy Vehicle Turning Movements Hillside Avenue



*Total Counts of Heavy Vehicles from 3/25/19-4/1/19
**Passenger vans classified as a heavy vehicle

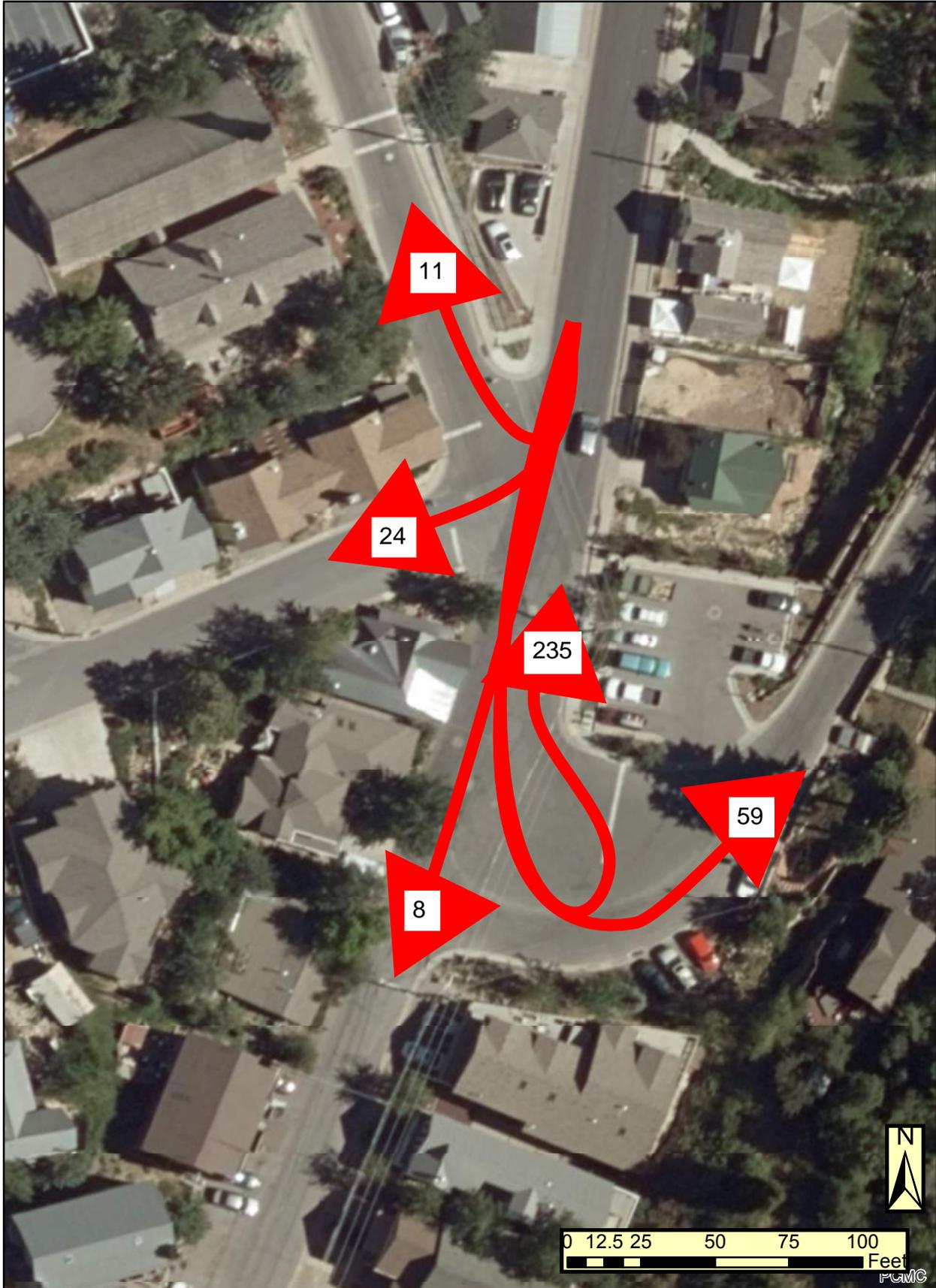
Heavy Vehicle Turning Movements King Road



*Total Counts of Heavy Vehicles from 3/25/19-4/1/19

**Passenger vans classified as a heavy vehicle

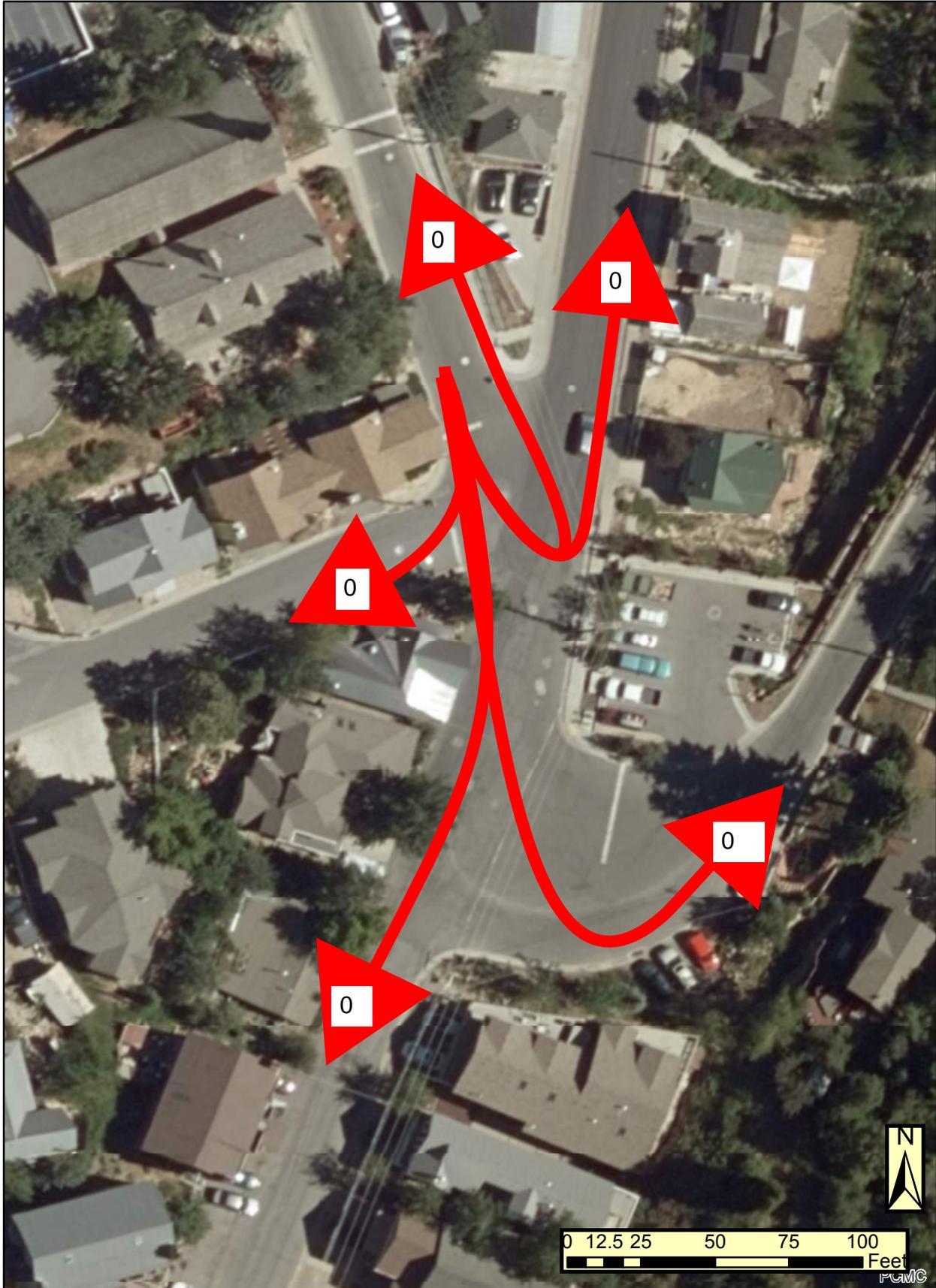
Heavy Vehicle Turning Movements Main Street



*Total Counts of Heavy Vehicles from 3/25/19-4/1/19

**Passenger vans classified as a heavy vehicle

Heavy Vehicle Turning Movements Park Avenue



*Total Counts of Heavy Vehicles from 3/25/19-4/1/19

**Note, Park Avenue winter restriction is one way northbound

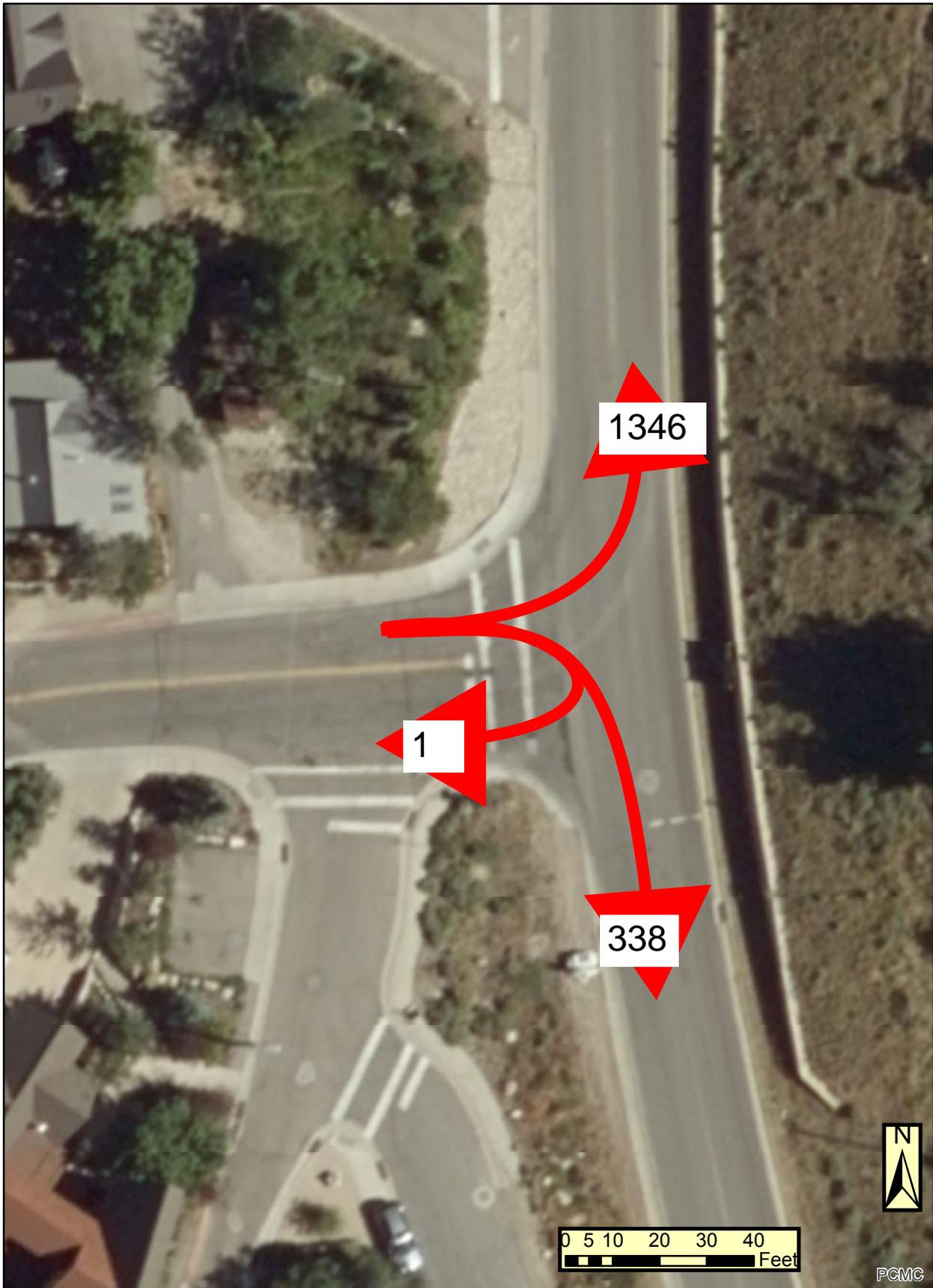
***Passenger vans classified as a heavy vehicle

Passenger Vehicle Turning Movements

Total Counts of Passenger Vehicles from 4/12/19 through 4/16/19

Hillside Avenue and Marsac Avenue Intersection

Exhibit E Passenger Vehicle Turning Movements Hillside Avenue



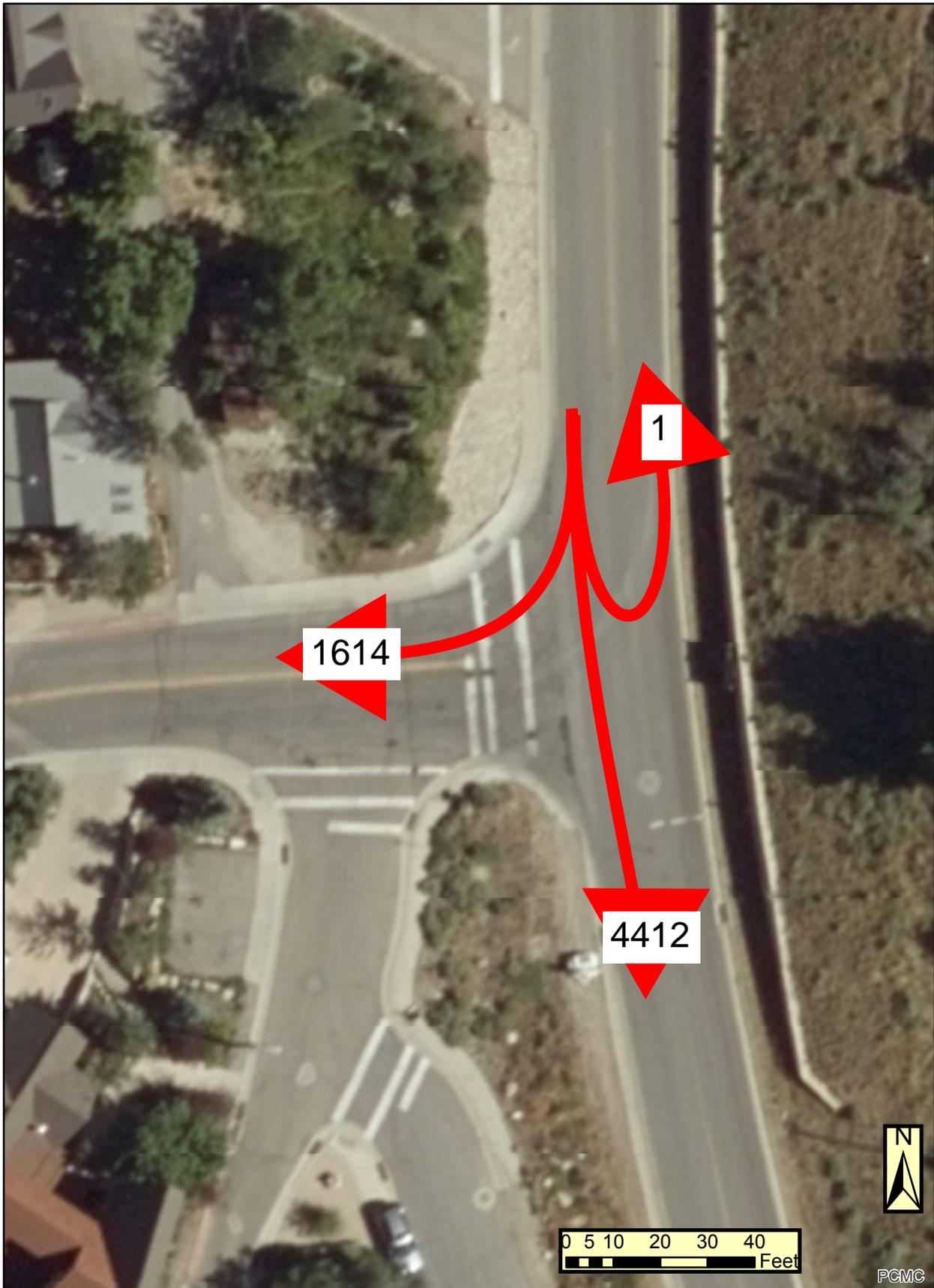
*Total Counts of Passenger Vehicles from 4/12/19 - 4/16/19

Exhibit E Passenger Vehicle Turning Movements Marsac Avenue North Bound



*Total Counts of Passenger Vehicles from 4/12/19 - 4/16/19

Exhibit E Passenger Vehicle Turning Movements
Marsac Avenue South Bound



*Total Counts of Passenger Vehicles from 4/12/19 - 4/16/19

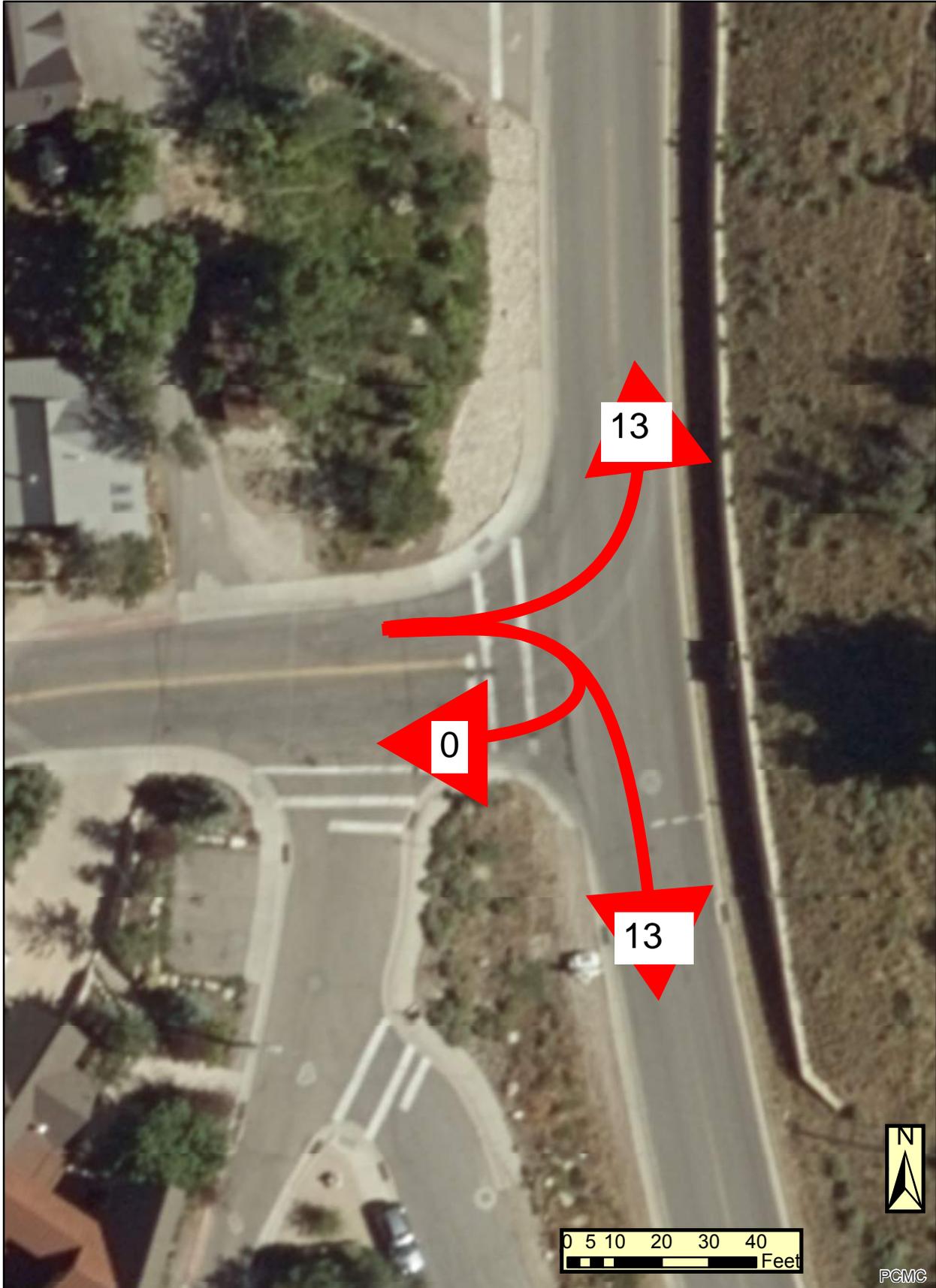
Heavy Vehicle Turning Movements

Total Counts of Heavy Vehicles from 4/12/19 through 4/16/19

Passenger Vans classified as a Heavy Vehicle

Hillside Avenue and Marsac Avenue Intersection

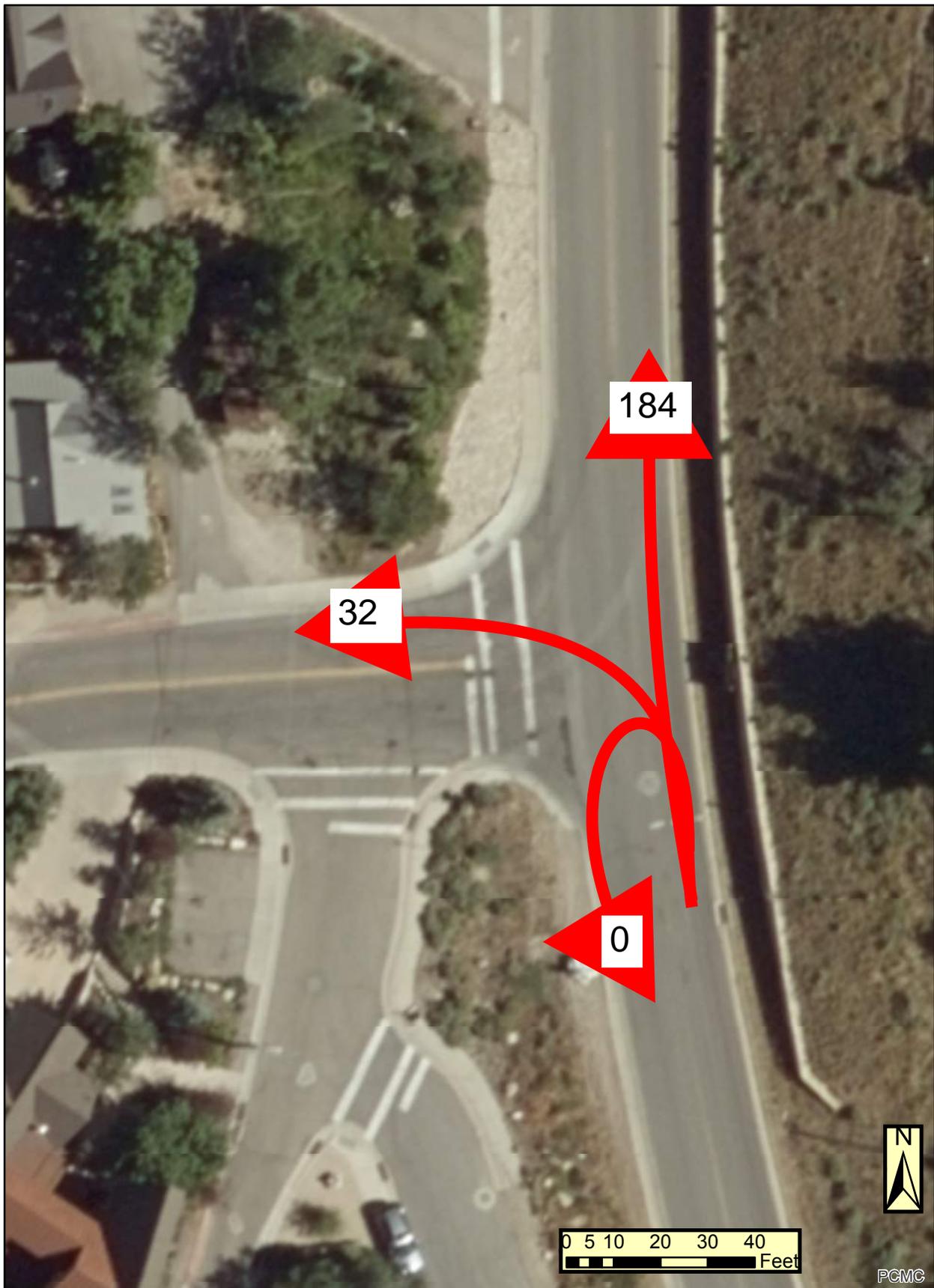
Heavy Vehicle Turning Movements Hillside Avenue



*Total Counts of Heavy Vehicles from 4/12/19 - 4/16/19

**Passenger vans classified as a heavy vehicle

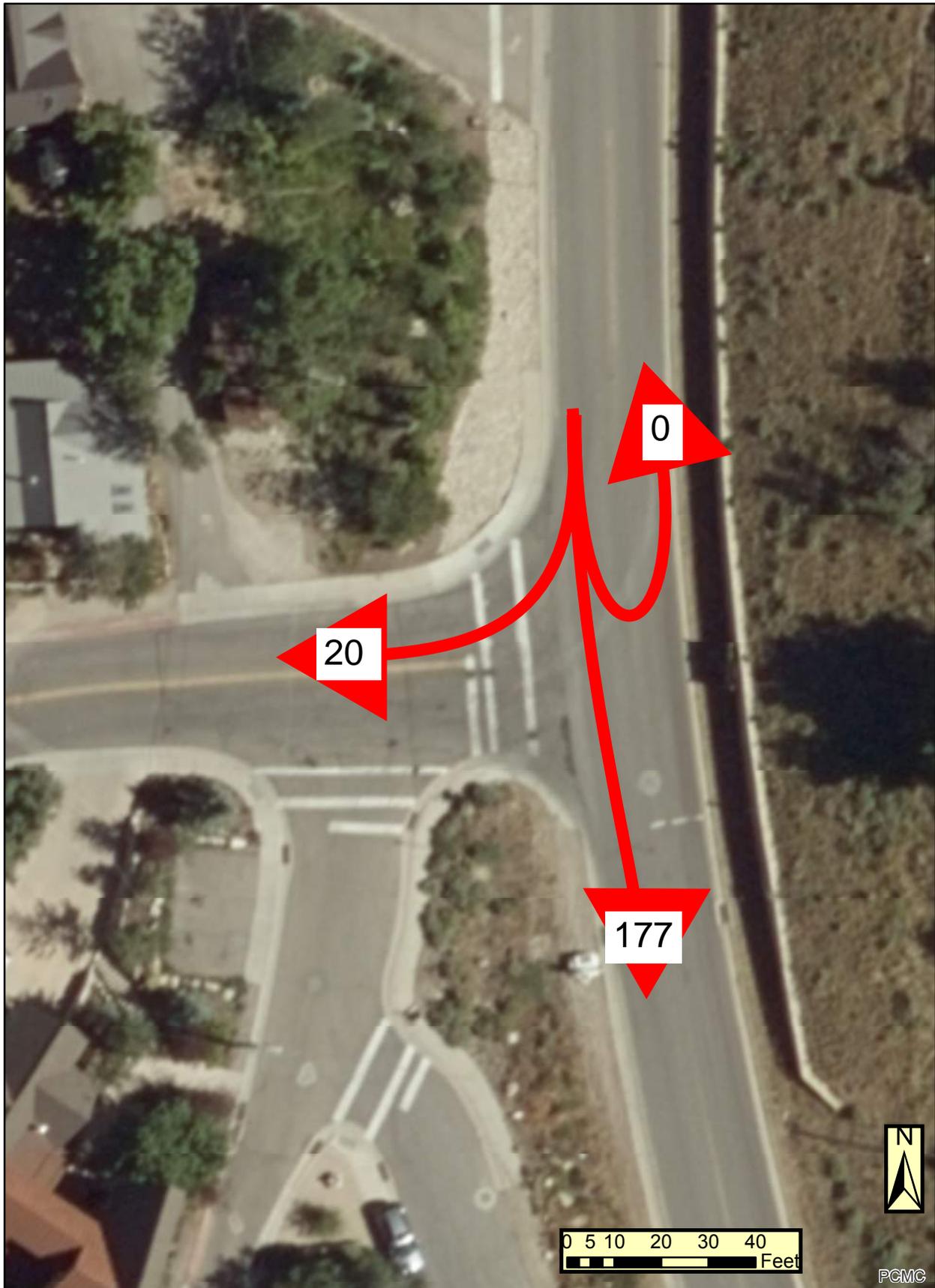
Heavy Vehicle Turning Movements Marsac Avenue North Bound



*Total Counts of Heavy Vehicles from 4/12/19 - 4/16/19

**Passenger vans classified as a heavy vehicle

Heavy Vehicle Turning Movements Marsac Avenue South Bound



*Total Counts of Heavy Vehicles from 4/12/19 - 4/16/19

**Passenger vans classified as a heavy vehicle

Exhibit F - 2019 Major Summer Event Mitigation for Lodging Shuttles, For Hire and TNC Spreadsheet

Name of Event	Date of Event	Time of Event	Place Event Occurs	Roads Closed	Paid Parking	Free Parking	Other Notes	Time of Traffic Patterns	Area for Shuttle Drop	Notes
Park Silly Sunday Markets	Sundays, June 2 to September 22 *No market on August 4, 11 or 18	10 a.m. to 5 p.m.	Lower Main Street	Lower Main Street (Heber to 9th Street)	Main Street and China Bridge rates are \$5 per hour/ first hour free/ Max \$18.	Park City School District & Ecker Hill Park and Ride	Park Ave, Hillside/Prospect/Chamers received complaints of traffic and parking problems.	Traffic picks up between 11 a.m. and 4:00 p.m., parking normally full by 11 a.m.	South Marsac Lot	
Savor the Summit	Saturday, June 22, 2019	5 p.m. to 10 p.m.	Main Street	Main Street & Heber Ave	Normal Parking Rates - \$3 per hour after 5 p.m. first hour free/ Max rate \$18	Park City School District & Ecker Hill Park and Ride	Main Street very congested during the day with deliveries and set up. In evening we increase taxi/shuttle enforcement to deter cur through traffic in Old Town.	6:00 to 10:00 p.m. very busy for shuttles and cabs.	South Marsac Lot, Brew Pub Lot, Bob Wells Lot	Bob Wells was not well utilized. Brew Pub as turn around and South Marsac lots were well utilized.
Fourth of July	Thursday, July 4, 2019	8 a.m. to 10 p.m.	Main Street, City Park, Park City Base	Main Street, Swede, Heber, 9th Street, Sullivan Road	\$20 flat rate fee from 8 a.m. to 1 p.m. No parking at any of the surface lots, Main Street, Park Avenue, City Park	Park City Resort Base, Canyons, Deer Valley, Park City School District, Ecker Hill Park and Ride	Old Town Closures until 1 p.m. Evening picks back up with dinner before Fireworks. During the day and night we increase residential enforcement to deter cut through traffic in old town. Due to the footprint of parade set up, none of the lots are available for pick up drop off until 1 p.m.	Morning between 9 a.m. and 11:30 a.m., Afternoon between 12:30 and 1:00 p.m., Evening at Fireworks between 8 p.m. and 11 p.m.	South Marsac Lot & Top of China Bridge	
Arts Festival	Friday, August 2 to 4	Friday, 5 p.m. to 9 p.m., Saturday 10 a.m. to 9 p.m., Sunday 10 a.m. to 6 p.m.	Main Street	Main Street, Heber, Swede and Park very restricted	Friday normal rates, Saturday and Sunday \$5 per hour, first hour free,	Park City Resort Base, Canyons, Deer Valley, Park City School District, Ecker Hill Park and Ride	Several other events this weekend add to congestion. Due to AF footprint, none of the lots on Swede are available for pickup or drop off.	Friday night is the busiest. Usually see increased traffic during the afternoon/evening on Sat.	South Marsac Lot	
Tour of Utah	Sunday, August 18, 2019	All Day Closure, Race starts at 11 and Finish is back to Main around 3:00 p.m. Street reopened by 9 p.m.	Main Street and surrounding roads	Main Street, Swede, Heber, 9th Street	\$20 Flat rate fee from 8 a.m. to 5 p.m. Normal Parking rates at night.	Park City Resort Base, Canyons, Deer Valley, Park City School District, Ecker Hill Park and Ride	Expect major road impacts on Both Saturday in the County and Sunday in Old Town including to major Highways. Due to the event operations Sandridge Lots are unavailable.	10 a.m. to 12:30 p.m. / 3:00 p.m. to 5:30 p.m.	South Marsac Lot	
Miners Day	Monday, September 2, 2019	8 a.m. to 1 p.m. on Main Street. City Park until 5 p.m.	Main Street and City Park	Main Street, Swede, Heber, 9th Street, Sullivan Road	a.m. to 1 p.m. No parking at any of the surface lots, Main Street, Park Avenue, City Park	Park City School District, Ecker Hill Park and Ride	Old Town Closures until 1 p.m.	9 a.m. to 12:30 p.m.	South Marsac Lot & Top of China Bridge	
Autumn Aloft	Saturday and Sunday, September 14 & 15	Mornings from 7 a.m. to noon. Balloon Glow on Saturday is from 7 p.m. to 9 p.m.	School District and Main Street on Sat p.m. only	Main Street on Saturday Night between 4th and 5th Street	Normal Parking Rates - \$3 per hour after 5 p.m. first hour free/ Max rate \$18	Park City School District & Ecker Hill Park and Ride	School District is very busy in the morning during the launches. On Saturday Night for the Glow event, traffic circulation around the closer is challenging.	8 a.m. to 10 a.m. at School District. 7 p.m. to 8:30 p.m. on Main Street	South Marsac Lot	
Halloween on Main	Thursday, October 31, 2019	3:00 to 6:00 p.m.	Main Street	Main Street, Swede, Heber	\$10 Flat Rate Fee from 2:00 p.m. to 6:00 p.m., No parking on Main Street.	Park City Resort Base, Canyons, Deer Valley, Park City School District, Ecker Hill Park and Ride	Traffic on Swede changes to one way headed North Only.	2:30 p.m. to 6:30 p.m.	South Marsac Lot	

Exhibit F - 2019 Major Summer Event Mitigation for Lodging Shuttles, For Hire and TNC Spreadsheet

In coordination with uphill Lodging Properties, we have coordinated drop and load locations during major events in order to decrease residential impacts and old town, create an efficient drop and load area for lodging properties. Notes are above of where these locations are. For each event, notice goes out to Lodging Properties, For Hire and TNC contact lists. Econ. Dev., Events, Transpo., Parking, Police, Streets, & Engineering continue to work very closely together to mitigate impacts during peak events. We always work to find solutions, that balance residential and business needs, as well as, what can be done within staffing, other resource and enforcement realities. For all of the events above, there are other specific transportation mitigation operations in effect for all of Old Town and the community as a whole.

Fourth of July Specific Mitigation Notes:

Below are specific efforts to reduce traffic on Hillside on the 4th of July.

Things we have done to deter traffic on residential roads in years past include:

1. Kane Security has been hired to staff residential access points much as we have done for Sundance and Arts Festival.
2. A Drop and Load area has been created at South Marsac and Top of China Bridge. The South Marsac Drop and Load will be operational throughout the entire day.
3. Extensive comms/engagement plan regarding transportation, drop and load, traffic impacts to all TNC, Taxi, Lodging, Delivery Companies and Main Street Merchants. Samples attached.
4. No Stopping/No Standing Signs at bottom Hillside/ Daly turnaround area to keep taxi/tnc/shuttles from waiting on fares.
5. Parking will post "No Through Traffic ahead Signs" at Hillside & Marsac. (Please read minor change to this below).

Minor changes we have made for this year's plan include:

1. PD will place an officer with lights on Hillside/Marsac (like we see on Peak Ski days at major intersections).
2. Corey will be able to pull traffic counts on Hillside (and compare to 2017). He has also installed a traffic camera on Hillside so we can look at that footage later.
3. In the past this sign at Hillside and Marsac has just said No Through Traffic – we are going to add 'Check Point Ahead' to help further deter all traffic.

Please note there is a long list of other transportation mitigation that we implement for the 4th to reduce impacts to the overall Down Town Circulation on the 4th - Road closures, barricading areas for no parking, residential access passes 'check points', VMS and pre-messaging, Coordination with UDOT and TCC, free parking areas with increased transit, and extensive outreach. These items are a delicate balance, complex, and each change affects the other.

Engineering Data from Traffic Counts 2017 Fourth of July to 2019 Fourth of July (24 hour period)

2017 (cannot separate directions) = 3,601 vehicles on Hillside

2019 West Bound (towards Old Town) = 1,050 vehicles on Hillside

*Highest amount of vehicles per hour were between the hours of 11 a.m. and noon (81 vehicles), and 10 a.m. and 11 a.m. (78 vehicles)

2019 East Bound (out of Old Town) = 968 vehicles on Hillside

*Highest amount of vehicles per hour were between the hours of 11 a.m. and noon (96 vehicles), and 10 a.m. and 11 a.m. (68 vehicles).

2019 Total Vehicles traveled on Hillside = 2,018 vehicles.

*Highest Average speed on Hillside in 2019 on 4th of July was 23 miles per hour.

****Overall 44% decrease in number of traffic with increased mitigation on Hillside compared to 2017 data on Fourth of July.**



MAIN STREET SPECIAL EVENT NOTICE

Savor the Summit

Saturday, June 22, 2019

Savor the Summit, Park City's largest dinner party, is this Saturday, June 22. Transportation and congestion impacts are expected – please take Park City Transit, carpool, bike, or walk. For event details visit parkcityrestaurants.com/savor-the-summit. If you have questions, please contact Jenny Diersen, Special Events Manager (contact info below).



STREET AND PARKING CLOSURES

- **7:00 a.m.** Parking will be removed from the east side of Main Street for deliveries and event set-up.
- **1:00 p.m.** Main Street and the Galleria Parking Lot will close entirely. Signs will be posted indicating noon closure to give people time to remove their vehicles from Main Street.



FREE PARKING

- **Ecker Hill Park-and-Ride:** free parking at 2465 Kilby Road with free transit
- **Sandridge Lots:** free parking access via Marsac Avenue
- **McPolin Elementary/Treasure Mountain Jr. High:** free parking with free transit to Main Street. The last Red Line bus, which passes by McPolin and Treasure, leaves the Old Town Transit Center at 11:54 p.m.



PAID PARKING

- **China Bridge Parking Structure:** Free daily before 5:00 p.m. Standard rates after 5:00 p.m. \$3/hour (maximum rate of \$18) with first hour free.
- **Main Street and Surface Parking Lots:** Standard rates (no first hour free).
- **Private Parking Lots:** Available throughout Old Town, with varying regulations, pay structures, and costs.



PARKING PERMIT HOLDERS

- **Blue Square Parking Permit:** Blue Square Permit holders for Main Street Businesses are encouraged to park in the North Marsac Lot (access via Marsac Avenue) and the Gateway Center upper lot (access via Heber Avenue).
- **Carpool Permit:** Carpool Permit holders should park in Sandridge Lots. If Sandridge Lots are full, Carpool Permit holders may park in North Marsac or China Bridge



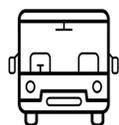
TAXI STAGING/DROP-AND-LOAD

- **Taxi Staging:** Bob Wells Plaza and the Wasatch Brew Pub Parking Lot will be available for taxis, hotel shuttles, and TNCs.
- **Drop-and-load:** Drop-and-load area will be available in the South City Hall Lot.

PLEASE DO NOT PARK OR CUT THROUGH RESIDENTIAL AREAS!



SLOW DOWN AND WATCH FOR PEDESTRIANS.



SUPPORT OUR COMMUNITY'S CRITICAL PRIORITY OF TRANSPORTATION. CARPOOL, TAKE THE BUS, BIKE, OR WALK, AND PLAN AHEAD TO HELP REDUCE CONGESTION!



TEXT "PCEVENTS" TO 888777 TO GET REAL TIME EMERGENCY AND TRANSPORTATION INFORMATION DURING THE EVENT.

Help keep Park City safe! See Something. Say Something.

QUESTIONS? Contact:

Jenny Diersen, Special Event Manager, c: 435.640.5063 or jenny.diersen@parkcity.org

City Main Line: 435.615.5000 (Monday-Friday 8:00 a.m.-5:00 p.m.)

Si necesita ayuda en español, por favor llame a Michelle Kellogg a 435.615.5007



TRANSPORTATION SPECIAL EVENT NOTICE

Kimball Art Festival

August 2-4, 2019

As approved under the Kimball Art Festival permit, changes have been made to reduce the amount of traffic circulation in the Main Street and Old Town area to reflect the following:

1. The drop-off location, from August 2 at 3:00 a.m.-August 4 at 11:00 p.m. will be in the South Marsac Parking Lot (top floor of China Bridge).
2. DO NOT double park or block traffic. Please pull to the curb to load and unload.
3. Drivers MUST remain in the vehicle at all times. Vehicles may not be left unattended in staging areas.
4. Please do not cut through residential areas to access the event. You may only drive in residential areas to pick up or drop off residents and guests. Please be respectful, abide by speed limits, and yield to pedestrians.
5. Main Street, Swede Alley, and Heber Avenue will be closed to vehicles and parking from August 2 at 3:00 a.m.-August 4 at 11:00 p.m.
6. Park City has an anti-idling ordinance. TURN YOUR KEY AND BE IDLE FREE.

PLEASE DO NOT PARK OR CUT THROUGH RESIDENTIAL AREAS!



SLOW DOWN AND WATCH FOR PEDESTRIANS.



TEXT "PCEVENTS" TO 888777 TO GET REAL TIME EMERGENCY AND TRANSPORTATION INFORMATION.

Help keep Park City safe! See Something. Say Something.

QUESTIONS? Contact:

Jenny Diersen, Special Event Manager, c: 435.640.5063 or jenny.diersen@parkcity.org

City Main Line: 435.615.5000 (Monday-Friday 8:00 a.m.-5:00 p.m.)

Si necesita ayuda en español, por favor llame a Michelle Kellogg a 435.615.5007



TRANSPORTATION SPECIAL EVENT NOTICE

Fourth of July Celebration

Thursday, July 4, 2019

As approved under the Fourth of July Celebration permit, changes have been made to reduce the amount of traffic circulation in the Main Street and Old Town area to reflect the following:

1. The drop-off location, from 8:00 a.m.-1:00 p.m. will be in the South Marsac Parking Lot (top floor of China Bridge).
2. DO NOT double park or block traffic. Please pull to the curb to load and unload.
3. Drivers MUST remain in the vehicle at all times. Vehicles may not be left unattended in staging areas.
4. Please do not cut through residential areas to access the event. You may only drive in residential areas to pick up or drop off residents and guests. Please be respectful, abide by speed limits, and yield to pedestrians.
5. Main Street, Swede Alley, Heber Avenue, 9th Street, and Park Avenue will be closed to vehicles from 8:00 a.m.-1:00 p.m. City Park will be closed to parking and vehicles from 6:00 a.m.-7:00 p.m.
6. Park City has an anti-idling ordinance. **TURN YOUR KEY AND BE IDLE FREE.**

PLEASE DO NOT PARK OR CUT THROUGH RESIDENTIAL AREAS!



SLOW DOWN AND WATCH FOR PEDESTRIANS.



TEXT "PCEVENTS" TO 888777 TO GET REAL TIME EMERGENCY AND TRANSPORTATION INFORMATION.

Help keep Park City safe! See Something. Say Something.

QUESTIONS? Contact:

Jenny Diersen, Special Event Manager, c: 435.640.5063 or jenny.diersen@parkcity.org

City Main Line: 435.615.5000 (Monday-Friday 8:00 a.m.-5:00 p.m.)

Si necesita ayuda en español, por favor llame a Michelle Kellogg a 435.615.5007

Exhibit G Down Town Circulation and Access Recommendations and Analysis

Item	Option	Status/ completed by:	Exhibit
In Progress			
1	Hillside Tier 1 improvements -6/8 pjts done. 7)Applied for UDOT sign permits. 8)Google Maps unclear	9/1/2019	B
2	Hillside Tier 2 improvements -2/3 pjts done. Raised intersection at bottom Hillside, is in progress.	10/15/2019	B
Ongoing			
3	Ongoing implementation of Specific Event Mitigation Plans	ongoing	F
4	Ongoing Transportation Mitigation & Circulation Summer 19 Projects	in progress	B
Recommended			
5	Comprehensive Downtown Circulation & Access Study	8/1/20	
6	Establish Commercial Vehicle (CV) Permit for shuttles & For Hire vehic.	9/1/19	H
7	Establish CV only drop & load spaces mixed through out downtown 5 -12 pm	9/1/19	H
8	Lodging Voluntary Trip Reductions (combo of "preferred" & "middle ground")	9/1/19	I
9	Additional wayfinding opportunities to retain commercial vehicles	12/15/19	E,F,G
Staff Seeks Specific Discussion			
10	Before 3 pm, No left turn onto Hillside from SR 224 & No Right turn onto SR 224 from Hillside	10/31/19	G
11	Expand use of each drop & load zone to the entire day, not just after 5 pm.	10/31/19	G
Not Recommended			G
13	Formal Classification of Hillside Avenue		
14	Widen Hillside		
15	Hillside one way west bound 5 pm - 12 pm		
16	Hillside one way west or east bound		
17	Signalized yield requirements on Hillside		
18	Curb cut at Bob Wells & stage commercial vehicles		
19	No commercial traffic on Hillside		
20	Establish weight limits for Hillside		
21	Limit access to summit county vehicles only		

Exhibit G Downtown Circulation and Access Recommendations and Analysis

Down Town Circulation Improvements

August 15, 2019 Council Update

BACKGROUND

Council has asked staff to conduct outreach, data collection, and general monitoring of safety and congestion concerns in Old Town. Staff is partway through a tiered approach (see **Exhibit B**) for implementing interim projects for 2019 and early 2020 to help some of the Old Town roadways perform better for all users. While some of this work has been community-driven, Staff is also taking a more strategic approach to interim changes with data collection to guide decisions.

Long term, Staff is tasked with conducting a robust study that results in an Old Town Access and Circulation plan implementable with a five year planning horizon to address traffic mitigation, pedestrian safety, access for Old Town residents, commercial vehicle access, rideshare considerations, enforcement opportunities, and parking program recommendations, among other things. An RFP is currently in circulation and a consultant will be selected within the month to work closely with Park City Staff on this effort. Recommendations and final design for the top three priority projects is expected in June 2020. Funding has been allocated for the study, and additional funding will be sought upon completion of the deliverable for project implementation.

NEED

The historic district of town, largely built prior to automobiles, is seeing strain on its confined roadways trying to accommodate traffic during peak times like the ski season, and during large events. Residents in Old Town have expressed strong concerns over safety on roadways, lack of access in the case of an emergency due to crippling congestion at peak times, and a reported decrease in quality of life due to some of these impacts.

Staff understands the need to quantify the comments from the community in a robust and data-driven way, to ensure that holistic decisions are made using a defensible process that will not further impact the neighborhood. A significant amount of work has already been completed with data collection and on interim projects. The following two sections define this progress.

DATA COLLECTION

Traffic Data:

A memo (**Exhibit E**), previously circulated to City Council in May of 2019, indicates that traffic counts, turning movements, and heavy vehicle turning movements have been collected on Hillside Avenue. Ongoing counts have been collected since November 27, 2018 and help inform some recommendations found in this report.

In summary, the memo indicates that heavier turning movements and traffic are seen in the westbound direction, particularly in evenings during peak winter periods (see page 3 of **Exhibit E** for a visual representation of traffic). Passenger vehicles heading down (westbound) Hillside are primarily accessing Main Street, however significant volumes are also accessing Daly and King Road, suggesting that over

Exhibit G Downtown Circulation and Access Recommendations and Analysis

one third of traffic are locals accessing residential areas. Speeding does not seem to be a common issue on Hillside Avenue, partly due to narrow lane widths, directional yielding requirements, and a short corridor.

Exhibit C documents a traffic delay microsimulation conducted by Horrocks Engineers in May 2019. The microsimulation efforts required traffic counts be taken during peak PM hours at Hillside Ave and SR-244, Deer Valley Drive and SR-224, and Heber Ave and SR-224 intersections. To imitate winter and summer conditions (as counts were conducted in May) seasonal growth factors were added to inflate numbers to reflect some peak time behaviors seen (e.g. a significant backup of cars between the Marsac roundabout and Deer Valley Resort). The intent of the modeling was to determine future traffic delay in Old Town, and determine if adding a “No Left Turn” sign at the intersection of Hillside and SR-224 (Marsac Ave) could have added affects to this congestion. Simulation models conducted by Horrocks Engineers determined if shuttles traveling north on Marsac Avenue are prohibited from turning left during congested time, that their trip will be delayed an additional 9 minutes. The overall impact of a “no left onto Hillside” on the delay at the roundabout is insignificant. The memo indicated three scenarios:

- Scenario 1: Make no changes to signage or traffic flow
- Scenario 2: Add a “No Left Turn” sign at Marsac in reference to Hillside Ave
- Scenario 3: Add a “No Left Turn” and remove northbound “Stop” sign at Marsac and Hillside Ave

The microsimulation measured the Level of Service (LOS), a national measurement used to describe traffic operations at intersections based on congestion and delay, which ranks vehicle throughput performance from A (good) to E (failing). This effort, coupled with concierge shuttle schedules and vehicle data obtained from Deer Valley Resort, was used to determine the impacts to Hillside Ave and Old Town.

The microsimulation indicated that all three scenarios operated at an acceptable LOS C, or higher. Scenario 1 (making no changes) indicates much longer queue lengths and almost double the delay if traffic is already backed up significantly on Deer Valley Drive:

If the queue length at Deer Valley Drive reaches 860 feet, a vehicle driving from Hillside Avenue to Heber Avenue would take approximately 4.81 minutes. However, at a queue length of 2,000 feet from Deer Valley Drive, a vehicle would take 8.87 minutes to reach Heber Avenue under the same circumstances.

Simulations conducted determined that if shuttles traveling north on Marsac Avenue are prohibited from turning left during congested times, their trips will be delayed an additional almost 9 minutes. The overall impact of a “no left onto Hillside” on the delay at the roundabout is insignificant.

Crash Data:

Park City Police Department pulled all reported crash data between 2007-2019 (see **Exhibit D**) in a variety of intersections and corridors in Old Town. Fifty (50) crashes have been reported, for an average of 4.1 incidents per year. Of all reported crashes, only one incident (that occurred on Deer Valley Drive) had an injury reported; likely due to the higher speeds on the corridor. The remaining crashes were

Exhibit G Downtown Circulation and Access Recommendations and Analysis

considered fairly minor and include things like buses hitting car mirrors on constrained corridors, and minor fender benders. A deeper dive into the crash data can be done at Council request; as it requires Police to read each report individually to determine what happened.

Community Feedback:

A flyer (**Exhibit J**) was distributed between August 2-4, 2019 to Old Town residents, HPCA, Lodging Association, For-Hire lists, and others, indicating some of the changes Staff has made, the near-term plans, and a request for feedback and/or to attend the August 15, 2019 City Council meeting. Comments have been recorded and tracked and are included for the public record.

A Community Q & A session (notes from which can be found in **Exhibit J**) was held on Wednesday August 7, 2019. Approximately 25 Old Town residents and stakeholders including HPCA representatives, City Council liaisons, and for-hire representatives attended. An overview of current projects, proposed projects, and projects Staff are not recommending be implemented were reviewed. A constructive dialogue was conducted, and attendees were able to share their experiences with traffic and safety in the area, and provide suggestions for mitigation.

More generally, ongoing feedback from the community has indicated to Staff that intense impacts exist on residential streets in Old Town during peak times. Including but not limited to Park Avenue, Norfolk Ave, and Hillside Ave. Concerns over safety, access for EMS vehicles, and intense congestion have been documented. Many residents indicate these impacts are elevated substantially during the Sundance Film Festival and have requested City Staff to implement more aggressive strategies for mitigation.

WORK DONE TO DATE

Exhibit B comprehensively summarizes Staff's efforts in mitigating some of these neighborhood concerns. Treatments (some permanent and some temporary) have been installed to help with traffic calming on and near Hillside Ave. In addition to that, wayfinding, intersection treatments, and other signage have been implemented at key entry points to Old Town and within Old Town to help facilitate traffic flow, particularly for visitors unfamiliar with the area.

PROJECTS IN PROGRESS

This season, summer 2019, Staff has contracted with Horrocks Engineers to design and implement several Old Town projects that will help improve pedestrian safety and access, calm traffic, and positively influence the flow of traffic in the area. These projects were carefully selected as being fiscally responsible, implementable in a constrained timeline, and will not negatively influence recommendations from the longer term Old Town Access and Circulation plan (launching in August 2019). See **Exhibit B** for more details on projects currently in progress.

- Curb cuts on 5th Street to match new directionality of traffic
- Addition of pedestrian space on 4th Street (this season will use planters and paint to delineate the space, with the intent to pour concrete sidewalks next season) and new one way westbound directionality.
- Artistic and safe pedestrian crossings with approved materials recommended by an engineer will be designed this year, with the intent to be implemented in various locations in Old Town in 2020.

Exhibit G Downtown Circulation and Access Recommendations and Analysis

- Establish Pedestrian infrastructure on Hillside – While crash data (Exhibit D) doesn't indicate an immediate conflict between pedestrians and vehicles (likely due to low speeds), the addition of a pedestrian walkway on Hillside Avenue between the retaining walls on the south/west side of the street can help alleviate strain on the roadway and provide a safe space for vulnerable users. Staff is seeking a conceptual design and cost estimate for constructing this facility. Pedestrian infrastructure was discussed at length during the 2008 and 2009 Council meetings regarding this matter.
 - o The design and cost estimate for adding a pedestrian walkway between the retaining walls on Hillside Avenue will be created, to help delineate a safe space for pedestrians and remove potential vehicle/pedestrian conflicts.
 - o A conceptual design with high-level cost estimate for widening of Hillside Ave to accommodate two-way traffic will be conducted to direct staff on potential future costs associated with changing the retaining wall and roadway prism of Hillside Ave.
- Discussion with UDOT on the process/ability/timeline to implement wayfinding on SR-224 (Deer Valley Drive portion) – while signage was originally recommended to Council, this corridor is a UDOT road and requires encroachment permissions and design approval from them before proceeding.

RECOMMENDED PROJECTS

Staff has worked diligently to compile a list of potential future projects and policies (in addition to what's currently underway) for City Council to consider based on data collection, neighborhood observations, crash data, enforcement protocols, etc. Please see **Exhibit G** for a comprehensive list. The following projects are Staff recommendations from **Exhibit G**:

- **Comprehensive Downtown Circulation and Access Study** – This RFP is currently available and closes August 22.
- **Establish Commercial Vehicle (CV) Permit for Shuttles and For Hire Vehicles** – Working in conjunction with Park City Business Licensing to create code addressing commercial vehicles (CV) classifications to include concierge vehicles. This permit would be available for Shuttles and For Hire vehicles (in place of current For Hire License). Costs for these permits is lower than current For Hire licenses, Applications and renewals can be emailed or emailed with pictures of drivers and stickers will be mailed to drivers to affix to their vehicle at their convenience. Additionally, commercial vehicle drivers will be issued a badge with their picture on it to indicate that the driver has been supplied all necessary documents to be eligible as a driver.
- **Establish CV Only Drop and Load Spaces mixed throughout Old Town** - Pick up and drop off shuttle & TNC zones on Main Street and Swede Alley with use of CV parking regulation, and training lodging. Staff recommends, and plan to proceed with three locations on Main Street for shuttles, and potentially TNC's, to pick up and drop off clientele. This alleviates double parking issues, facilitates traffic through put on Main Street, provides convenience for concierge services, and helps change behavior of those who may call for a rideshare vehicle from Main Street. Locations were strategically chosen based on parking turnover trends, Main Street destinations, shuttle movements, and parking revenue streams. A recommendation from

Exhibit G Downtown Circulation and Access Recommendations and Analysis

Parking will be required to determine if these zones can be used as 15 minute parking, or otherwise, during the day.

- **Voluntary Seasonal or Time frame Use Restrictions (Lodging)** – Per voluntary options offered by uphill Lodging companies, staff recommends subsequent discussion and agreement with lodging companies to implement reduce trips on Hillside Avenue until completion of the Old Town Access and Circulation Study,. The City Engineer has agreed to random, video observation and monitoring up to 2x/month once an agreed upon is established.
- **Additional better wayfinding at Swede/Main, Main, Hillside and Daly to dissuade Commercial Vehicles from entering the Residential District-** Signage to direct visitors back down Swede Alley and Main Street instead of up Hillside, coupled with a temporary turnaround treatment will facilitate traffic flow to head back into the business district, rather than up through Hillside. Observations during events and recorded vehicle turning movements (**Exhibit E**) indicate much of the traffic seen on Hillside Ave is not commercial vehicles, but rather visitors unfamiliar with the area attempting to access Main Street, as well as residents and TNCs.

ADDITIONAL ALTERNATIVES – STAFF SEEKS SPECIFIC DISCUSSION

- **No Turn Signage for at Hillside Ave w Time Restrictions**– Staff recommends implementing “No Left Turn” from 12:00 am to 3:00 pm at Marsac to Hillside and “No Right Turn” from 3:00 pm to 12: 00 am at Hillside to Marsac with additional signage on Prospect and Chambers. These measures will discourage use of Hillside at slower times as it decreases the level of convenience for all vehicles trying to make certain movements. One of the challenges of this solution is the enforceability of posted times, as drivers are not required to know what time it is/have a clock in a vehicle.
- As an alternative, an dynamic LED sign (pending UDOT approval for the Marsac side) could allow for enforcement without the need to have posted times, and it can be used dynamically during peak times or events or other times deemed necessary. A restrictive dynamic LED sign like this is likely more effective than one with posted hours, as it is hard to enforce the latter. One of the challenges is that UDOT does allow for LED sign types periodically, but historically they have always been associated with a signal. They are currently looking at requirements for using this treatment at a non-signalized intersection and will continue to keep us informed.
- Data - Traffic volumes from permanent counters on Hillside Ave (see **Exhibit B**) indicate that westbound peak volumes consistently spike around 6:00 pm on both weekdays and weekends. Eastbound traffic does not see the same intense peak activity, and volumes are generally higher from about 11:00 am to 9:00 pm. Overall traffic volumes are significantly lower in the eastbound direction than the westbound direction, which is why staff is recommending turning movement restrictions by time of day.
- **Expansion of CV Drop and Load Zones to entire day** –Some feedback received in outreach from both Lodging and For Hire vehicles is that is it confusing to be allowed drop and load in these zones during certain timeframes, specifically when training staff/drivers on desired behaviors/outcomes. Additionally, guests to Main Street may become confused with drop off and loading areas if they are not consistent through the day. Economic Development and

Exhibit G Downtown Circulation and Access Recommendations and Analysis

Transportation Planning recommend this alternative, allowing those with CV permits to drop and load in these recommended areas all day.

- Another consideration would be to allow free 15 minute parking in the proposed CV zones for any guests on Main Street until 5 p.m. This would allow people to run quick errands during the day. Because there are 3 other 15 minute zones, and parking is free in China Bridge during the day, Transportation Planning and Economic Development staff do not recommend this option.

NOT RECOMMENDED

While included in **Exhibit G** for Council consideration, staff does not recommend the following options for the reasons included below:

- **Formal Classification of Hillside Ave –**

In the 1984 Street Master Plan, Hillside Avenue is classified as a "residential street," which for new streets requires minimum requirements of 25 foot travel section, and 2.5 foot curb and gutter on each side. Thus the Street Master Plan would seem to suggest alternative 1. The standard is not mandatory for repair of existing streets and the Plan further provides:

"The cross-section diagram below is the standard to be used for the construction of all new residential roadways in Park City. In unique circumstances or in areas where alternative designs would result in a more appropriate solution, other optional cross-sections are permissible at the City's discretion."

- In the 2011 Traffic and Transportation Master Plan, Hillside Avenue was not classified as staff struggled with designating this dual purpose street. The two possible classifications considered were Commercial Collector and Minor Residential Collector. Staff recommends that Hillside Avenue remain unclassified. If action is taken, Staff's preliminary recommendation would be to consider classifying the roadway as a Commercial Collector. As such and if one takes the lower capacity collector (Minor Residential), the daily traffic volume and threshold capacities are never exceeded. Hillside Avenue was built below standards for a collector (minimum of 10 foot wide travel lanes), however it meets minimum standards for required width (20' pavement). From a physically constructed standpoint, Hillside Avenue more closely resembles a local road. Even so, the local road threshold is not exceeded during a normal non-peak day and the number of trips recorded is within the streets acceptable daily traffic volumes.

<u>Street Classification</u>	<u>Daily Traffic Volumes (Trips)</u>
<i>Commercial Collector</i>	<i>7,000 – 15,000</i>
<i>Minor Residential Collector</i>	<i>2,000 – 5,000</i>
<i>Local Road – Old Town</i>	<i>Less than 2,000</i>

Exhibit G Downtown Circulation and Access Recommendations and Analysis

Historic Counts:

Table 1: Past Traffic Counts from NTMP

Time Period	ADT
10/28/2008 – 10/31/2008	879
09/19/2014 – 10/29/2014	1,156
12/05/2014 – 12/09/2014	1,347
12/30/2014 – 01/08/2015	1,822
01/13/2017 – 01/20/2017	2,300*
07/03/2017 – 07/06/2017	2,988**
11/22/2017-11/27/2017	1,322***

* Martin Luther King Weekend Holiday ** July 4th Weekend Holiday *** Thanksgiving weekend

Current Counts:

Table 2: Continuous Traffic Counts (11/27/2018 through 8/1/2019)

Traffic Analysis Report			
Dates	11/27/2018 through 8/1/2019		
	Westbound	Eastbound	Merged
ADT (Vehicles Per Day)	929	763	1692
85th Percentile Speed (MPH)	22	23	23
Peak Week ADT (Vehicles Per Day)	1707	1676	3384
December ADT (Vehicles Per Day)	1039	816	1858
January ADT (Vehicles Per Day)	1372	1180	2554
February ADT (Vehicles Per Day)	1120	914	2035
March ADT (Vehicles Per Day)	1077	884	1961
April ADT (Vehicles Per Day)	615	508	1123
May ADT (Vehicles Per Day)	620	559	1178
June ADT (Vehicles Per Day)	849	822	1671
July ADT (Vehicles Per Day)	1001	983	1984
Peak Week	1/28/2019		
Peak Hours	5PM-6PM		
Peak Days	Friday, Saturday, Sunday		

IS HILLSIDE FUNCTIONING AS INTENDED?

A review of the staff reports and minutes from the Council decision on Hillside (1/8/09 & 2/26/09) yield direction to build Hillside Avenue at 15.5' paved surface, a total hard surface of 20', plus an additional 3' unpaved buffer on the west side and 6" to 1' on the east side for a total width of approximately 23.5 feet. The minutes do reflect that Council unanimously answered "yes" to the policy questions in the staff report:

- (1) Does Council believe that a real or perceived narrow road will deter use of the road?;
- (2) Does Council believe that a narrower road will be safer because people will be more cautious?;
- (3) Does Council want to deter use of Hillside as another access to Main Street?

The 4th policy question in the report is omitted from the minutes (unintentionally?):

- (4) Does Council believe that the roundabout, Heber Ave, and 9th Street are sufficient access to Main St?

The minutes further note, "[A Council member] suggested installing signs denoting residential area only no commercial traffic. Matt Cassel explained that this was discussed with [a resident] at one of the open houses and the consultants have been directed to design signs to make it a local street and maybe place

Exhibit G Downtown Circulation and Access Recommendations and Analysis

weight limits on the road. [Council Member] believed it will still be necessary to post no commercial traffic. After discussion, the majority consensus of Council members was to proceed with [the cross section described above] Alternative 2.”

The minutes reflect no additional discussion or consensus. The next discussions in 2014 reflect is that “yield” signs were installed.

Lastly, the 2/28/09 report includes the statement, “*If Council selects Alternative 2, the Streets Master Plan should be amended and Hillside should be classified as a low volume street and road width reduced from 25 feet of hard surface to 20 feet of hard surface.*”

Subsequently, the City Engineer in Dec 2014 Additional Analysis to the 2014 NTMP request notes:

In the 2011 Traffic and Transportation Master Plan, Hillside Avenue was not classified as staff struggled with designating this dual purpose street. The two possible classifications considered were Commercial Collector and Minor Residential Collector. The design capacity of these two classifications is as follows (Local Road is added in the chart for further discussion);

<u>Street Classification</u>	<u>Daily Traffic Volumes (Trips)</u>	<u>Threshold (Trips)</u>
Commercial Collector	7,000 – 15,000	1
Minor Residential	2,000 – 5,000	8,
Local Road – Old Town	Less than 2,000	2,

Based on the data provided above, staff does not consider the capacity of Hillside Avenue to have been exceeded;

- *Hillside Avenue should be classified as a collector. As such and if you take the lower capacity collector (Minor Residential), the daily traffic volume and threshold capacities are never exceeded,*
- *Hillside Avenue was built sub-standard for a collector (minimum of 10 foot wide travel lanes). Hillside, from a physically constructed standpoint, more closely resembles a local road. Even so, the local road threshold is not exceeded during a normal non-peak day and the number of trips recorded is within the streets acceptable daily traffic volumes*

Supporting Technical Information

Question:

Does the city have the authority to restrict commercial traffic on a city street and is the city required to update a road to meet increased traffic volumes?

Exhibit G Downtown Circulation and Access Recommendations and Analysis

Short answers:

There is no clear legal prohibition on the city regulating a city street according to type of use. However, regulations prohibiting “commercial traffic” may be problematic to implement and enforce, as discussed below.

The city is not obligated to update a road to meet increased traffic. However, the city has a strong interest in maintaining roads in a reasonably safe condition for travel.

Background:

The city has “sole jurisdiction and control of the city streets within the municipality.” Utah Code 72-3-104(4). Further, the city has the discretion to “lay out, establish, open, alter, widen, narrow, extend, grade, pave, or otherwise improve streets, alleys, avenues, boulevards.” Utah Code 10-8-8.

Although the City has discretion in terms of what roads to open and how to regulate their use, the City is also required to exercise due care in maintaining streets in a reasonably safe condition for travel. In terms of regulating the type of traffic on a street, this is often done by weight and size restrictions. A weight and size regulation likely has a nexus to the type or condition of the road, because it may be based on the weight the road was it designed for or on the weight it can currently withstand. Such a regulation may also be based on noise and attempting to make the road’s use compatible with the zone. However, regulating a road according to the purpose is more complicated. For instance, are FedEx or UPS deliveries a commercial purpose? What about Uber and Lyft, and, if they are commercial, how would they be identified? Is a contractor going to a house on upper Norfolk commercial activity? What about a flower delivery? Further, could staff justify such a restriction as related to the goal of reducing traffic on the road? There appear to be a number of pitfalls associated with **adopting and** enforcing a general “commercial traffic” regulation.

- **Widen Hillside** – At this time staff does not recommend implementation of widening Hillside. As part of the Tier 2 concept design for Hillside explores a possible covered pedestrian walkway and costs associated with making Hillside two way street.
- **One way restrictions by time of day on Hillside** - A restriction based on signed time of day would likely be difficult to prosecute, and could result in unlawful detainments if police attempt to enforce. A restriction will likely be more successful by using an LED sign, or general language such as, “after dusk”.
- **One way eastbound or westbound on Hillside** – This one way restriction also puts an undue hardship on residents by inhibiting their ability to get in and out of their neighborhood. Also, emergency response and police vehicles may need to use Hillside against traffic, and that requires the use of lights/sirens - which could become the new norm for residents. While traffic volumes could suggest that a one way westbound restriction could help get traffic out of Old Town, particularly at peak times, this would be prohibitive to residents trying to get into Old Town to access their homes.

Exhibit G Downtown Circulation and Access Recommendations and Analysis

- **Signalize yield requirements on Hillside Ave** – This is not recommended as other approaches indicated above may be more impactful for traffic calming measures on Hillside Ave.
- **Curb cut at Bob Wells Plaza** – Originally deemed viable for shuttle staging and a pick-up and drop-off location, the zones being created on Main Street and Swede Alley (listed above) are the preferred alternative for this effort.
- **No Commercial Traffic on Hillside / Vehicle Restrictions** – A variety of tactics were discussed for restricting vehicles based on type, weight, and vehicle registration outside of Summit County. Ultimately Staff does not recommend vehicle restrictions like these due to the difficulty in enforcing, the legality of some restrictions, and the turning movement data that suggests these measures would ultimately not provide the traffic mitigation solutions sought by some residents and be difficult to enforce.

EXHIBITS MENTIONED IN THIS REPORT

Exhibit B – Tiered Project List Approved by Council on June 7, 2018

Exhibit C – Traffic Delay Microsimulation

Exhibit D – Crash data for significant streets in Old Town, provided by PCPD

Exhibit E – Engineering Letter on Traffic Data Collection from May 2, 2019

Exhibit G – List of Possible Future Interim Projects

Exhibit J – Outreach Flyer & Community Input Distributed to Residents August 2-4, 2019

Licensing- Transportation/Commercial Vehicles

Background

In the last 5 years, the hired transportation industry has seen dramatic changes. Transportation Network Companies (TNCs) such as Uber/Lyft were exempted from municipal licensing and regulation by the State of Utah in 2015 the state enacted the preemption clause below:

(SB 294; 13-51-109): -"*...this chapter supersedes any regulation of a municipality, county, or local government regarding a transportation network company, a transportation network driver, or transportation network services.*"

Due to the evolution of the industry and technological advances, the amount of for-hire licenses (traditional taxi/hired transportation) issued by Park City has dropped significantly as shown below:

2014: 125 For Hire licenses	803 cars
2015: 149 For Hire licenses	720 cars
2016: 131 For Hire licenses	599 cars
2017: 125 For Hire licenses	450 cars
2018: 81 For Hire licenses	91 cars
2019: 80 For Hire licenses	101 cars

With the new advances in the industry and changes in legislation, Park City's for-hire licensing codes and regulations have become outdated and out of alignment with industry trends and norms. Staff recommends amending Title 4 of the municipal code to update and enhance the clarity of the requirements and regulations of hired transportation operators in Park City.

Recommendations

#1: Alter the traditional For-Hire license into a Commercial Vehicle license and add Enhanced Enforcement fee (\$45.58) to each vehicle, create "Type I Commercial Vehicle". Amend the definition of Commercial Vehicle license to include "people" as cargo.

Pros:

- Park City maintains regulation of hired transportation in Park City including insurance and background check requirements.
- Operators must abide by regulations or risk enforcement fines or revocation of the license.
- Park City maintains updated business registration information of operators to be able to conduct specific event outreach, road closures, or in share information in emergency situations.
- Park City collects enhanced enforcement fees for Police to help cover the cost of enforcement.

Exhibit H Proposed Changes to Commercial Vehicle Licensing

-Less cost to operators (\$156.66 →\$53.37) and less impact to staff to administer license.

And;

#2: Issue Commercial Vehicle licenses to hotel/courtesy shuttles and add Enhance Enforcement fee (\$45.58/vehicle), create “Type II Commercial Vehicle”.

Pros:

- Recover impact of business activity and define parameters of operation
- Park City collects enhanced enforcement fees for Police to help cover the cost of enforcement.
- Creates a mechanism to encourage compliance →directly tied to “brick and mortar” business license.
- Come into alignment with how other businesses with commercial vehicles are regulated in Park City making it more consistent and equitable to all.

Definitions

Type I & II Commercial Vehicles/Consultant Commercial Vehicles

Type I: Any vehicle offering transportation to the **Public**, whether a fare is charged or not, much in the way a traditional taxi or ground transportation company would operate.

Type II: Any vehicle offering transportation to **Private** guests, whether a fare is charged or not, much in the way hotel courtesy shuttles operate.

Consultant Commercial Vehicle: Issued to businesses which do not have a location within City limits, but come into City limits to operate and **does not carry passengers** in the vehicle (i.e. interior design services, cleaning company, dog-walking company).

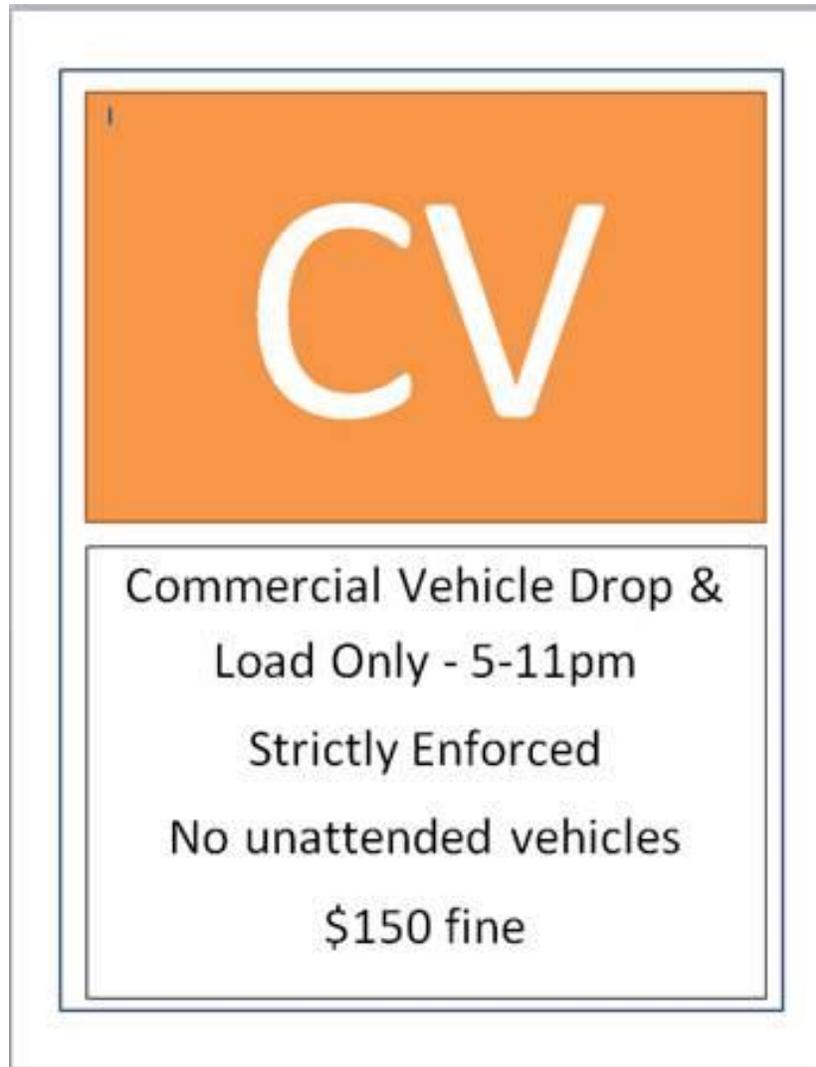
<u>Requirements</u>	<u>Insurance (\$1M/\$5M)</u>	<u>Background Check</u>	<u>Driver History Report</u>	<u>Passengers</u>	<u>Cost (new application/renewal)</u>
Type 1 (taxis)	yes*	yes	yes	Public	\$202.37/\$53.37
Type 2 (shuttles)	yes*	no**	no**	Private	\$53.37 (added to hotel license)
Consultant Commercial Vehicle	no	no	no	none	\$156.79/\$29.79
*Any vehicle carrying 15 people or more must submit proof of insurance of \$5M					
**Background check and DMV driver history report not required since not carrying public passengers					

Exhibit X – Paid Parking Revenue Overview

Location	Location /Proximate High Turnover Biz	# parking spots displaced	forgone revenue / day*
1	Grappa	2	
2	Tekila	3	
3	Brew Pub,	3	\$60.51
4	Red Banjo, Egyptian, EE, Firewood	3	
5	Spur, 350 Main	3	
6	Chimayo, Cows	3	\$60.51
7	Terigo, Flanagans, Cabin	3	
8	Shabu, P. Sage	3	
9	Post Office, O'Shucks, NoName	0	\$0.00
10	Fletchers	3	
11	Heber/Main	3	
12	7th Street	3	
13	9th Street Trolley Turnaround	0	\$0.00
14	Galleria	8	
15	Swede Alley Recycle/Trash	10	\$99.00
16	Post Office	0	
17	Bob Wells	4	
			\$220.02
	# total spaces potentially displaced	54	
	# spaces recommended	16	
	<u>Key</u>		
	red = no		
	green = yes		
	yellow = need way more discussion w staff & stakeholders		
	* ave \$ per stall year round		

The paid parking system generates approximately \$1.4 M annually. The recommendations above over 365 days is estimated to forego \$80k annually (\$220 x 365), or about 5.7% of the overall revenue.

**Example of Commercial Vehicle Sticker/Hangtag/ sign on the street
with painted curb**





Main – 170 Stalls - \$3,430 per zone per day average / \$20.17 per stall, per day

Bob Wells 36 Stalls - \$328/ per zone per day average – \$9.10/per stall, per day

Swede- 25 Stalls - \$247 per zone per day average / \$9.90 per stall, per day

N Marsac - 63 Stalls - \$59 per zone per day average / \$0.94/per stall, per day

Flagpole – 59 Stalls - \$455 per zone per day average / \$7.71/per stall, per day

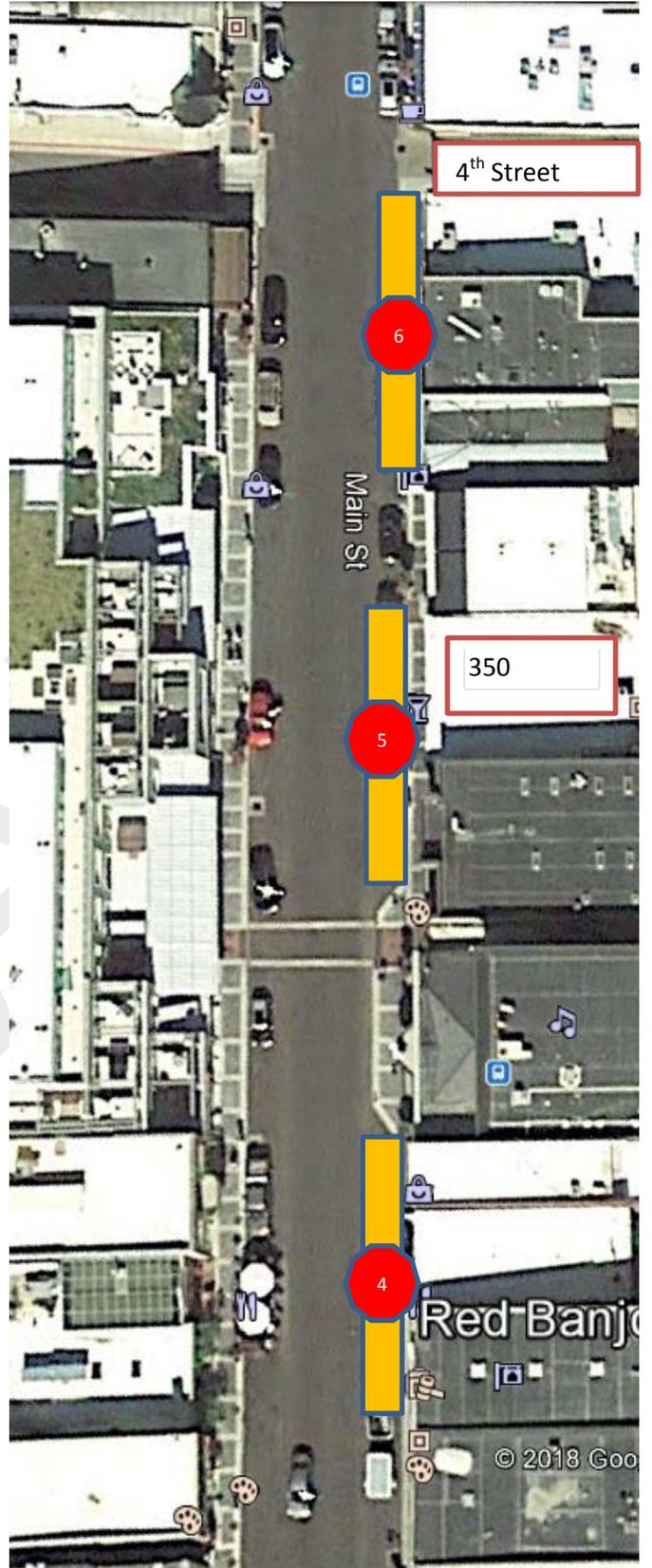
Galleria – 10 Stalls - \$18.17 per zone per day average / \$1.81 per stall, per da

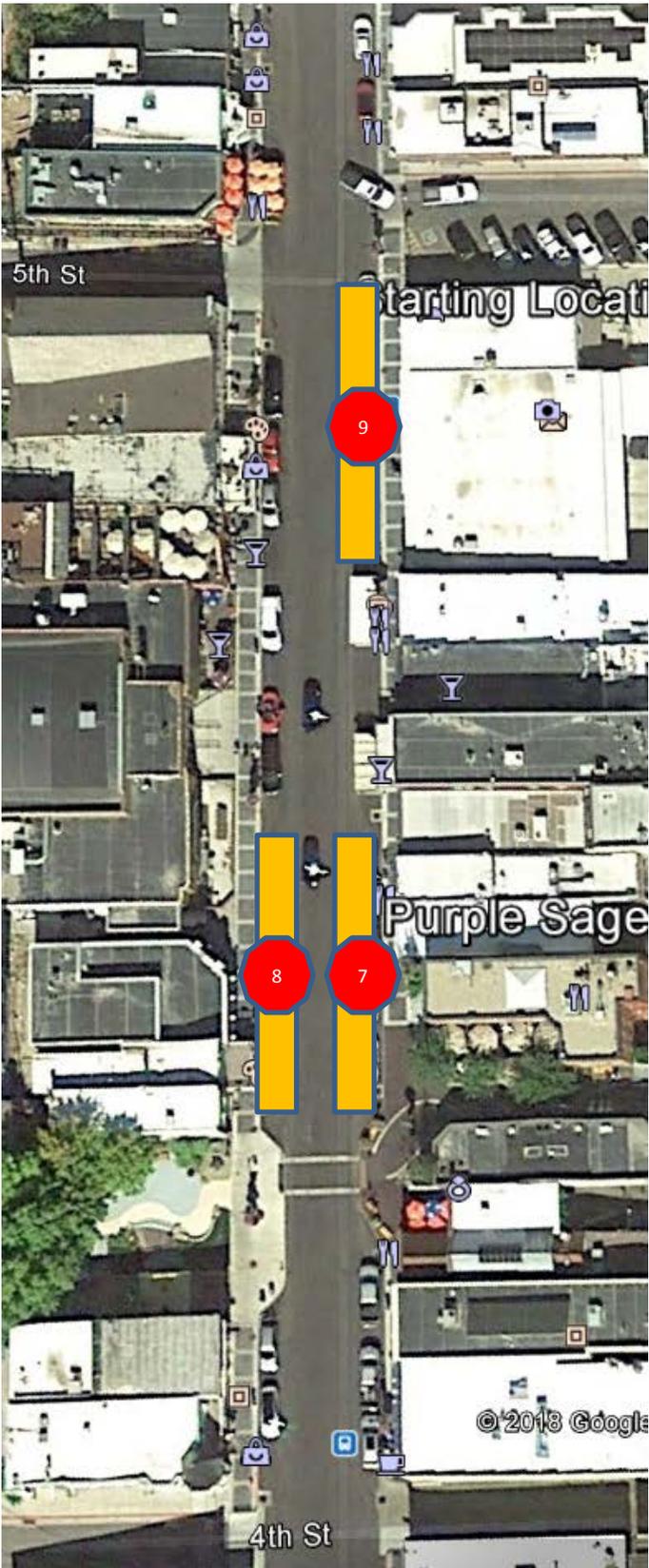
TOTAL REVENUE BY MONTH



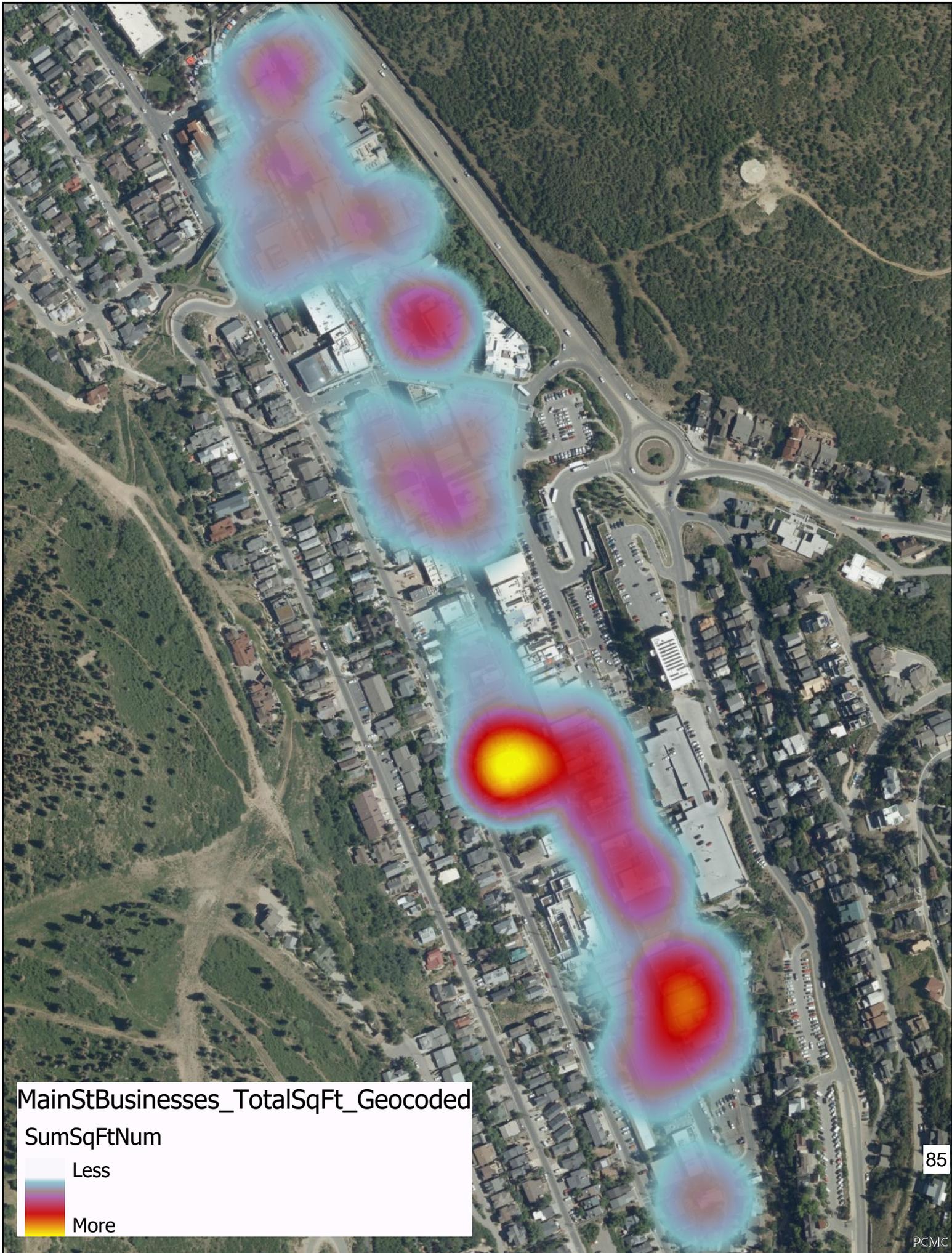
TOP 5 LOCATIONS LAST 30 DAYS

Location	Revenue
Main Street	\$150 055.05
Flag Pole	\$30 332.57
Bob Wells Plaza	\$17 439.25
Swede Alley	\$13 898.29
North Marsac	\$3 065.74









To: Park City Council, Mayor Beerman
 From: Lodging Stakeholders, (as evidenced by Signature Page)
 Date: 7-15-19
 Re: Hillside Avenue – Voluntary Cooperation to Minimize Vehicle Impact

Memorandum

Background

City Council Liaisons Gerber and Joyce, along with Mayor Beerman and staff have been diligent in their communications to Lodging Stakeholders regarding minimizing vehicle usage on Hillside Avenue, specifically hotel shuttles, in response to Resident complaints and Council’s personal witnessing of perceived safety concerns on Hillside Avenue.

Over the last year, multiple meetings have taken place and communications shared. The lodging stakeholders appreciate the seat at the table in attempts to proactively alleviate traffic and safety concerns on Hillside Avenue and throughout greater Old Town.

Historically, hotel shuttles have used Hillside Avenue as a key route for entry and exit to Historic Main Street and has been and remains **critical** to their operations.

Part of the Solution:

What you may not know, is that the hotel courtesy shuttle vehicle programs already have a significant impact on reducing the number of vehicles on our roadways (Hillside) and environmental impacts.

Below is a simple table with a sample size of 8 stakeholder properties from upper Deer Valley. The key takeaway you will find is the **courtesy hotel shuttles on any given day reduce the number vehicles on our roadways, including Hillside by 1,316 vehicles.** The reality is that the lodging properties have invested heavily in **shared ride vehicle fleets** (\$3,325,000 in just these 8 properties) to provide service to our guests which directly relates to thousands of vehicles removed from our streets every day and alleviates parking constraints in Old Town.

Property	Vehicles		Avg Potential Vehicles		Shuttle Vehicles	Value of Fleet	Positive Reduction to Guest Vehicles
	Units	Keys	Per Key / Unit	Per Key / Unit			
Stein Eriksen Lodge	65	184	1.5	276	5	\$ 400,000.00	271
Stein Eriksen Residences	54	93	2	186	3	\$ 250,000.00	183
The Chateaux Deer Valley	46	150	1	150	3	\$ 200,000.00	147
The Residences at The Chateaux	19	19	2	38	7	\$ 500,000.00	31
The Deer Valley Club	32	32	2	64	6	\$ 450,000.00	58
Stag Lodge	52	52	2	104	2	\$ 200,000.00	102
Montage	81	301	1.5	451.5	13	\$ 975,000.00	438.5
Goldener Hirsch	65	90	1	90	4	\$ 350,000.00	86
Totals	414	921	13	1359.5	43	\$ 3,325,000.00	1316.5

Voluntary Action Suggestions

Having been counseled that significant changes to access of Hillside may be imminent, the Lodging Stakeholders propose the following “Voluntary Actions” for consideration:

Preferred:

- Access to Hillside will be limited to Vehicles Registered in Park City / Summit County
 - Enforced through registered Hang Tags
 - No Closure to Hotel Courtesy Shared Ride Vehicle Fleets
 - Satisfies our round-about traffic concerns on Marsac and Lower Deer Valley Drive
 - Eliminates all out of town nonresident / business traffic
 - Continues to greatly reduce personal guest vehicles by over 1,000 per day
- Each Property will continue:
 - Pre-arrival efforts with guests coaching them not to rent vehicles but rather take shared transportation from airport. (reducing vehicles to and from Park City)
 - Emphasizing courtesy shared shuttles rather than personal vehicle usage for *local transfers* to minimize vehicles on all roads and parking constraints. (reduces vehicles and parking)
 - Driver Sign off Sheets to avoid Hillside Avenue whenever possible. (already in place)
 - ***See example photo at end of Memo

Middle Ground:

- Reduced Access to Hillside
 - Willingness to consider and discuss “some” level of reduction, including seasonality and/or timeframes
 - Increases vehicle trips into round-about and will add additional traffic on lower Marsac, Park Avenue and Deer Valley Drive

High Impact on Lodging

- Access to Hillside will be left turn only (one way downhill)
 - Willingness to consider and discuss including seasonality or timeframes
 - Eliminates up to 50% of traffic on Hillside
 - Uphill vehicle traffic on Swede Alley or Main St. can loop back down Marsac or top of Main Turnaround
 - Increases vehicle trips into round-about and will add additional traffic on lower Marsac, Park Avenue and Deer Valley Drive
 - Important to Note this will likely require adding additional shuttle vehicles and staffing per property to maintain “looping” shuttle schedules on hour and half hour. (not a good business or environmental decision)

Lodging “Asks” of City:

- Consider Drop and Go Bulb outs in following areas:
 - Upper Sandridge Lot (nearest stairs to Brewpub Lot)
 - Bob Wells Plaza Turnaround
 - Main Street
- Future Creative Planning on Main Street and Historic Old Town Access
- Continued Seat at the Table for on-going talks regarding access to Main St / Old Town.

Questions / Concerns / Thoughts

1. What is definition of Commercial Vehicle?
 - a. Will Uber and Lyft have access?
 - b. Will For-Hire Transportation Companies (Similar to former All Resort Group) be able to access?
 - c. Will Food purveyor trucks have access?
 - d. Is Commercial Vehicle described as for Hire?
 - e. Corporate Busses?
2. What if Owners or Guests are trying to visit friends in Upper Old Town?

Exhibit I

- a. Would we be expected to drive down to round about then back Up Swede or vice versa?
 - b. It is not uncommon for owners and guests to visit Old Town homes above Main Street?.
3. Is proposed action in response to a vocal minority? Or in response to safety issue?
 - a. If safety issue, implore City to look at widening road or adding pedestrian sidewalk and stairs to upper Main Street.
4. Hotels / Management companies have spent literally millions of dollars on safe all-weather vehicle fleets. We strongly believe we are already part of solution taking cars off Hillside.
5. Vehicle Fleet advantages:
 - a. Similar to Public Transit Bus System, groups upwards of 15 passengers in one vehicle eliminate what could be 7 additional cars “per trip” to Main Street “per company” per “half hour.”
 - b. Reduces cars on road reduces emissions which is aligned with City long term goals
 - c. Reduces demand on already overstressed parking in Historic Old Town
6. Moving the Problem:
 - a. There are currently 3 to 4 access points to Main Street
 - i. (Hillside, Heber Avenue, Lower Main, Park Ave Entries)
 - ii. Removing 25% access will have tremendous impact
 - b. Traffic patterns if shifted may have much bigger impact on Marsac Avenue, Park Avenue and lower Deer Valley Drive, which have exponentially more residential homes than Hillside.
 - c. Same amount of traffic will now be funneled into same area at pinch points causing increased traffic and incidents
7. Enforcement
 - a. What will enforcement look like and what will be penalties?
 - b. Will those only apply to Logo Vehicles?
 - i. Can Lodging move to non-logo vehicle and retain access?
 1. How will City differentiate?
8. Efficiency
 - a. Many shuttle programs are on the hour and half hour allowing time for one vehicle to depart and return within 30 minutes so additional shuttles are not needed.
 - b. Increasing turnaround times with longer more congested times *will* lead to more shuttle vehicles being used to maintain schedules.
 - c. Increasing turnaround times will require additional vehicles *and* additional staffing levels which will have heavy financial expense impact on our companies.
9. Silver Lake and Empire Pass Homeowners
 - a. How do we tell a full freight tax paying owner(s) that they can drive their own vehicle and use Hillside but not in a courtesy shuttle?
 - b. Owners may argue they have every right to use a public road as anyone else.
 - c. City Council should expect significant blowback from Homeowners this winter and moving forward regarding the closure of Hillside to them. Lodging Community would expect hundreds, perhaps thousands of upset Homeowners that will be contacting City Hall or attending meetings in the months and years ahead.
10. Board of Realtors
 - a. More difficult to sell real estate when City is eliminating efficient routes for hotel shuttles and indirectly forcing homeowners to take their own cars to be more expeditious.
 - b. Board of Realtors has Hillside concerns on their Agenda for early August and Council should expect to hear from this Association as well.
11. Park City Restaurant Association / Historic Park City Business Alliance
 - a. Lodging feels it should bring these 2 entities into the conversation as could have severe impact on behavior and business levels. Example, lodging entities may coach owners and guests to dine and shop off Main Street for efficiency or guest behavior may change in this direction organically, either way, will be to the detriment of Main Street businesses.

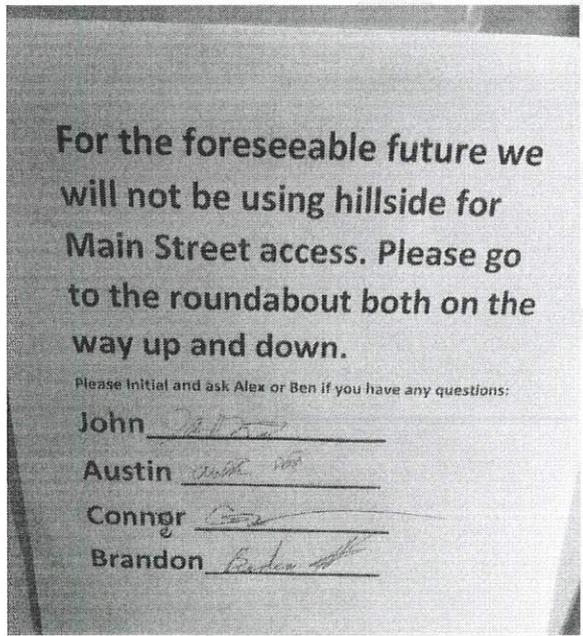
Summary:

Lodging stakeholders' value our relationship with PCMC and more importantly the neighbors that comprise our greater community and wish to work together towards a mutually beneficial outcome.

We implore City leaders not to make a rash decision on Hillside Avenue that would negatively impact the lodging community shuttle services, the environment, the homeowners along Marsac Avenue and Deer Valley Drive and Park Avenue, as well as our second homeowners without careful consideration of the impacts on all of the above.

In addition to the already well documented benefits in this Memo illustrating the great benefits of the hotel courtesy shuttle programs, we believe our Voluntary Action Suggestions, along with the attachments containing Management signatures of participating lodging companies, coupled with the examples of driver sign off sheets for each property, are tangible action steps towards the goal of limiting impact to Hillside Avenue.

<u>Participants</u>	<u>Name</u>	<u>Title</u>	<u>Signature</u>
Stein Eriksen Lodge			
Stein Eriksen Residence			
The Chateaux Deer Valley			
The Residences at The Chateaux			
Deer Valley Club	JEFF BENNETT	G.M.	
Deer Valley Resort Signature Collection	Scott Sandlin	ADL	
Stag Lodge	Brant Blissenmeyer	GM	
Montage Deer Valley			
Goldener Hirsch	Scott Sandlin	ADL	



Summary:

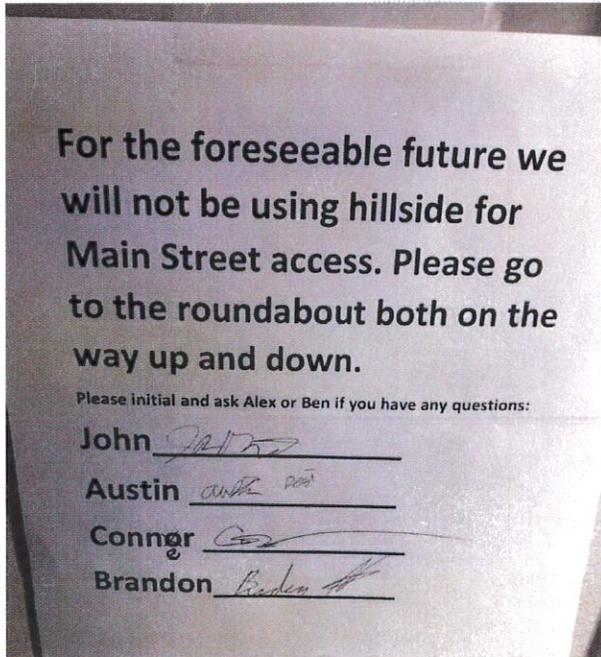
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- The Chateaux Deer Valley
- The Residences at The Chateaux
- Deer Valley Club
- Deer Valley Resort Signature Collection
- Stag Lodge
- Montage Deer Valley
- Goldener Hirsch

<u>Name</u>	<u>Title</u>	<u>Signature</u>
Russ Olsen	CEO	



Old Town Circulation Project Outreach Plan

8/2	Distribute Outreach including: Resident List, Lodging & Restaurant Association, Resident Email List, For Hire and TNC contacts, Community Partners including School, Deer Valley, Chamber, Park City Resort and Prospector Association and local media	Alexis lead, JD support
8/2	Advertise Community Q&A (8/7) on Social Media	Alexis coordinate with Emma/Linda
8/2 – 8/5	Distribute flyers to Old Town Residents	Parking team to do this weekend
8/5	Finalize staff report for 8/15 CC meeting	JW/JD/AV – in draft form currently
8/6	HPCA Event Sub Committee Meeting	JW/JD attend (AV out of town)
8/7	Public Meeting - Community Q&A Library Community Room 5pm	AV/JD/JW/CC
8/7	Present at Lodging Monthly Board Meeting	JW lead
8/12	Staff Report publishes	Alexis
8/14	Ad Hoc Business Committee Meeting	CC Liaisons and City Staff
8/15	City Council Meeting	JW/JD/AV



WE WANT TO HEAR FROM YOU

Old Town Access and Circulation

Park City Municipal departments including: Transportation Planning, Economic Development, Special Events, Parking, Police, and Engineering are working with the community and stakeholders on a variety of projects in Old Town. Staff are providing strategic recommendations to City Council on measures that can be taken to improve circulation, safety, and access. These short term recommendations, if approved by Council, could be implemented in the next 2-8 months, and will service as a short term solution for a larger effort underway called the Old Town Access and Circulation Study.

Some of the projects recommended for this year that may affect you include:

- Designated curbside drop-and-load locations on Main Street for concierge vehicles, shuttles, and other for-hire vehicles
- A new sidewalk on 4th Street between Main Street and Swede Alley, and a directional change to that block to have traffic flow eastbound, mirroring the 5th Street changes creating a couplet
- Additional wayfinding at Hillside Ave and Daly Ave to direct visitors back down Main Street instead of into residential areas

Additional strategies and projects will be included in a staff report to City Council on August 15, 2019. This staff report will be publicly available on www.parkcity.org prior to the meeting. In the meantime, to learn more about projects underway, and other near term solutions recommended by staff please visit the website:

bit.ly/OldTownProjects

Old Town Circulation and Access Study:

The long term plan is to launch a robust planning effort called the Old Town Circulation and Access Study. This process will take approximately one year, and will include comprehensive data collection in Old Town and provide a strategic plan (implementable within 5 years) that includes projects that mitigate congestion, improve safety and walkability, and increase quality of life for residents, visitors, and local businesses. Staff will reach back out to residents and stakeholders throughout this longer process.

How to Provide Comments:

City Staff will hold an informal community Q & A on the *near-term* projects and planning efforts found in the web link above. To attend in person to learn more:

Community Q & A

Wednesday August 7, 2019
Park City Library Community Room
5:00 - 6:00 PM

And/or, please attend the City Council meeting to provide recorded public comment for this effort:

City Council Meeting Work Session

Thursday August 15, 2019
Park City Council Chambers
5:00 PM

If you are unable to attend in person, please submit your written comments to:

Alexis Verson
Transportation Planning
Park City Municipal
alexis.verson@parkcity.org

Summary of Community Q & A Meeting

August 7, 2019

5:00-6:00PM at the Park City Library

A noticed public meeting was held on August 7, 2019. Members of the public from the Historic Park City Alliance, Old Town residents, For-Hire companies, and the Restaurant and Lodging Associations were invited to attend. The meeting was broadly publicized on KPCW radio and social media platforms. Staff members from Economic Development, Special Events, Parking, Business Licensing, and Transportation Planning led the meeting and provided expertise in the discussed topics.

City Council Members Gerber and Joyce attended as the designated Community Liaisons; Council Member Worel also attended with expertise on the for-hire stakeholder conversations regarding commercial vehicle and business licensing.

Approximately 20-25 residents and stakeholders attended.

Common themes heard from the public and recorded are as follows:

- A high-level overview from staff was given of the current, proposed, and not recommended projects for near-term Old Town circulation and access improvements. Staff explained the reason for pursuing (or not pursuing) various projects, the timeline, and potential impacts they may have on Old Town.
- One community member indicated that this meeting was noticed too late to have adequate representation from the community.
- Some expressed the hope that safety is a top priority during project implementation; that egress after large events is concerning.
- Questions on the manipulation of Google Maps and Waze were asked. Essentially, they are not responsive to community requests to have certain residential streets removed from their algorithms, however some communities have had success by posting “No Thru Traffic” signs to eventually eliminate streets as a potential route on the GPS platforms.
- Several residents agreed that wayfinding signage is a priority, but had concerns that it is not as effective as it once was – as many visitors and TNC’s use GPS applications like Google Maps and Waze to navigate and pay little attention to visual cues.
- Community members also repeatedly noticed that the wayfinding signs that do exist, some of which were recently implemented, are located in an area that is strictly residential at which point the potentially lost visitor is far past where they should be traveling.

Suggestions for signage include:

- Moving signage closer to the business district and out of the upper Main residential areas would significantly improve the likelihood of people turning back down into the business district before arriving at narrow residential streets.
- A “No Outlet” sign at Grappa

- Bollards at Hillside Ave to restrict vehicular movements
- For-hire representatives, some of whom live or lived in Old Town, mentioned that part of the draw to Park City was the buzz of activity and that it should be seen as a benefit to living in town. The initiative to make Park City a World Class City has been successful; however, some see the unintended consequences as negatively impacting their quality of life.
- Many attendees expressed the concern that TNC's cannot be regulated and generally cause the bulk of some of these issues. Suggestions to mitigate include:
 - Asking the League of Cities and Towns for representation at the State level
 - Hire a lobbyist to approach the Legislature directly to explain the impacts unregulated TNC's are having on the community.
- A request to look more closely at the 1984 Streets Master Plan, and the Flagstaff MPD was made.
- A suggestion of better snow and ice mitigation in the winter on Hillside and Old Town stairs was made.
- Several attendees mentioned the need to look at code when talking about traffic mitigation in Old Town including:
 - Having a representative from Planning to discuss codifying certain things like stronger ticketing enforcement and fees, parking permits, restricting vehicle sizes based on available footprint of driveways in Old Town.
 - Restricting commercial vehicles on certain roadways, including Hillside Ave
 - Enforcement of traffic in HR1 and HR2 zones
- The opportunities to have Main Street become pedestrian only were mentioned, although not discussed in great detail.
- Several residents and for-hire representatives mentioned the idea of having Main Street and Swede Alley become a couplet (one way up Main, one way down Swede) to help control congestion and traffic flow.
- A general expression of the desire for more heavy handed measure to prevent traffic leaking into Old Town residential streets was strong.
 - Sentiments that voluntary action doesn't work,
 - Large vehicles (including shuttle and transit vehicles) have no business being on smaller residential streets – "right size" transit vehicles,
 - There is a need to look ahead at what's coming, not just within 5 years, but more like 20 years – this includes the anticipated proliferation of Autonomous Vehicles.
- A request from the community to look at the connector road off Marsac to China Bridge was requested; Councilmember Joyce echoed that this was not off the table. Staff agreed to re-visit this, as the plans were never taken to Council (primarily due to tight turning radii on the roadway making it unfeasible for larger vehicles to use).

In summary, the attendees came to the meeting to listen to the City's approach, dispel rumors about projects in Old Town and on Hillside Ave, and provided suggestions, concerns, and experiences for making Old Town a more livable community.

Alexis Verson

From: Ed Godycki <ed@robbwallace.com>
Sent: Monday, August 05, 2019 3:17 PM
To: Alexis Verson
Subject: Are you people out of your mind again?

Follow Up Flag: Follow up
Flag Status: Completed

Rumor is widening Hillside for commercial traffic is being considered. To put it succinctly, WTF? This is a residential area and it is why we live here. I cannot attend the meeting on the 15th but please register my unequivocal and strenuous objection to this idea. Please make sure this note is read at the meeting and entered into the public record. Please also do inform me when you people have come to your senses. Thank you

Ed Godycki, CEO
Robb-Wallace Motorsports, LLC
818-207-2055
Ed@robbwallace.com

Alexis Verson

From: Jenny Diersen
Sent: Monday, August 05, 2019 11:10 AM
To: Alexis Verson; Jonathan Weidenhamer; Steve Joyce
Subject: FW: Notice: Outreach Opportunities for Old Town Circulation Project Improvements

Follow Up Flag: Follow up
Flag Status: Completed

FYI,

Steve, email from Kim is two emails below too.

Jenny Diersen
Special Event & Economic Development Program Manager
435.640.5063 – mobile

From: Rhonda Sideris [mailto:rhonda@parkcitylodging.com]
Sent: Monday, August 05, 2019 10:23 AM
To: Kim Marks; Jenny Diersen; Bill & Donna Hummer; ruth Gezelius; Mark Brittingham; Heleena
Cc: helsideris@gmail.com
Subject: RE: Notice: Outreach Opportunities for Old Town Circulation Project Improvements

Thanks Kim, you are spot on. I would also like to request, at least for the lower end of Prospect Ave, that you require parking permits as patrons and Main Street employees park on the lower end of Prospect “just for a few hours”. When Heleena has paid to have a plow, and Bill has helped shovel, spots out in front of the house only to have Main Street bound peeps poach the parking.

P.S. Jenny, I love you. Kim, note Heleena’s email address at gmail, not yahoo..

Rhonda Sideris | President & Founder
1897 Prospector Avenue | Park City, UT 84060
Office: 435 649 6175
Web: www.ParkCityLodging.com
Blog: www.ParkCityLodging.com/blog



Please consider the environment before printing this e-mail.

Park City Lodging, Inc. proudly supports 1% for Open Space

From: Kim Marks <kimmermarks@me.com>
Sent: Saturday, August 03, 2019 3:35 PM
To: Jenny Diersen <jenny.diersen@parkcity.org>; Bill & Donna Hummer <Hummer754@aol.com>; ruth Gezelius <ruthie1294@gmail.com>; Mark Brittingham <Mcbrittingham@yahoo.com>; Heleena <helsideris@yahoo.com>; Rhonda 96

Sideris <rhonda@parkcitylodging.com>

Subject: Re: Notice: Outreach Opportunities for Old Town Circulation Project Improvements

Jenny

Thanks so much for including me on this notice.

As a resident of Prospect Ave my major concern are the cell phone apps that Route downhill traffics out of upper Deer Valley, down Prospect. As you know this is being used as a "short cut" that creates a dangerous situation on Prospect year round but especially in the winter when it's basically a 1 way street.

The solution is to make a no left turn divider

On highway 224 at the Southern entrance to Prospect. This also eliminates dangerous left hand turns across accelerating uphill traffic on 224 and the dangers of rear end accidents from speeding down hill traffic.

What would it take to make this happen?

Traffic in Park City is destroying the town

Thanks

Kim Marks

Sent from my iPhone

On Aug 3, 2019, at 2:33 PM, Jenny Diersen <jenny.diersen@parkcity.org> wrote:

Good afternoon, I wanted to make sure you were aware of proposed changes regarding Old Town Circulation. Below you will find a link and information regarding our proposed next steps as well as a flyer with outreach opporunties. You are welcome to forward this to other residents or businesses who may be interested to help us get the word out.

Community Meeting is scheduled on Wednesday, August 7 at 5 p.m. at the Park City Library, or you can send questions and feedback to Alexis (contact info in the flyer above).

Best,

Jenny Diersen

Special Event & Economic Development Program Manager

435.640.5063 – mobile

From: Alexis Verson

Hello -

Park City Staff is in the process of making near-term project and program recommendations for Old Town circulation improvements. I'd like to make you aware of a few key opportunities for public input on our efforts. Please see the attached flyer for public comment opportunities prior to the 8/15/19 Council Meeting date, and visit the [project website \(bit.ly/OldTownProjects](http://bit.ly/OldTownProjects) – use capitalizations) to download and review all documents (**still in draft form**) related to this effort.

Feel free to forward this information to your relevant boards, members, and others who may be interested in providing feedback.

Thanks kindly,

Alexis Verson

Senior Transportation Planner

Park City Municipal Corporation

445 Marsac Ave.

Park City, UT, 84060-1480

Phone: (435) 615-5317

Mobile: (385) 270-2465

Fax: (435) 615-4901

<image001.png>

<Old Town Outreach Opportunities.pdf>

Alexis Verson

From: Kim Marks <kimmarks@comcast.net>
Sent: Monday, August 05, 2019 7:33 PM
To: Alexis Verson
Subject: Fwd: Notice: Outreach Opportunities for Old Town Circulation Project Improvements

Follow Up Flag: Follow up
Flag Status: Completed

I sent this to Jenny but I understand it's your job to gather these comments

Thank you
Kim Marks
Prospect Ave

Sent from my iPhone

Begin forwarded message:

From: Kim Marks <kimmarks@comcast.net>
Date: August 5, 2019 at 8:22:10 PM EDT
To: Jenny Diersen <jenny.diersen@parkcity.org>
Cc: Bill & Donna Hummer <Hummer754@aol.com>, ruth Gezelius <ruthie1294@gmail.com>, Mark Brittingham <Mcbrittingham@yahoo.com>, Rhonda <Rhonda@parkcitylodging.com>, Clive <cbushuk@gmail.com>
Subject: Re: Notice: Outreach Opportunities for Old Town Circulation Project Improvements

Jenny and Neighbors of Prospect & Hillside Ave

I received a complaint from my tenants about the the speeding pass thru traffic on Prospect Ave this Arts Festival weekend. Does the City post their signs and place barriers as the Sundance Festival does? Unless these barriers are maned with people the Uber, Lyft, and people movers from all the Deer Valley resorts, just ignore the signs.

Old Town residents are getting crushed by all the "fun" events that the city sponsors or allows. We shouldn't be the victims of others desire to wrench every tourist dollar out of every single weekend. I'm sorry to sound like an alarmist but this is right on the heels of property tax increases in old town that are as much as 100%! Personally my house being worth a fortune doesn't matter if I can't live there because we are being sold every weekend to the highest bidders.

Please, if you want to create an old town community City Hall needs to treat as one!

Reduce traffic and protect old town streets from thru traffic.

I'm not able to attend the meetings because my job takes me out of town but please enter my comments to the record.

Kim Marks
Prospect Ave.
Sent from my iPhone

On Aug 5, 2019, at 12:22 PM, Rhonda Sideris <rhonda@parkcitylodging.com> wrote:

Thanks Kim, you are spot on. I would also like to request, at least for the lower end of Prospect Ave, that you require parking permits as patrons and Main Street employees park on the lower end of Prospect "just for a few hours". When Heleena has paid to

have a plow, and Bill has helped shovel, spots out in front of the house only to have Main Street bound peeps poach the parking.

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Please consider the environment before printing this e-mail.

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Sent: Saturday, August 03, 2019 3:35 PM

To: Jenny Diersen <jenny.diersen@parkcity.org>; Bill & Donna Hummer <Hummer754@aol.com>; ruth Gezelius <ruthie1294@gmail.com>; Mark Brittingham <Mcbrittingham@yahoo.com>; Heleena <helsideris@yahoo.com>; Rhonda Sideris <rhonda@parkcitylodging.com>

Subject: Re: Notice: Outreach Opportunities for Old Town Circulation Project Improvements

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Best,
Jenny Diersen
Special Event & Economic Development Program Manager
435.640.5063 – mobile

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Feel free to forward this information to your relevant boards, members, and others who may be interested in providing feedback.

Thanks kindly,

Alexis Verson
Senior Transportation Planner
Park City Municipal Corporation
445 Marsac Ave.
Park City, UT, 84060-1480
Phone: (435) 615-5317
Mobile: (385) 270-2465
Fax: (435) 615-4901

<image001.png>

<Old Town Outreach Opportunities.pdf>

Alexis Verson

From: william moore <wm.moore@me.com>
Sent: Monday, August 05, 2019 5:17 PM
To: Alexis Verson
Cc: andy@treasuremountaininn.com; Matt Dias
Subject: Hillside

Follow Up Flag: Follow up
Flag Status: Completed

Dear Alexis,

I understand you will be looking into widening Hillside between Marsac and Main st. I cannot be in attendance at the upcoming meeting but would like noted that our votes are against this project. My name is Will Moore and my wife and I resided at 148 Main St, we have lived in Park City for a number of years and move into 148 Main knowing there had been a project regarding Hillside widening that had been rejected a few years earlier. Now 10 years later we are spending more tax money to look again. This makes no sense. I have read the report from the “lodging group” and take issue with a number of their statements, such as how many cars they are reducing by use of their transportation vehicles and that they have spent millions of dollars in doing so. Do you not think we as home owners have also spent millions of dollars as well. We are the ones who make the neighborhood maintain the “old town charm” not the “lodging industry”. It is just the opposite they benefit from our work at maintaining our homes, making the city a more pleasant experience. My issue is not the lodging industry using Hillside, although it is a residential street and they should not be using. My complaint is the speed at which they travel, in the summer once they pass the speed bump they accelerate to unsafe levels. Once they turn onto Main Street they speed up to more than a residential zone should allow. In the winter when the speed bump has been removed they do not slow down at all. There is a sign at the top of Hillside that says to yield to uphill traffic, the buses do not yield, although I have seen the police pull cars over that do not yield.

I understand we have traffic issues in “Old Town” and something needs to be done. A simple solution is make the buses slow down. I have lived in other resort towns and traveled to others that have main street a walking street. Or they make it one way by increasing the size of the sidewalks and get rid of the street parking so people can enjoy a nice walk. They do allow times for deliveries for the benefit of shop owners.

I just do not understand how you can consider spending more tax money to satisfy the “lodging industry” at the expense of safety, when the “lodging industry” are the ones who are not following the current rules/laws, with the use of residential streets and speeding. Why do you not require each bus to have a automated speed control device that prevents speeding, vs. widening Hillside.

I request this letter be registered as a no vote and would also request it is read during the meeting, making sure it is on the public record.

Regards,
William Moore
775.830.3010
wm.moore@me.com

Alexis Verson

From: Ryan Heil <rheil@axcessent.com>
Sent: Monday, August 05, 2019 12:12 PM
To: Alexis Verson
Subject: Old Town Circulation

Follow Up Flag: Follow up
Flag Status: Completed

Hello Alexis,

I will be unable to attend the meetings this week and on August 15th, but wanted to offer my input to the conversation. I have lived in Old Town for 16 years, on Park Ave, Ontario and Ridge Ave and have seen the problems up close. The single biggest thing I would like to see is the elimination of all drop and load access on Main Street for shuttles and concierge vehicles with steep fines for violators. These drivers, particularly those from the hotels and gated developments in their branded shuttles, stop in the middle of Main Street with absolutely zero regard for timely loading and unloading nor the traffic jams they create.

I recommend the city create 4 designated zones for any/all shuttle-type vehicles or pickups/drop-offs that entail more than 3 passengers. My suggested locations provide adequate access to all of Main street and prevent the stop-and-drop with these large groups and shuttle bus vehicles that cripples Main Street on busy days. The zones should be:

- The Main Street roundabout at 9th & Main
- Heber between Main and Swede on the south side of the street
- Swede Alley just north of 5th Street (as was utilized during Sundance)
- The lot adjacent to Wasatch Brew Pub.

I believe eliminating the shuttle stop-and-drop issue on Main Street (and considering mandatory usage of the same zones for for-hire vehicles during busy times) would bring a massive improvement to the Old Town traffic issues on Main Street.

Thank you,

Ryan Heil
917-400-4043

Alexis Verson

From: Heleena Sideris <helsideris@gmail.com>
Sent: Monday, August 05, 2019 11:10 AM
To: Alexis Verson
Subject: Old Town Projects

Follow Up Flag: Follow up
Flag Status: Completed

Hi Alexis,

My neighbor sent an update regarding a few proposed projects for Old Town. Thank you for making the information so readily available!! I live on lower Prospect Ave (#22). My partner recently moved in from his house on Daly Avenue. I spent about 4 years walking back and forth between Daly and Prospect. The way Hillside is currently set up allows plenty of room for pedestrian passing, especially now that the yellow lines were painted. That said - a small sidewalk that doesn't widen the street would be fine! (unless we want to direct pedestrians to use the the already recently constructed Chambers Neighborhood Trail... or as we know it... dog poop trail :) - this would also likely keep pedestrians within a walking-friendly zone).

One thing I am a bit concerned about is the proposal to study the widening of Hillside to allow for 2-way vehicular traffic. In my opinion, this would only add to our issues of traffic congestion and would encourage drivers up toward residential areas like Prospect and Daly vs. entering at China Bridge or on Swede Alley. Wider roads promote more traffic, it's just how it works. If we want to encourage people to utilize public parking structures such as China Bridge, or even better park and ride lots, we need to focus our resources on re-directing traffic to zones of greater access (such as we do with High School parking during Silly Market), not provide more opportunities for cars to flush into Old Town and circle Main Street until a curbside spot opens up. I see so often frustrated drivers that can't find a spot on Main Street (even though China Bridge would be a great alternative!!) drive up Prospect Avenue trying to take one of our residential spots. There are dogs and children who live on Prospect and Sandridge and we definitely feel the pressure of increased traffic.

Unfortunately I cannot attend the public hearing this week at the library, but I will do my best to make arrangements to attend the city council meeting the following week.

Thank you again for being so open to comment and for providing some great information.
Heleena Sideris

Alexis Verson

From: PJMarth <pmarth@earthlink.net>
Sent: Friday, August 02, 2019 2:27 PM
To: Alexis Verson
Cc: Andy Beerman; Council_Mail
Subject: Re: Outreach Opportunities for Old Town Circulation Projects

Are you kidding me? You have got to be on another Planet. If you think for one minute you can "widen Hillside" after the community narrowed it to fit the General Plan and STOP the commercial circulation for Main thruin Old Town. You have got to be kidding me.

Are any of you council members aware of this and do you approve of widening HR1 roads to accommodate even more destructive traffic or not?

Pick one answer...this is insane man, totally insane....you are making a very big mistake, I can tell you that.

-----Original Message-----

From: Alexis Verson
Sent: Aug 2, 2019 1:31 PM
To: Alexis Verson
Subject: Outreach Opportunities for Old Town Circulation Projects

Hello -

Park City Staff is in the process of making near-term project and program recommendations for Old Town circulation improvements. I'd like to make you aware of a few key opportunities for public input on our efforts. Please see the attached flyer for public comment opportunities prior to the 8/15/19 Council Meeting date, and visit the [project website](http://bit.ly/OldTownProjects) (bit.ly/OldTownProjects – use capitalizations) to download and review all documents (**still in draft form**) related to this effort.

Feel free to forward this information to your relevant boards, members, and others who may be interested in providing feedback.

Thanks kindly,

Alexis Verson
Senior Transportation Planner
Park City Municipal Corporation
445 Marsac Ave.
Park City, UT, 84060-1480
Phone: (435) 615-5317
Mobile: (385) 270-2465
Fax: (435) 615-4901



Alexis Verson

From: Clive Bush <cbushuk@gmail.com>
Sent: Saturday, August 03, 2019 11:00 AM
To: Alexis Verson
Subject: Re: Outreach Opportunities for Old Town Circulation Projects_CB
Attachments: Tier1_Signs.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Alexis:

While you collate data for this outreach you have so-far overlooked the designs and scoring matrix of Horrocks Engineers for the specific purpose of addressing Tier 1 Mitigation. These were presented and approved by Council on June 7 2018.

I have attached a PDF file of the wayfinding signs from my records, Alfred would have the originals and blow-ups or Rob at Horrocks.

Regards,

Clive

On Fri, Aug 2, 2019 at 1:31 PM Alexis Verson <alexis.verson@parkcity.org> wrote:

Hello -

Park City Staff is in the process of making near-term project and program recommendations for Old Town circulation improvements. I'd like to make you aware of a few key opportunities for public input on our efforts. Please see the attached flyer for public comment opportunities prior to the 8/15/19 Council Meeting date, and visit the [project website](http://bit.ly/OldTownProjects) (bit.ly/OldTownProjects – use capitalizations) to download and review all documents (**still in draft form**) related to this effort.

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Thanks kindly,

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Senior Transportation Planner

Park City Municipal Corporation

445 Marsac Ave.

Park City, UT, 84060-1480

Phone: (435) 615-5317

Mobile: (385) 270-2465

Fax: (435) 615-4901



Alexis Verson

From: PJMarth <pmarth@earthlink.net>
Sent: Sunday, August 04, 2019 11:26 AM
To: Alexis Verson
Cc: cbushuk@gmail.com
Subject: Re: Outreach Opportunities for Old Town Circulation Projects_PM2

Follow Up Flag: Follow up
Flag Status: Completed

Here are my comments Alexis regarding your new traffic mini "study" and "outreach" efforts.. I will not publicly comment or the police will have to remove me from council chambers.

Once again, let me review the FACTS..

1.) Hillside Ave was designed and built narrow on purpose to stop ACCESS and EGRESS to and from main through the residential neighborhoods

(everything PAST GRAPPA & SOUTH.) for ALL vehicles, not just trucks or shuttles or delivery vehicles or whatever you may try to classify as a "commercial vehicle". You are conveniently leaving out the other 85% of the vehicle volumes which is comprised of all the other vehicles

ACCESSING and EXITING Main, illegally cutting thru our HR streets. I can sit here any hour of the day and tell you exactly where every single

vehicle goes to or comes from when using Hillside Ave. Forget your consultants....the reality is 90% of ALL vehicles using Hillside Ave; are

coming and going to and from Main st. Don't believe me? Come by and sit on my porch for an hour with a pencil and pad. Easily determined.

Are you saying that these high VOLUMES of vehicles using Hillside are_not coming from or going to Main st & the Historic Commercial District?

(HCB)

2.) The community, the council and mayor 10 years ago unanimously fought, deliberated and agreed to narrow Hillside on purpose to stop all Main st related traffic, not just delivery vehicles and/or shuttles or vehicles of large sizes. Why do you continue to ignore or leave out this fact?

3.) The LMC specifically dictates that the HCB district(Commercial Historic Main st.) which ENDS at the Swede alley intersection will do everything possible to minimize ALL impacts on surrounding HR zones, INCLUDING traffic. It is NOT ALLOWED past the Grappa, yet you refer to a new

"roundabout" to turn people back to Main when you should do it at the Grappa to begin with? You must be kidding. 'The only other

reason you would allow any vehicles past Grappa is because Johnathan Weidenhammer & the HPCA is playing with the GP & LMC and screwing the public over in this "process" Crazy. Unacceptable. Incredible.

4.) Instead of sticking a knife into the neighborhoods' heart disguised as progress perhaps you should maybe re-read the LMC and figure out what it

means. Unfortunately this is a clear attempt at pushing the business agenda down our throats while ignoring the GP and LMC. Shame on the city.

5.) Of course you are an engineer and of course you have to IGNORE the LMC, the General Plan and the underlining Zoning if you are to produce

a document calling for re-classifying an HR1 road into a commercial collector after it was narrowed on purpose 10 years ago. Total madness and

sure Political Suicide, particularly after the entire council and mayor (and community) recently stated in no uncertain terms, and I quote....."The

General Plan and the LMC dictate to us that we "DO NOT WIDEN ROADS" yet your website info you linked us to says otherwise. Really? The

tenacity of those in denial-(the business community) is stunning. They are clearly in favor of ignoring our own LMC and general plan(typical) . We

are very used to this cowardly behavior which is foisted over and over again upon us and it is expected with every single staff report that comes

out of city hall.

6.) We residents live here and demand you stop now while you are ahead. The only way to crawl out of this hole is to stop digging The **residents**

can and will debunk all of these misdirected efforts, and fast. Continuing to be in denial about the underlying zoning and LMC language will dig the hole deeper. This is not a threat but the reality whether Johnathan Weidenhammer and city staff likes it or not. FYI, the only "stakeholders"

in the HR zones are the residents who live in these neighborhoods, not business interests. I would advise that you reverse course while you still

have a chance. Since you are being used/directed by those who don't care about residents, you are being put in a tough position Alexis. I told

you so! We residents knew this was coming and we are prepared to fight...hard. Better back up fast but don't hit anyone in the process!

Digging the hole even deeper is up to you of course.....

7.) Nothing personal! 😊

pjm....27 Hillside Ave.

-----Original Message-----

From: Alexis Verson

Sent: Aug 2, 2019 1:31 PM

To: Alexis Verson

Subject: Outreach Opportunities for Old Town Circulation Projects

Hello -

Park City Staff is in the process of making near-term project and program recommendations for Old Town circulation improvements. I'd like to make you aware of a few key opportunities for public input on our efforts. Please see the attached flyer for public comment opportunities prior to the 8/15/19 Council Meeting date, and visit the [project website](http://bit.ly/OldTownProjects) (bit.ly/OldTownProjects – use capitalizations) to download and review all documents (**still in draft form**) related to this effort.

Feel free to forward this information to your relevant boards, members, and others who may be interested in providing feedback.

Thanks kindly,

Alexis Verson

Senior Transportation Planner

Park City Municipal Corporation

445 Marsac Ave.

Park City, UT, 84060-1480

Phone: (435) 615-5317

Mobile: (385) 270-2465

Fax: (435) 615-4901



Alexis Verson

From: Alexis Verson
Sent: Thursday, August 08, 2019 2:18 PM
To: Alexis Verson
Subject: FW: Public meeting discussing transportation

----- Forwarded message -----

From: Kerri Haute Cars <haotecarsparkcity@gmail.com>
Date: Aug 7, 2019 7:13 PM
Subject: Public meeting discussing transportation
To: Matt Dias <matt.dias@parkcity.org>, Jenny Diersen <jenny.diersen@parkcity.org>, Becca Gerber <becca.gerber@parkcity.org>, Nann Worel <nann.worel@parkcity.org>
Cc: mfalk435@gmail.com

Hi Matt and Jenny,

Again after the fact, I hear about a transportation related public meeting. This is super frustrating. I've signed up several times with my email. And surely I weigh in no less than 3-5 times a year with you in regards to transportation concerns. I buy my white sticker, business license. And somehow the county managed to find me for a bill as well!!! We're the 70 registered transportation companies all invited? Apparently not unless you have an incorrect email for me. And none of my contemporaries mentioned anything either who also are registered with you.

I don't understand why I'm not getting invited to critical meetings such as this. I don't quite understand how Sam seems to be privy to all of these meetings and he seems to be the only person showing up. I can understand why you would get the impression then that he represents all of us. Again, Sam does not in anyway shape or form represent the majority of transportation professionals in Park City! He's out to represent what's best for him. I've said repeatedly at City Council meetings, to you in person and in writing, I am happy to be part of the solution! I just simply need to be invited to the table. And please don't throw the stakeholders group at me Matt. Michael was there representing our interests and relaying information.

Michael vaguely updated me on some points of conversation today. The **most alarming** is that the city is going to consider that every single person driving in Park City as a transportation professional would need a badge. I think this is absolutely ridiculous! You are continuing to throw more regulations on **US** while rideshare runs completely off the record.

They are essentially scabs. They are not required to have commercial insurance, they are not required to have an official business license with the State, they are not required to register with Salt Lake City and the airport, and they are not required to register with you Park City. And they most certainly are not getting a bill from the county either!! All of which commercial companies must do. They are not required to undergo a federal background check, they are not required to give photos of their vehicles, never is there a physical inspection of the vehicle by the company, there is no professional state inspection done ever, there's no oversight and no management. Basically anybody with a smart phone can download the drivers app take a picture of any drivers license make some insurance information on a piece of paper and they are underway! 95% of rideshare drivers come up from outside of Park City you can't pronounce their name, they don't speak English and their cars are completely unsafe! Again with no oversight and management they can get away with whatever they want.

Your problem with cars clogging up the streets is because of the UNLIMITED number of rideshare cars allowed. Other communities such as Las Vegas, Mesquite, Austin and more require even their rideshare drivers to register with the city and have a special sticker in their car. Because rideshare is so ridiculously cheap more people are taking individual cars. For example, if you had a group of six people who wanted to go somewhere you would order one car in the past. Now because everybody can order their own car door-to-door people are saying, “Oh I’ll catch my own car I’ve got to make a phone call” or “I’m not ready yet I’ll get my own car.” This is why you are seeing more congestion on your streets! The cost of using your own individual car is so incredibly low and convenient. If the rideshare companies had appropriate taxi prices you would see a reduction in the number of cars on your street.

Additionally, we’ve talked about this before, but I’ll say it again :-). The rideshare companies are able to block out certain areas such as your Main Street Swede alley and Park Avenue to rideshare cars. The airport is a perfect example of this. You may enter into the airport if you are on a trip and dropping off. But in order to receive a ride for picking up at the airport you must be outside the zone! This deters rideshare drivers from sitting on airport property trying to get rides. This is entirely possible and is my suggestion for keeping rideshare off those three major streets. You would have a lot close by in which they could sit and when they have a viable ride they could pull up to the pick up location and then leave—no constant driving up and down of the streets!

It sounds like we will have an opportunity to speak to the city Council next week? Please let me know if this is the case. I will be there to present all this information.

It’s interesting how in one breath you’re talking about completely doing with the business license and white stickers and then all of a sudden we’re talking about every single transportation driver needing a badge! This would create a ridiculous amount of work for City Hall. Furthermore, the majority of professional transportation companies here in town believe the way your city ordinance reads they do not have to have a white sticker as they are not sitting on main as a taxi—they’re only sound booked rides. The hotel shuttle drivers would fall under the same. Therefore you would have to amend the City Ordinance as well and then your police department also would be drug into this mess of a situation and that they would be responsible for enforcing mess.

A couple years ago when we first started working with City Council you were talking about wanting to work with local companies & support them. Adding more and more and more and more regulations to the local companies pretty much out prices us out and all you have left is rideshare companies. I really don’t think that’s what the community wants and only would increase your traffic problems.

Thank you for your time and consideration.

Kerri

Kerri

Kerri Allardyce
Creator, Haute Cars & Concierge
[307.272.1788](tel:307.272.1788) personal cell

[435.200.5519](tel:435.200.5519) Dispatch
Follow us on [Facebook](#) or [Instagram](#)
www.HauteCarsParkCity.com

Alexis Verson

From: mark maziarz <mark@maziarz.com>
Sent: Wednesday, August 14, 2019 6:58 AM
To: Alexis Verson
Subject: Hillside Ave traffic

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Alexis,

We own a small yellow historic home at the bottom of Daly Avenue, right above the trolley turnaround at the top of Main Street.

We are not able to make the City Council meeting tomorrow night, but we wanted to relay our thoughts on the importance of not allowing any more traffic on Hillside Ave.

We read this section on the Old Town Access and Circulation page on the city's website:

- **Hillside Widening Cost Estimate** - A conceptual design (needed to produce a cost estimate) with high-level cost estimate for the widening of Hillside Ave to accommodate two-way traffic will be conducted. This is to direct staff on potential future costs associated with changing the retaining wall and roadway prism of Hillside Ave and better understand the roadway as a whole. Staff does not currently intend to widen Hillside Ave.

We appreciate that you are not recommending to widen Hillside Ave right now, but we think even getting an estimate is waste of your time and the city's money. That part of Old Town (Hillside, Southern end of Main Street), with its many pedestrians without protected walking areas and many homes very close together would not deal well with even more cars and hotel shuttles. As you studies have shown, the problem isn't people walking on Hillside, it's the confluence of people and vehicles at Hillside, Main & Daly. Please don't even consider adding to that problem.

Please let me know if you want to discuss or if you have any questions.

Thank you!

Mark Maziarz
PO Box 1806
Park City UT 84060

Alexis Verson

From: randylscott513@gmail.com
Sent: Wednesday, August 14, 2019 6:00 AM
To: Alexis Verson
Subject: Old Town Traffic Plan Input

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Alexis,

Thank you for making yourself available for input on traffic suggestions. I was not able to make the recent meeting at the library, so I appreciate having a way to give constructive input.

I live at 1359 Park Avenue and have so for 5 years now. I do see increases in Old Town traffic and while I understand that it is inevitable and I do live on Park Ave, I do see a fair amount of commercial vehicle traffic that I believe should be redirected. It is especially busy in the mornings starting often times around 5:30am. I am referring specifically to Linen companies, US Foods/Nicholas Foods/Sysco types of trucks. They are pretty loud as they accelerate up Park Avenue and I know that other residents hear this every day including myself.

As there are really only a couple of restaurants on Park Avenue, and they are already situated around lower Main Street, I believe that requiring them to use Deer Valley Drive for entrance and exit would be reasonable. This would keep them off of Park Ave, where the road is already narrow and also prevents them from encountering pinch points with the city busses, as there is often times no room for both on the road.

This is the only problem that I believe there to be a reasonable solution toward. I see significant increases with Lyft and Uber (as well as parking and idling in City Park and the Library parking lot waiting for rides), but I don't have a well thought out proposal to consider here, as I know that is very difficult to monitor and also solve.

Thank you for making a platform available and I hope that this will help in some way for the discussion on Thursday this week.

Best regards,

Randy Scott
1359 Park Avenue
801-712-1876

Alexis Verson

From: ruth gezelius <ruthie1294@gmail.com>
Sent: Saturday, August 10, 2019 11:48 AM
To: Alexis Verson
Subject: old town access and circulation

I recently attended the Park city Municipal meeting regarding old town access and circulation. I have outlined a few thoughts below.

1. It is unnecessary to close either Hillside or Main Street to vehicles at this time. The heart of the city would simply stop beating.
2. Hopefully more could be done to require lodging properties to use vans/ busses that fit the size of passenger loads
3. The idling ordinances need to be enforced
4. Further development of park and ride lots is needed
5. Signage for remote parking for special events and weekend skiing needs to be improved
6. If the resorts move to paid parking, multi- passenger vehicles might receive a lower rate
7. Pedestrian safety could be improved with a higher level of maintenance to the city steps, and surface parking areas such as the Sandridge
8. Perhaps the intensity of the special events schedule could be reduced to moderate the impact of the local residents
9. Bicycles should be prohibited from the sidewalks for safety
10. The gps/ Google maps need to be corrected to show when Guardsman's Pass and the Mine road are closed.
11. Designated loading zones and pick up points might help Main Street traffic congestion.

Thank you for considering these ideas, Ruth Gezelius, # 51 Prospect Ave, ruthie1294 @ [gmail.com](mailto:ruthie1294@gmail.com)

PARK CITY

DOWNTOWN PARKING STUDY IMPLEMENTATION

Park City recently completed a comprehensive downtown parking study that recommended a phased package of 18 recommendations. Recommendations related to signage and circulation have been prioritized. Included are a series of three implementation maps related to parking regulatory signage, parking wayfinding, and circulation and parking/loading improvements. It is important to note that many of the changes would be modified during major events, when it is assumed that the City would continue to restrict vehicle access and circulation, and utilize temporary signage to communicate parking regulations and circulation changes. Specific designs (i.e. colors, fonts, branding, etc.) for the signage are not provided, but should be developed as part of a comprehensive study to ensure coordination and alignment with desired look and feel of downtown and Park City.



Circulation and Parking/ Loading Improvements

This map summarizes the proposed physical and right-of-way improvements related to circulation and parking/loading. The recommendations are designed to prioritize convenient access to Main Street, but also ensure that parking demand is more evenly distributed to off-street parking, especially the less convenient lots/garages off Marsac Avenue. In addition, the proposed changes improve overall safety, access, and connectivity throughout downtown. Specific recommendations include:

- **New on-street parking locations (#1, #5, #6, #7, #12, #14).** Modifications to the right-of-way would allow for the addition of new on-street parking within the downtown core, specifically along Swede Alley. In certain locations in Swede Alley, reductions in lane width and/or a shift from 90-degree to 60-degree parking would allow for the addition of 8- or 9-foot parallel parking/loading lane. These spaces would be priced and managed as “Premium” spaces, per the recommended performance-based management system.

Reducing the lane widths on Swede Alley also helps to reduce vehicle speeds in an area where there are many pedestrian crossings to the Transit Center and off-street parking facilities.

- **New on-street loading zones (#8-10, #13, #15).** Additional and improved commercial loading for businesses is an identified need, yet should be managed to restrict impacts during peak demand in the downtown core. Loading can continue on Main Street or along Swede Alley, but should occur during non-peak hours.

A commercial loading zone at the corner of Main and 5th Streets is proposed.

Additional early-morning loading zones are also recommended for Swede Alley in an effort to shift loading activity off Main Street. Some of these spaces would convert to public “Premium” parking spaces during non-loading hours (6 a.m. – 2 p.m.), while the others would convert to “No Parking” or “No Stopping” during non-loading hours.

- **Enhanced TNC/taxi passenger loading zones (#2-4).** Taxi and TNC passenger loading is a challenge in downtown, especially at peak times. Passenger loading along Main Street can disrupt traffic and slow transit service. Formal taxi/TNC loading and waiting areas can minimize these impacts.
- It is recommended that 1-3 spaces along the east side of Main Street at the pedestrian walkway to the Transit Center (#3 and #4) be designated as taxi/TNC loading. In addition, the 9-space lot (#2) across from the Transit Center would be designated for taxi/TNC waiting and/or pick-up. This lot would be in sight of the proposed taxi loading zone on Main Street (#4), enabling drivers to identify when the taxi stand is empty. The location of these zones would facilitate easy egress out of the downtown core via Main Street and Park Avenue or Deer Valley Drive.

Depending on demand, additional locations could be added in the southern part of Main Street. In addition, these spaces could be designated for public “Premium” parking during non-peak hours or seasons.

- **Enhanced pedestrian walkways.** Improving pedestrian access between Main Street and the off-street lots/garages is essential. The 2016 Study found that many of the remote lots/garage are underutilized, even during peak periods, often because people do not know they exist,

cannot find them, or are uncomfortable walking to and from them. Lighting, way-finding, and beautification improvements to the pedestrian walkways between Main Street and Swede Alley will not only improve the customer experience, but also ensure that all parking facilities are utilized efficiently. Ongoing improvements to the stairs serving the Sandridge lots should also be prioritized.

- **Intersection and crossing improvements.**

The map proposes high-visibility crosswalks and shorter crossing distances at key intersections. High-visibility crosswalks at key points (intersections and pathways to Swede Alley) can formalize pedestrian crossing locations, thereby reducing potential conflict points along Main Street. Curb extensions are also proposed at various locations to reduce pedestrian crossing distances, improve pedestrian visibility, and help reduce vehicle speeds.

Finally, a 3-way stop is proposed at the southern end of downtown at Main Street and Swede Alley. A 3-way stop at this location would help reduce vehicle speeds, but more importantly, help to create a formal decision point for motorists driving along Main Street. Enhanced signage at this location, combined with a stop, would better direct motorists to turn onto Swede Alley and the parking lots, rather than continuing north into the commercial core or south into residential areas.

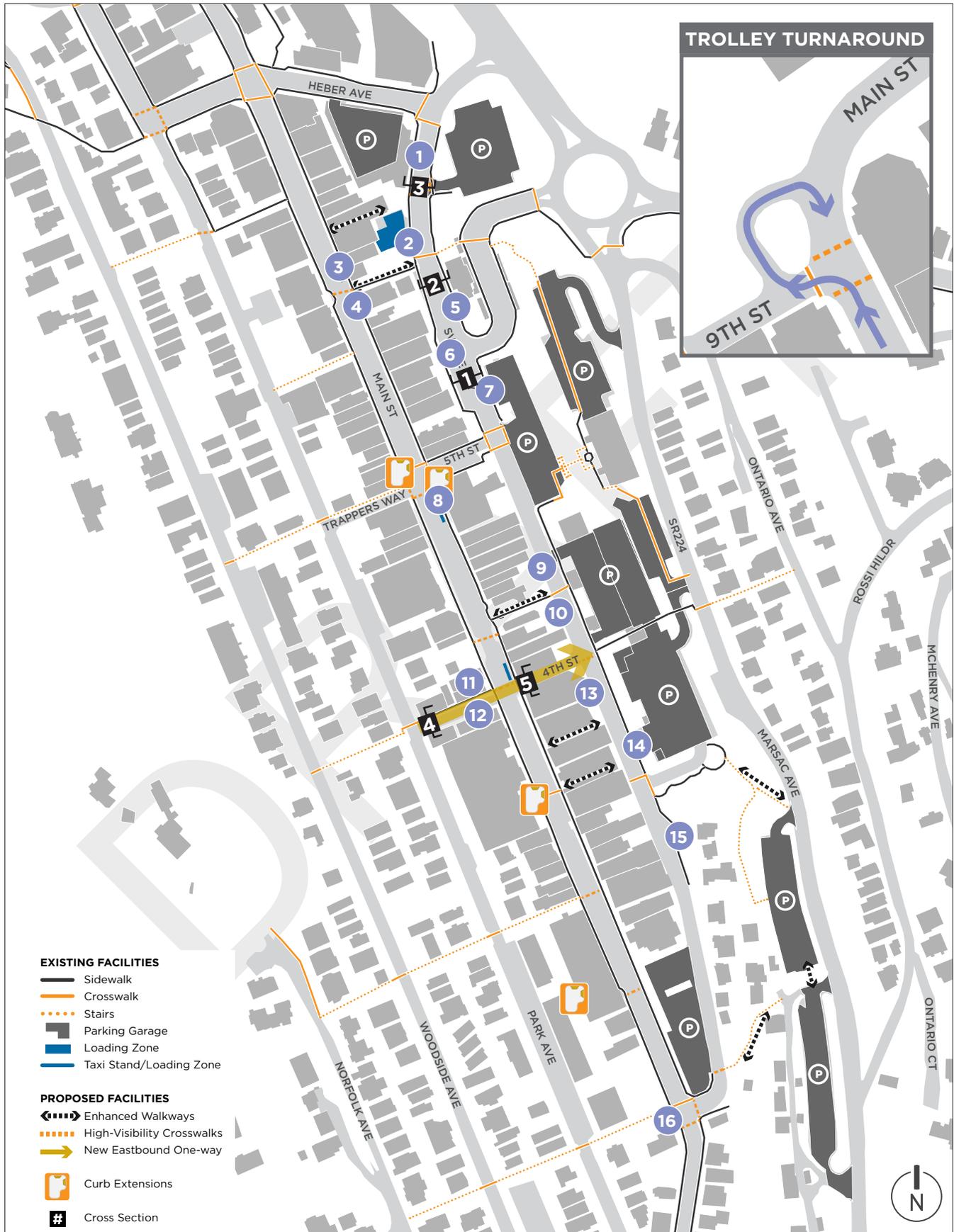
- **Conversion of 4th Street to one-way eastbound from Park Avenue to Swede Alley.** One-way travel on 4th Street in this section would offer enhanced motorist access from Main Street to Swede Alley and would help to direct vehicle traffic, especially those looking for on-street parking, to the Swede Alley lots/garages. The proposed cross-section also allow for the

creation of five to six “Premium” on-street parking spaces between Park Avenue and Main Street.

Converting to one-way would also allow for designated pedestrian space on 4th Street between Main Street and Swede Alley, which is currently an unmarked alleyway. Pedestrian space could include such as formal raised sidewalks on both sides or a level, but visually and tactically differentiated zone.

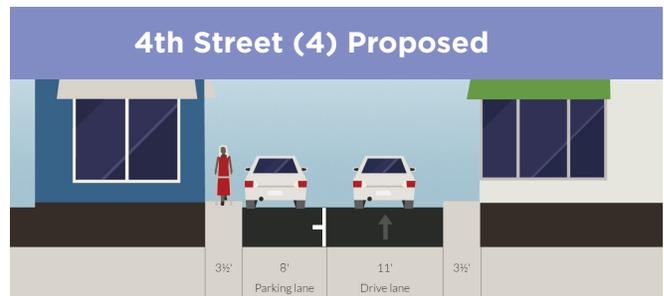
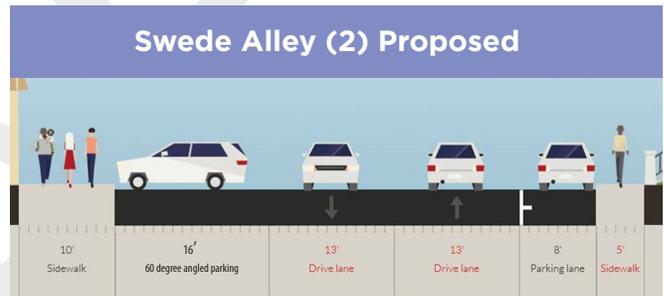
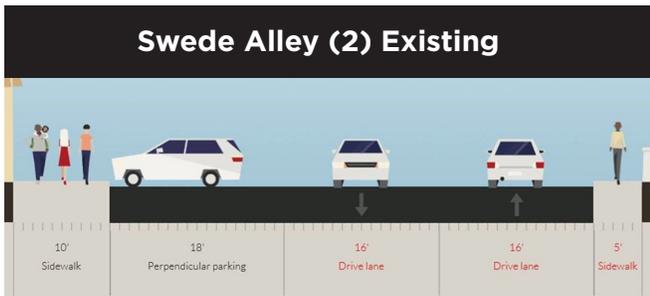
- **Peak-period trolley turnaround.** During peak periods, and as needed, it is recommended that the 9th Street and Main Street circle be used as a turnaround for the Main Street Trolley. The turnaround can allow for additional frequency on Main Street.

Circulation and Parking/Loading Improvements



	Treatment
1	New on-street parking
2	Convert lot to taxi/TNC pool (Preserve 1 HP space)
3	TNC/Limo loading zone
4	Taxi stand
5	New on-street parking
6	60 degree angle parking/ Hotel loading zone
7	New on-street parking
8	Loading zone

	Treatment
9	Loading zone (early AM only)
10	Loading zone (early AM only)
11	4th Street one-way eastbound
12	New on-street parking
13	Loading zone (early AM only)
14	New on-street parking
15	Loading zone (early AM only)
16	3-Way stop

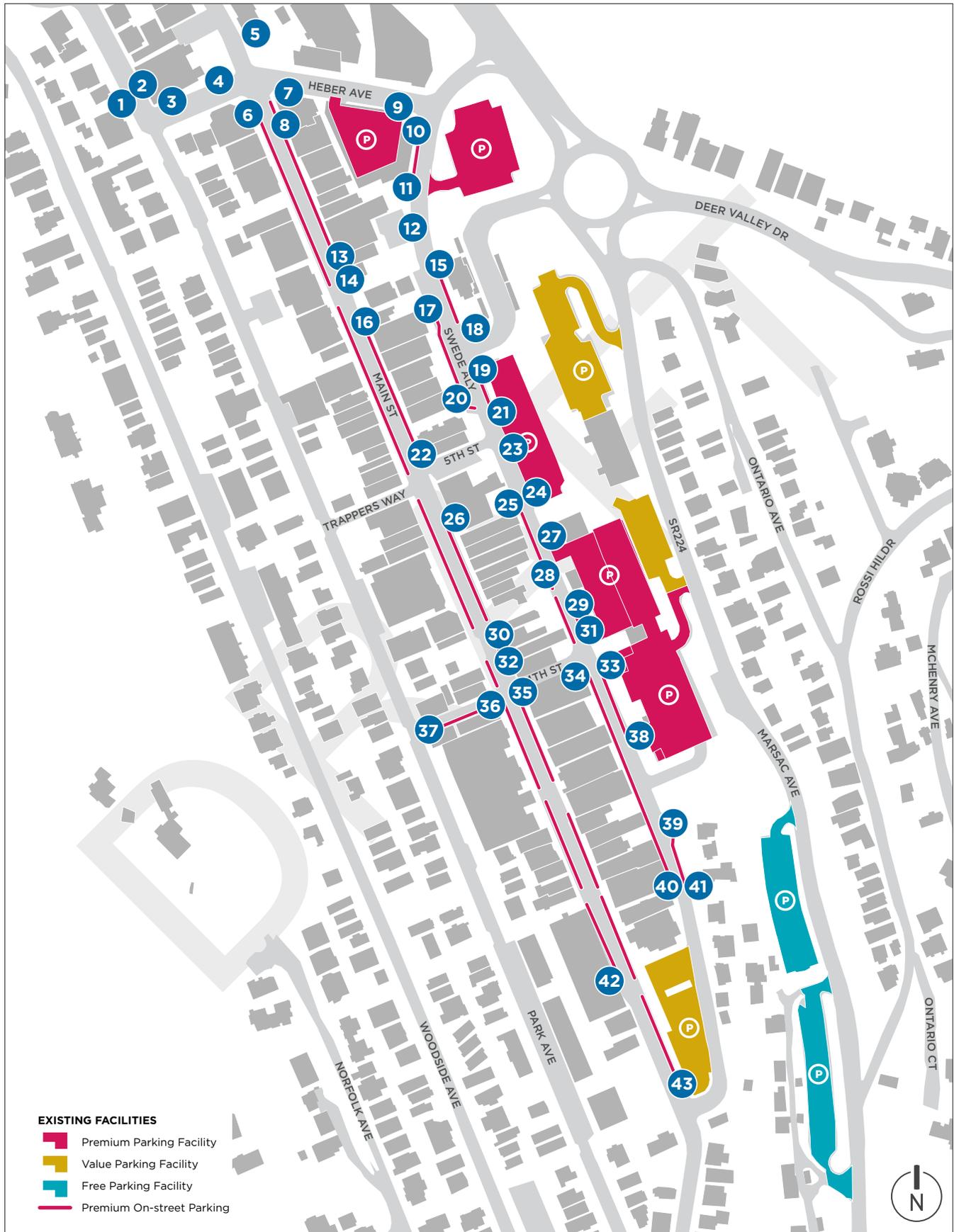


Parking Regulations and Loading

This map provides recommended locations for new signs that describe the proposed new on-street parking and loading regulations throughout downtown. Each sign is shown with a numbered circle, and a corresponding reference table with directional cues (**as if the sign were facing the street for the parking motorist**) is provided on the following page. Key elements of the signage approach include:

- Performance-based pricing: A central recommendation of the 2016 Parking Study was that downtown shift to a performance-based system, in which prices are varied across downtown to meet demand and ensure consistent availability. To that end, spaces on Main Street and in the lots/garages are designated as “Premium” and would have a higher hourly rate relative to the rest of downtown’s on- and off-street parking. New parking zones on Swede Alley (described above) would also be designated as “Premium” spaces when not used for loading. By pricing these spaces higher, demand would be better distributed to the “Value” or “Free” lots, which are often underutilized. By contrast parking along Park Avenue north of Heber Avenue would be “Value” parking.
- Hours and rates would vary depending on the time of year, and are likely better communicated on the website, via a smartphone app, and at the pay station itself, which all can be dynamically adjusted.
- Loading Zones: The map also describes the specific regulations for the proposed new loading zones on Main Street and Swede Alley. In general, loading activity would happen in the morning and early afternoon. A time of 6 a.m. to 2 p.m. is proposed, but could potentially be scaled back to 12 p.m., depending on the time of year and mid-day parking demand. After 2 p.m., the spaces would become “Premium” parking or “No Parking” zones.
- TNC/Taxi Zones: The map also describes the specific regulations for the proposed new taxi/TNC zones on Main Street and Swede Alley. A time of 10 a.m. to 10 p.m. is proposed for peak season, but could be adjusted to reflect lower demand in the off-season.

Parking Regulations and Loading



NOTE: Each sign is shown with a numbered circle, and a corresponding reference table with directional cues (as if the sign were facing the street for the parking motorist)

	Direction Cue #1	Direction Cue #2	Direction Cue #3
1	→ Value Parking Seasonal Hours Vary [also add Pay to Park sign]		
2	← Value Parking Seasonal Hours Vary [also add Pay to Park sign]		
3	→ Premium Parking Seasonal Hours Vary [also add Pay to Park sign]		
4	← Premium Parking Seasonal Hours Vary [also add Pay to Park sign]		
5	← Premium Parking Seasonal Hours Vary		
6	← Premium Parking Seasonal Hours Vary	→ No Parking	
7	← Premium Parking Seasonal Hours Vary	← No Parking [also add Pay to Park sign]	
8	→ Premium Parking Seasonal Hours Vary	← No Parking [also add Pay to Park sign]	
9	→ Premium Parking Seasonal Hours Vary	← No Parking [also add Pay to Park sign]	
10	← Premium Parking Seasonal Hours Vary	→ No Parking [also add Pay to Park sign]	
11	→ Premium Parking Seasonal Hours Vary	← No Parking [also add Pay to Park sign]	
12	SharedRride/Taxi Parking Only 30-Min. Limit		
13	→ Loading Zone for Shared Rides/Limos Only 10am-10pm	← Premium Parking Seasonal Hours Vary	
14	← Loading Zone for Shared Rides/Limos Only 10am-10pm		
15	→ Premium Parking Seasonal Hours Vary	← No Parking [also add Pay to Park sign]	
16	← Taxis Only 10am-10pm	→ Premium Parking Seasonal Hours Vary	
17	← Premium Parking Seasonal Hours Vary [also add Pay to Park sign]		
18	← Premium Parking Seasonal Hours Vary	→ No Parking [also add Pay to Park sign]	
19	→ Premium Parking Seasonal Hours Vary	← No Parking [also add Pay to Park sign]	
20	→ Premium Parking Seasonal Hours Vary [also add Pay to Park sign]		
21	← Premium Parking Seasonal Hours Vary	→ No Parking [also add Pay to Park sign]	
22	← Premium Parking Seasonal Hours Vary [also add Pay to Park sign]		
23	→ Premium Parking Seasonal Hours Vary	← No Parking [also add Pay to Park sign]	
24	← Premium Parking Seasonal Hours Vary [also add Pay to Park sign]		
25	← Loading Zone 6am-2pm	← No Stopping 2pm-6am	→ No Parking
26	← Loading Zone 8am-5pm	→ Premium Parking Seasonal Hours Vary	
27	← Premium Parking Seasonal Hours Vary	→ No Parking [also add Pay to Park sign]	
28	← Loading Zone 6am-2pm	← No Parking 2pm-6am	→ No Parking
29	→ Premium Parking 2pm-10pm	→ No Parking 6am-2pm	← No Parking [and add Pay to Park sign]
30	← Premium Parking Seasonal Hours Vary	→ No Parking [also add Pay to Park sign]	
31	← Premium Parking 2pm-10pm	← No Parking 6am-2pm	→ No Parking [and add Pay to Park sign]
32	← Premium Parking Seasonal Hours Vary	→ Loading Zone for Shared Rides/Limos Only 10am-2am [and add Pay to Park sign]	
33	→ Loading Zone 6am-2pm	→ No Parking 2pm-6am	← No Parking
34	← Loading Zone 6am-2pm	← No Parking 2pm-6am	→ No Parking
35	→ Premium Parking Seasonal Hours Vary	← No Parking	
36	← Loading Zone 6am-2pm	← Premium Parking 2pm-10pm	→ No Parking
37	← Loading Zone 6am-2pm	← Premium Parking 2pm-10pm	→ No Parking
38	→ No Parking	← Premium Parking 2pm-10pm	← No Parking 6am-2pm [and add Pay to Park sign]
39	→ Premium Parking 2pm-10pm	→ No Parking 6am-2pm [also add Pay to Park sign]	
40	→ Loading Zone 6am-2pm	→ No Parking 6am-2pm	← No Parking
41	← Premium Parking 2pm-10pm	← No Parking 6am-2pm [also add Pay to Park sign]	
42	→ Premium Parking Seasonal Hours Vary	← No Parking	
43	← Premium Parking Seasonal Hours Vary	→ No Parking	

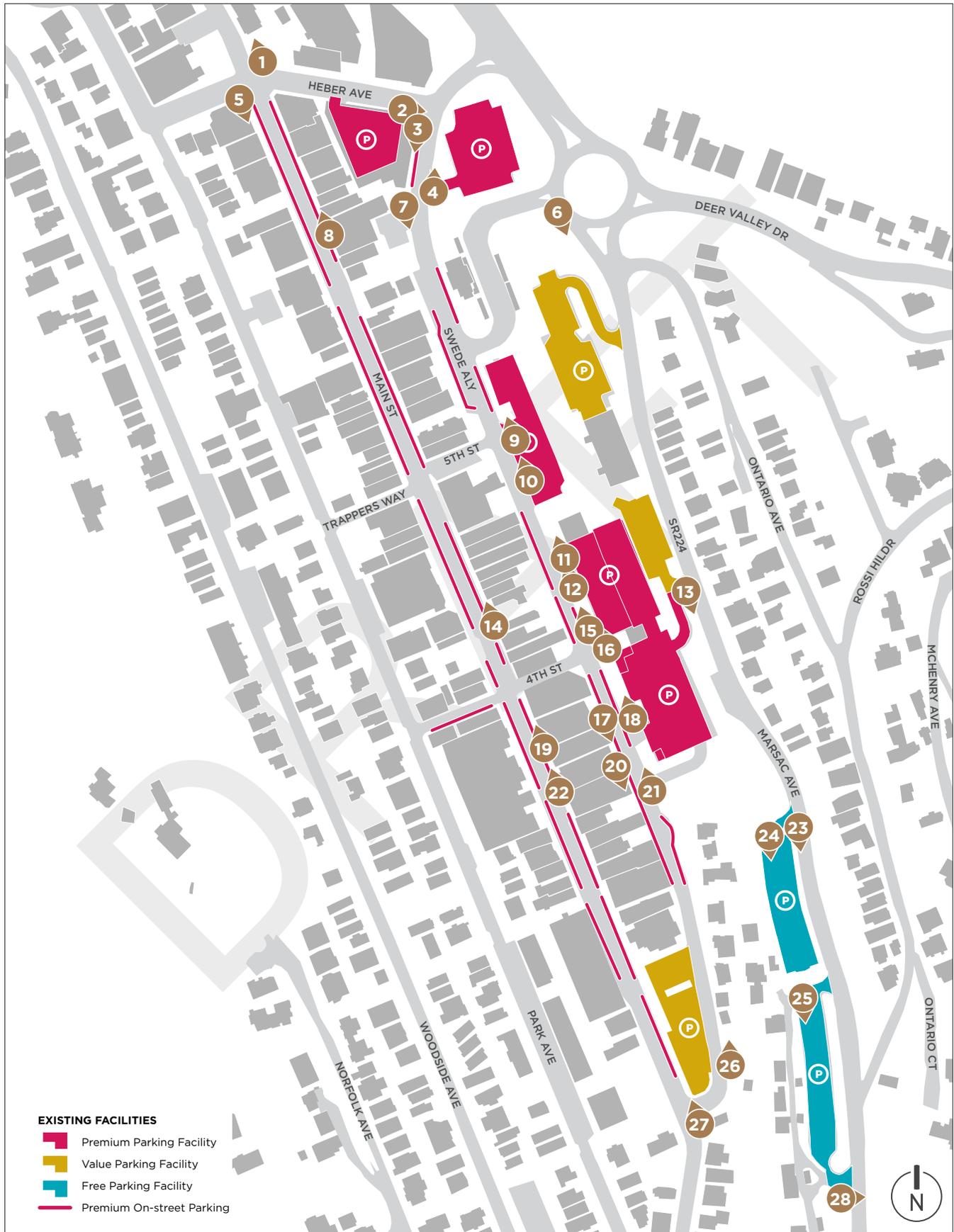
Parking Wayfinding

The map on the following page provides recommended locations for new wayfinding signage. The signs would be primarily oriented for pedestrians in downtown. The signs communicate the location of key parking facilities and their associated access points/pathways. Signage that clearly communicates the most direct, safe, and accessible path to Swede Alley parking garages and the Sandridge lots is essential to better distribution of parking demand in downtown to underutilized facilities.

Each sign is shown with a numbered circle, and a corresponding reference table with directional cues is provided on the following page. **The directional cues are oriented to an individual standing on the sidewalk and facing the direction of the small arrow.** The other side of the sign would have the reverse directional cues for pedestrian coming from the other direction.



Parking Wayfinding



NOTE: The directional cues are oriented to an individual standing on the sidewalk and facing the direction of the small arrow. The other side of the sign would have the reverse directional cues for pedestrian coming from the other direction.

	Direction Cue #1	Direction Cue #2	Direction Cue #3	Direction Cue #4
1	↖ Park Ave Value Parking	↓ Main Street Premium Parking		
2	↓ To Main Street	↓ Premium Parking (facing west)	↖ Long-Term Garage	↑ Value Parking Lots
3	← Transit Center Premium Long-Term Garage Value Parking Top Deck	→ to Main Street Premium Parking	↑ Value Parking Lots	
4	→ Premium Flag Pole Lot			
5	↑ to Swede Alley Long-Term Garage Value Marsac Lots	↔ Main Street Premium Parking		
6	↑ Value Parking Lots	→ Main Street		
7	↖ Walkway to Main Street			
8	→ Walkway to Swede Alley	→ to Flag Pole Lot		
9	→ Premium Bob Wells Lot	↑ Value Parking Lots		
10	→ Stairs to Marsac Ave.	→ Marsac Value Lots		
11	→ Premium Long-Term Garage Value Parking Top Deck	↖ Value Marsac Lots	↖ Free Sandridge Lots	
12	→ Long-Term Garage	↑ Elevator to City Hall Lot		
13	→ City Hall Value Parking Long-Term Garage	↑ Free Sandridge Lots		
14	→ Walkway to Swede Alley	→ Parking Garage & Lots		
15	→ Premium Long-Term Garage Value Parking Top Deck	↖ Value Marsac Lots	↓ Free Sandridge Lots	
16	→ Long-Term Garage	→ Stairs to City Hall Lot & Marsac Ave		
17	→ Walkway to Main Street			
18	→ Premium Long-Term Garage Value Parking Top Deck	↑ Value Marsac Lots	↓ Free Sandridge Lots	
19	→ Walkway to Swede Alley	→ Parking Garage & Lots		
20	→ Walkway to Main Street			
21	↑ Premium Long-Term Garage Value Parking Top Deck	↑ Value Marsac Lots	→ Free Sandridge Lots	→ Stairs to Sandridge Lots
22	→ Walkway to Swede Alley	→ Parking Garage & Lots		
23	↑ Free Parking Lower Sandridge Lot	→ Free Upper Lot		
24	↑ Stairs to Main Street			
25	↖ Stairs to Main Street			
26	↑ Stairs to Sandridge Lots			
27	↑ Main Street Premium Parking	→ Free Sandridge Lots	→ Long-Term Garage	← Free Sandridge Lots
28	↑ Free Parking Upper Sandridge Lot	→ Free Parking		

MEMORANDUM

DATE: DECEMBER 4, 2017
TO: PARK CITY MUNICIPAL CO.
FROM: PARAMETRIX
SUBJECT: DRAFT MAIN STREET, SWEDE ALLEY & HILLSIDE AVENUE TRAFFIC CIRCULATION ANALYSIS

I. EXECUTIVE SUMMARY

Park City Municipal Corporation (PCMC) asked Parametrix to evaluate several traffic circulation issues for the planned Main Street Plaza at the south end of its Historic Main Street. This memo represents Parametrix's analysis of conditions in the area and is intended to support the dialogue about the plaza function and to inform the city's decision-making process. Key issues involved in this analysis include a potential new road connecting Main Street and Swede Alley just south of the Wasatch Brew Pub as well as traffic patterns and use of Hillside Avenue to access the downtown area. Parametrix has previously provided analysis to support the plaza dialogue as well as has turning movement templates for the Wasatch Brew Pub road. Finally, Parametrix offers a conceptual feasibility analysis of a potential new road behind the China Bridge garage connecting Marsac Avenue to Swede Alley. The road intent of the road would be to streamline ride-service vehicle access to downtown Park City which may result in diminished traffic on Hillside Avenue.

Plaza Parking Structure and Parking Supply Impacts

Turning radii templates for the garage entrance/exit on Swede Alley indicate that while passenger vehicles can easily navigate the turns, larger vehicles such as pickup trucks and SUVs may find it difficult to make this movement without off-tracking into opposing lanes. This is due to the slight skew of the driveway to the street and the structure abutting the adjacent sidewalk. Slight off-tracking is not uncommon in a historic downtown street grid and is not expected to be a major concern.

The net loss of parking is expected to be 15 spaces. Both areas are transitioning to pay parking which is expected to increase parking turnover and making more spaces available for downtown visitors and patrons on a regular basis.

Hillside Avenue

Hillside Avenue is a short but steep road with part being classified as a minor residential collector and part commercial collector. It is often used as a "back door" route into downtown and neighbors are concerned about its ability to accommodate traffic volumes, especially commercial delivery trucks. In addition, signage on the road itself creates confusion as to which vehicles (those heading up hill or those heading down hill) have the right-of-way on the narrow road. Posting both the YIELD regulatory sign and the YIELD TO UP HILL TRAFFIC warning sign sends mixed messages to drivers as to whether they are legally required to detect and yield to vehicles coming up the hill or whether the decision to yield is left to their own judgment.

Parametrix recommends revising signage on Hillside Avenue based on MUTCD guidance including removal of the YIELD TO UP HILL TRAFFIC warning sign to direct attention to the regulatory YIELD sign, clarify the message for drivers, and establish their legal obligation to yield to vehicles coming up the hill. Parametrix also recommends adding the "TO ONCOMING TRAFFIC" supplementary plaque (MUTCD sign R1-2aP) beneath the yield sign and adding a white yield line to the pavement at the foot of the sign to further establish the requirement for drivers to

detect and yield to any vehicles traversing up the hill. This signing and striping convention is typical for road segments that can only fit one vehicle width, such as narrow bridges, and is compliant with MUTCD guidance.

Attempting to restrict vehicles on Hillside Avenue has been considered by the city. Restrictions based on size, weight, or load of the vehicle are common among local governments and would be best accompanied by designated freight routes for such vehicles. Restricting vehicles based on trip purpose, such as taxis, shuttles or ride-sharing services is not expressly supported within Utah Code. Even so, identifying a vehicle's specific trip purpose in order to ticket and/or fine the driver would be costly, difficult and time consuming for law enforcement.

Treatments at the Main Street/Swede Alley intersection such as narrowing the leg of Main Street may deter drivers from continuing south on Main Street and then using Hillside to leave the downtown area. In addition, clear parking signs pointing visitors towards the China Bridge parking structure may decrease people driving around in search of parking in the area.

Previous analysis of the potential impacts of various alternatives of a new road connection between Main Street and Swede Alley just south of the Wasatch Brew Pub shows that none of the alternatives likely influences the use of Hillside Avenue as a route to downtown destinations.

One-way Main Street Operation

Concerns regarding the use of Hillside Avenue as a route in and out of downtown as well as potential general circulation improvements around a new plaza have led to the suggestion to convert Main Street into a one-way street between Swede Alley and a new connector road south of the Wasatch Brew Pub. For either one-way direction option (northbound or southbound), traffic circulating in the Main Street area will need to take a circuitous route which may prove frustrating to visitors to the area that are looking for parking. In addition, the Wasatch Brew Pub road would need to be wide enough to allow for two-way vehicle travel as well as have turning radii sufficient to allow for all turn directions of relatively large vehicles such as delivery trucks. The footprint of a road like this will impact the design for the Main Street Plaza.

To provide context for the suitability of one-way operation on Main Street between Swede Alley and the Wasatch Brew Pub Road, Parametrix assessed the roadway according to seven criteria generated by the Institute of Transportation Engineers (ITE). Of the seven criteria, four are not met and a fifth criteria depends on the design of the Wasatch Brew Pub Road. Per ITE guidelines, one-way operation is not an advantageous treatment for Main Street between Swede Alley and the Wasatch Brew Pub Road.

China Bridge Road

Parametrix investigated the feasibility of new, limited-use road around the China Bridge parking garage connecting Marsac Avenue with Swede Alley. The intent of the road is to enhance the ability of the ride-service industry to access downtown areas without encroaching on neighborhood streets, such as Hillside Avenue. Various technical issues accompany trying to fit the roadway in the challenging terrain behind the China Bridge garage. Having the roadway depart from Marsac Avenue directly is a simpler option from a traffic conflict perspective as opposed to tying into the access to the upper level of the China Bridge garage. This options may encounter more terrain challenges, however. Near Swede Alley, it is likely the south-facing garage entrance will need to be closed or converted into an exit-only gate. A ride service drop-off/pick-up zone at curbside locations along the east side of Swede Allen likely offers the most capacity, greatest visibility, and operational flexibility for ride-service vehicles. Beyond design details, the system will need to be accompanied by a strong signing and public information component to succeed.

II. BREW PUB PLAZA ANALYSIS BACKGROUND

Park City Municipal Corporation (PCMC) is in the process of designing a public plaza at the “top” (south end) of Main Street, near the street’s intersection with Swede Alley. PCMC hired Parametrix to assess several traffic circulation aspects of the plaza. Over the course of several months, as the plaza concept has evolved – and various issues and concerns have arisen with the community - Parametrix has developed analysis to support the dialogue about the plaza function and to inform the decision-making process.

One of the major points of the plaza design is the roadway design and function of a new proposed flex street connecting Main Street and Swede Alley on the north side of the plaza adjacent to the Wasatch Brew Pub. The purpose of the new street and its ability to facilitate additional opportunities related to circulation and access to and around the Brew Pub Plaza has been at the forefront of the discussion. This includes ideas to temporarily close Main Street to vehicular traffic and functionally extend the plaza activity onto Main Street for organized public events. Additionally, early concepts explored permanent one-way circulation patterns around the plaza. Other related issues to the plaza include the impact to Main Street trolley operation, potential impacts to taxi and shuttle operations, and the impact to off-street parking supply. Traffic patterns on Hillside Avenue were also looked at as ancillary to traffic issues in the area.

Previous Documents

Three memos document the previous Parametrix work to support the plaza dialogue over the last several months.

1. Brew Pub Plaza & Main Street Circulation Analysis (October 2016)
2. Trolley Bus Turn-Around (March 2017)
3. Main Street Plaza Circulation (June 2017)

These memos reflect the evolution of concepts and ideas surrounding the plaza. Some items in the memos address early-stage issues no longer relevant to current plaza plans. Other items address concerns expressed by residents and stakeholders that still remain at the forefront of the plaza operation. This following brief synthesis of previous memo content is provided to frame the current discussion.

Brew Pub Plaza & Main Street Circulation Analysis (October 2016)

- *Memo Purpose:* Evaluate initial traffic circulation concepts for roadways around the plaza including one-way loops and closing roadway segments except for organized public events (This analysis was conducted prior to an understanding of the preferred plaza design.)
- One-way circulation loops reduce conflict points and can allow excess roadway width to be converted to other uses
- Configurations that divert travel from Main Street can possibly discourage delivery trips from utilizing Hillside Avenue to reach downtown
- Converting the existing parking lot to the plaza and parking garage results in a loss of 15 parking spaces. Certain circulation concepts with one-way streets could recoup parking spaces by adding more on-street parking
- Most circulation concepts allow the Main Street trolley to reverse direction by turning around the plaza
- Concepts with two-lane width for the connector between Main Street and Swede Alley disrupt pedestrian flow to and from the plaza

Trolley Bus Turn-Around

- *Memo Purpose:* Compare trolley operation if turn-around is moved from Hillside Avenue to a loop around the plaza
- Overall, potential advantages of moving the turn-around appear to be minor compared to the disadvantages

- Moving the turn-around shortens the route and leaves a neighborhood area with no transit service
- The trolley would experience geometrical challenges with tight corners and sight distance at the intersection of Main Street and the new connection between Main Street and Swede Alley
- Moving the turn-around reduces safety concerns related to the trolley currently making U-turns in the middle of the Hillside Avenue intersection

Main Street Plaza Circulation

- *Memo Purpose:* Compare design and operational alternatives of the new connector between Main Street and Swede Alley in consideration of the preferred plaza design
- A new connector with a full, two-lane width including curb, gutter, and sidewalk is likely to constrain the plaza design
- Elimination of the new connector allows the plaza to expand to the north but does not allow Main Street to close for plaza organized public events due to a lack of an alternate traffic route between Main Street and Swede alley.
- The new connector cannot support two-way trolley traffic or two-way truck traffic without significant widening that disrupts the plaza design
- The new connector built to the originally planned width can support Main Street closures during plaza events if the new connector is carefully managed. This may include one-way only operation or limiting heavy vehicle use
- None of the examined alternatives likely influences the use of Hillside Avenue as a route to downtown destinations

In addition to the analysis provided in these memos, Parametrix delivered turning templates to PCMC to illustrate the ability or inability of certain vehicle types to navigate various layouts of the new connector between Main Street and Swede Alley.

III. CURRENT MEMORANDUM

The purpose of this memo is to provide discussion for five remaining items regarding downtown circulation:

1. Curb/intersection radii at the parking garage entrance
2. Plaza effect on parking supply in Park City
3. Operational signage, vehicle deterrence, or vehicle restrictions on Hillside Avenue
4. Analysis of potential one-way operation on Main Street from Swede Alley to King Road/Park Avenue
5. Conceptual review of ride service road from Marsac Avenue to Swede Alley

IV. GARAGE ENTRANCE & EXIT

Parametrix evaluated the intersection radii at the parking garage entrance on Swede Alley. The driveway width meets the minimum width standard at 24'6" wide. Turning radii templates indicate the entrance/exit can easily be navigated by typical passenger cars but presents some challenge to larger-sized vehicles, such as pickup trucks or SUVs. Pickups and SUVs will off-track into opposing travel lanes when turning right into the garage and also turning right out of the garage onto Swede Alley. This is due to both the slightly skewed angle of the driveway to Swede Alley as well as the parking structure coming up to the sidewalk, which minimizes the turning radius. However, it should also be noted that vehicles off-tracking to a small degree is not uncommon, especially in historic areas with narrow streets. Typically, drivers adjust for this by waiting until both directions of travel are clear before turning. Turning templates for passenger cars and pickups are contained in the Appendix.

V. PARKING SUPPLY IMPACT

The existing parking lot at the location of the proposed plaza features 51 off-street parking spaces. The plaza design will provide 36 spaces in the parking garage beneath the plaza, based on the architectural drawings. This results in a net decrease of 15 parking spaces which would push many drivers to park in the China Bridge structure or other downtown parking facilities. More drivers parking at China Bridge and walking to destinations will lessen the amount of vehicles circulating up and down Main Street looking for open parking spaces. The result is fewer traffic impacts and a more walkable environment on Main Street, which is consistent with the goals of various adopted plans and policies for the area. Finally, for the last few months, a portion of the existing parking lot has been utilized for construction staging. This has temporarily decreased the parking lot's capacity by about 17 stalls which is more than the net decrease of 15 stalls expected with the plaza design. Despite the loss of parking, downtown Park City has continued to function adequately.

Figure 1: Construction Staging in Existing Parking Lot



VI. HILLSIDE AVENUE USE AND SIGNAGE

Existing Conditions

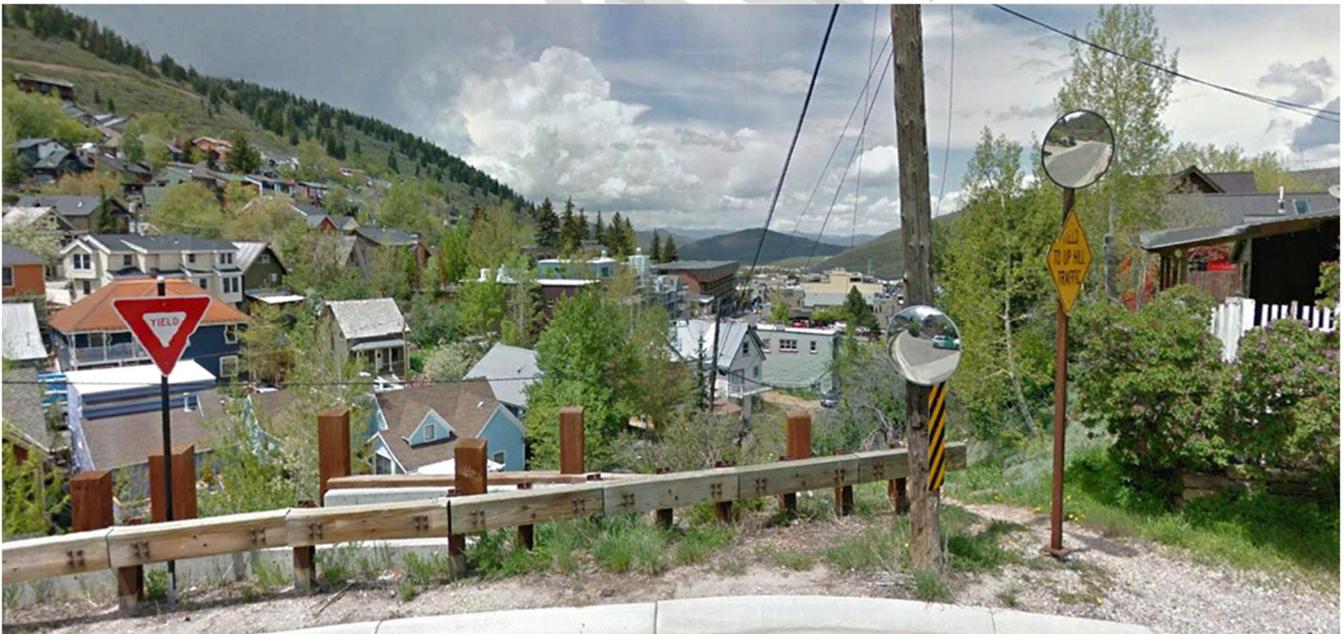
Hillside Avenue is a short but steep road, with part being classified as a minor residential collector and part commercial collector, descending from Marsac Avenue (SR-224) to Main Street. Because of the linear nature of downtown Park City terrain and streets, Hillside Avenue is one of the few vehicular access points to downtown. Whereas other downtown access points are clustered on the north end of Main Street, Hillside is the only connection on the south side. Hillside Avenue is often used as a “back door” route into downtown for visitors, delivery vehicles, hotel shuttles and taxi service vehicles. The challenging alignment of Hillside Avenue as well as being adjacent to residences creates concerns about its ability to support higher traffic volumes.

In addition to the steep grade, Hillside Avenue is a narrow street, featuring approximately 17 feet of pavement width at its most constrained points. The top of the roadway has a tight curve with limited sight distance. Currently, there are multiple treatments attempting to address the challenging roadway geometry. At the upper curve on Hillside Avenue there are two signs: a yellow “YIELD TO UP HILL TRAFFIC” (warning) sign and a YIELD (regulatory) sign. Additionally, there are two convex mirrors positioned on the same curve. One mirror is mounted on the pole above the YIELD TO UP HILL TRAFFIC sign directed at vehicles traveling downhill. The other mirror is mounted on a utility pole facing vehicles driving uphill. Figures 2 and 3 show the placement of the signs and mirrors. No signs are posted for vehicles travelling up hill.

Figure 2: Hillside Avenue Signage and Mirrors (looking west)



Figure 3: Hillside Avenue Signage and Mirrors (looking northwest)



Signing Recommendations

Given the challenging geometry on Hillside Avenue, Parametrix recommends preserving some kind of signage to manage traffic. However, posting both a warning sign and a regulatory sign for essentially the same purpose is redundant, exacerbates visual clutter and diminishes the ability to clearly communicate messages to drivers.

According to the Manual on Uniform Traffic Control Devices (MUTCD) the purpose of a warning sign is to "...call attention to unexpected conditions on or adjacent to a highway, street, or private roads open to public travel and to situations that might not be readily apparent to road users." (MUTCD Section 2C.01.01). The purpose of

regulatory sign is to "...inform road users of selected traffic laws or regulations and indicate the applicability of the legal requirements." (MUTCD Section 2B.01.01) Posting both the YIELD regulatory sign and the YIELD TO UP HILL TRAFFIC warning sign sends mixed messages to drivers as to whether they are legally required to detect and yield to vehicles coming up the hill or whether the decision to yield is left to their own judgment. Furthermore, the specific wording of the YIELD TO UP HILL TRAFFIC warning sign can easily be misinterpreted by drivers. For example, a driver may interpret the sign to mean that *vehicles at the foot* of the hill are meant to yield to *uphill traffic* – vehicles up the hill – the opposite of the sign's intended message.

Parametrix recommends removal of the YIELD TO UP HILL TRAFFIC warning sign to direct attention to the regulatory YIELD sign, clarify the message for drivers, and establish their legal obligation to yield to vehicles coming up the hill. Parametrix also recommends adding the "TO ONCOMING TRAFFIC" supplementary plaque (MUTCD sign R1-2aP) beneath the yield sign and adding a yield line to the pavement at the foot of the sign to further establish the requirement for drivers to detect and yield to any vehicles traversing up the hill. This signing and striping convention is typical for road segments that can only fit one vehicle width, such as narrow bridges, and is compliant with MUTCD guidance.

Figure 4 illustrates the "TO ONCOMING TRAFFIC" plaque. Figure 5 depicts the MUTCD example of a yield line. Figures 6 through 8 depict real-world examples of this sign convention. Table 1 summarizes the MUTCD guidelines for the plaque and the yield line.

Figure 4: MUTCD R1-2aP Sign



Figure 5: MUTCD Yield Line (MUTCD Figure 3B-16)

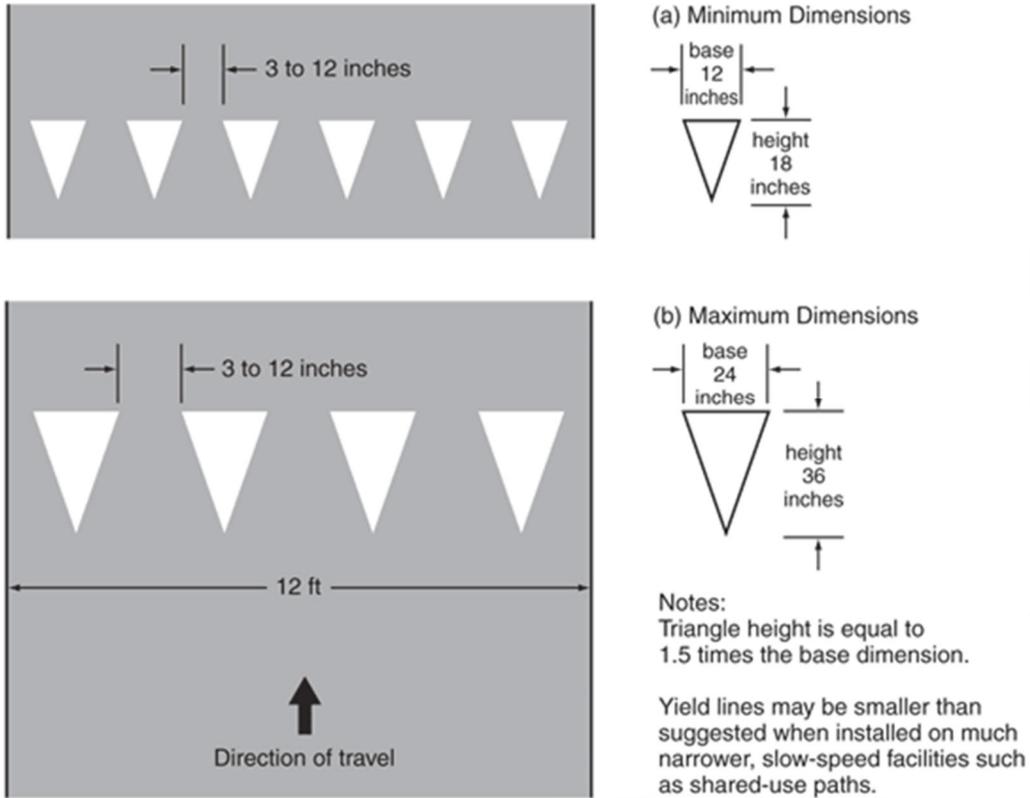


Figure 6: Example of Yield Sign and Supplementary Plaque – Wind Cave National Park, SD



Figure 7: Example of Yield Sign and Supplementary Plaque – Pine Hill Road near Harrisburg, PA



Figure 8: Example of Yield Sign and Supplementary Plaque – Hana Highway in Maui, HI



Table 1 Yield Plaque and Yield Line MUTCD Guidance

Element	MUTCD Reference	Description
Plaque	Section 2B.10.09	Where drivers proceeding straight ahead must yield to traffic approaching from the opposite direction, such as at a one-lane bridge, a TO ONCOMING TRAFFIC (R1-2aP) plaque may be mounted below the YIELD sign.
Yield Line	Section 3B.16.03	Yield lines may be used to indicate the point behind which vehicles are required to yield in compliance with a YIELD (R1-2) sign or a Yield Here To Pedestrians (R1-5 or R1-5a) sign.
	Section 3B.16.07	Yield lines shall consist of a row of solid white isosceles triangles pointing toward approaching vehicles extending across approach lanes to indicate the point at which the yield is intended or required to be made.

Vehicle Restrictions on Hillside Avenue

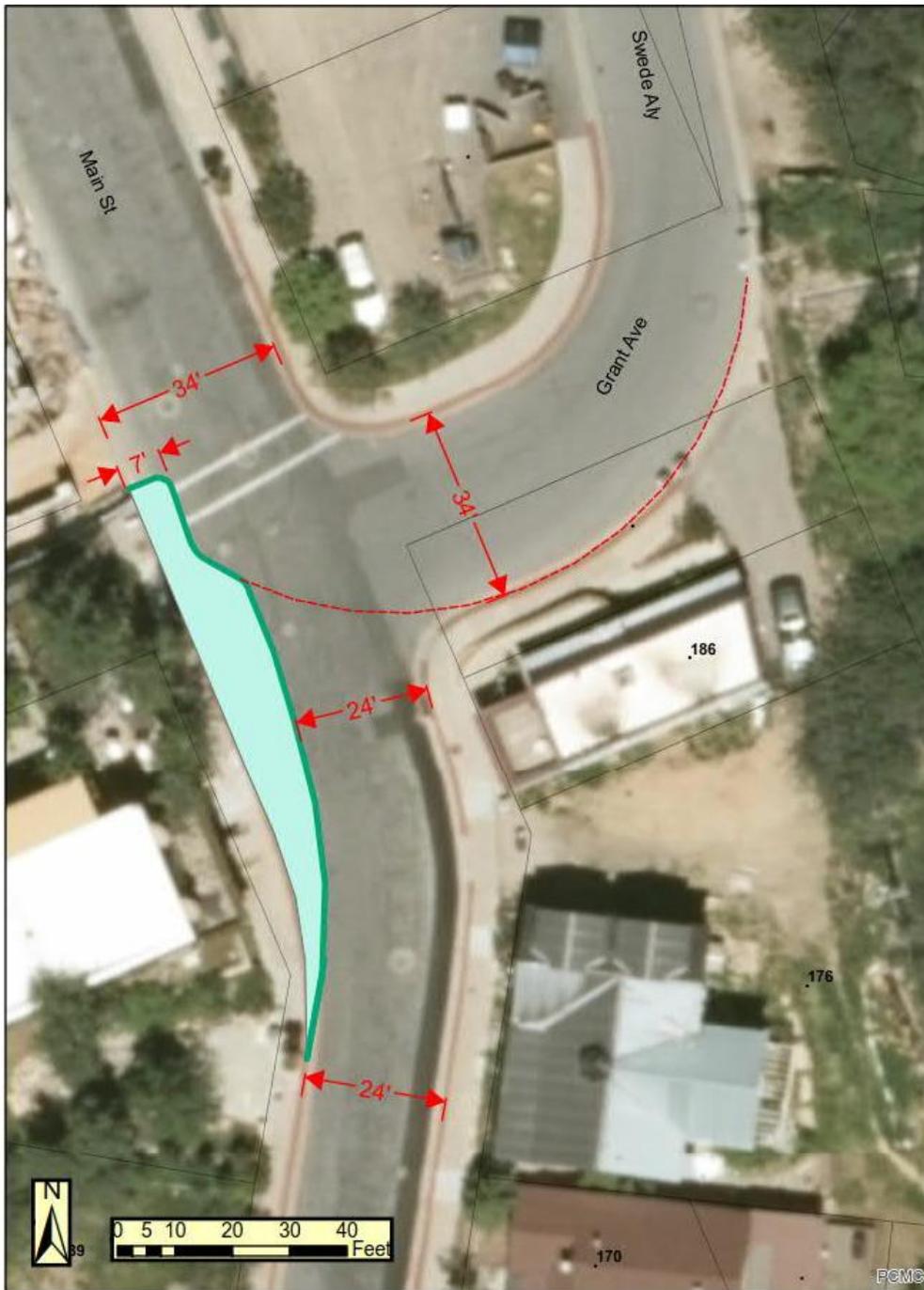
Restricting different types of vehicle traffic on Hillside Avenue has been suggested as a way to manage traffic on the road. Many cities, counties and states restrict vehicles on some roads based on size of the vehicle or type and weight of load in order to not place undue wear and tear on the road (see Utah Code 72-7-41). This is a common practice and often done in concert with identifying freight or oversize vehicle routes that are on roads built to sustain larger and heavier vehicles. Based on the construction specifications of Hillside Avenue and/or other potentially limiting factors, this may be a consideration for the city. Restricting vehicles based on trip purpose, such as taxis, shuttles or ride-sharing services is not expressly supported within Utah Code. Even so, identifying a vehicle's specific trip purpose in order to ticket and/or fine the driver would be costly, difficult and time consuming for law enforcement.

Treatments to Main Street/Swede Alley Intersection

In addition to signage on Hillside Avenue aimed to inform drivers, there are treatments at the intersection of Main Street and Swede Alley that might deter drivers of commercial and passenger vehicles alike from continuing south on Main Street and eventually onto Hillside. The most effective way to influence driver behavior at this intersection, short of outright prohibiting vehicles or a one-way travel scenario, is to narrow the roadway or "neck down" at the intersection so that the more obvious vehicle movement is continuing from Main Street to Swede Alley or vice versa and so that continuing south on Main Street becomes a more difficult maneuver. Figure 9 shows a potential new curb alignment at the intersection that would discourage drivers accordingly.

Another strategy to discourage vehicles from continuing south on Main Street, especially of those visiting the Historic Main Street area, is to provide signs indicating additional parking only to the east on Swede Alley and only to the north on Main Street. Currently, there are signs indicating that parking is available both to the south and to the east, encouraging people to continue south. The Main Street/Swede Alley intersection would be a logical location for a sign indicating the availability of parking in the China Bridge parking ramp or in other nearby locations. Additionally, signs for drivers approach the intersection on Swede alley could also direct drivers to the right towards downtown rather than the left towards Hillside Avenue. This could be part of an overall parking signage and real-time availability program for the city, directing people to under-utilized locations such as Sandridge using Marsac Avenue or China Bridge using Swede Alley in order to minimize congestion on and near Main Street.

Figure 9: Example Curbing to Encourage Main Street-Swede Alley Circulation



Source: PCMC

VII. ONE-WAY MAIN STREET OPERATION

Concerns regarding visitors, delivery vehicles, and taxi services using Hillside Avenue as a route in and out of downtown as well as potential general circulation improvements around a new plaza have led to the suggestion to convert Main Street into a one-way street between Swede Alley and a new connector road south of the Wasatch Brew Pub. It is suggested that the impedance created by a one-way street will direct some Hillside Avenue traffic to other downtown entrances, such as Park Avenue, Main Street and Heber Avenue. The following discusses several of the expected benefits and impacts of one-way operation.

Pavement Width

Main Street has 30 feet of pavement width between Swede Alley and the new connector road. One-way travel will only utilize a portion of the pavement width which means excess pavement could conceivably be devoted to other uses, such as additional on-street parking. Approximately eight on-street parking spaces could be added to the west side of Main Street where parking is prohibited. Businesses located on the potential one-way section of Main Street may benefit from additional on-street parking adjacent to their business.

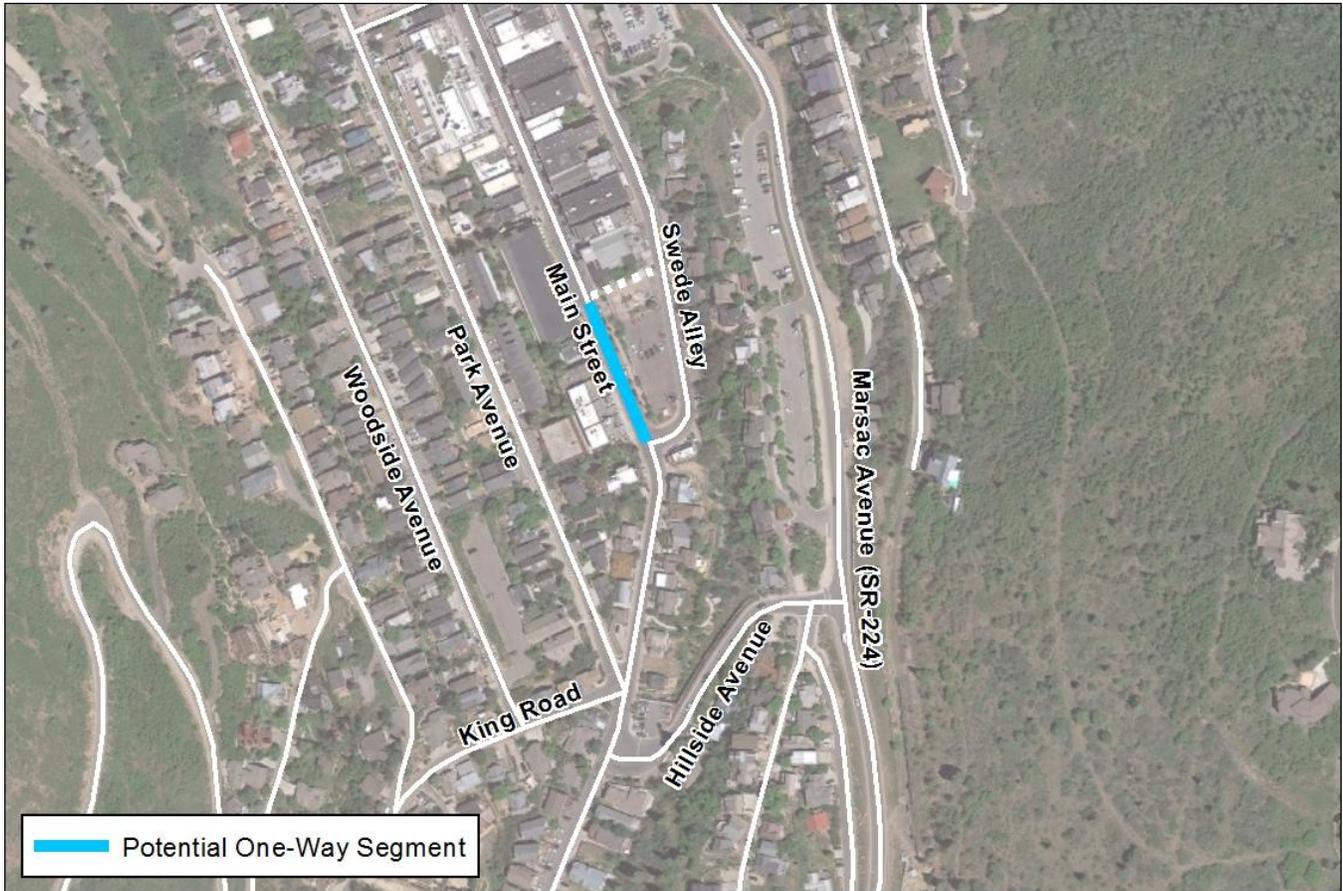
Direction of One-way Operation

One-way operation on Main Street may deter some downtown access traffic from utilizing Hillside Avenue, but not all. If Main Street is one-way northbound, then traffic exiting downtown to the south will be impeded and would need to take a circuitous route using the new connector road and Swede Alley. If it is one-way southbound, traffic entering downtown from Daly Avenue or Hillside Avenue will likely move to Swede Alley and then use the Wasatch Brew Pub road if their destination is on Main Street.

For either one-way scenario, traffic circulating in the Main Street area will need to take a circuitous route which may prove frustrating to visitors to the area that are looking for parking. In addition, the new connector road would need to be wide enough to allow for two-way vehicle travel as well as have turning radii sufficient to allow for all turn directions of relatively large vehicles such as delivery trucks. The footprint of a road like this will impact the design for the Main Street Plaza by requiring more area dedicated to the road and less available for the plaza.

An alternative scenario is to leave the road to primarily function as a two-way street but to make it one-way only during organized public events. While this may offer some benefit during times of heavy plaza-related traffic, the same caveats related to the design of the new connector road still apply: it would need to be wide enough to accommodate two-way travel plus the turning radii for commercial vehicles. The impacts to the plaza of such a road do not justify the limited benefit for a small number of days during the year.

Figure 10: Conceptual One-way Operational Extents on Main Street



Guidelines for One-Way Operation

To provide context for the suitability of one-way operation on Main Street between Swede Alley and the new connector road adjacent to the Wasatch Brew Pub, Parametrix assessed the roadway according to guidelines generated by the Institute of Transportation Engineers (ITE). The guidelines are found in the Traffic Engineering Handbook (p. 227) and provide generalized criteria to be met when considering one-way street conversion. The criteria, along with application to Main Street, are discussed below.

Criteria: A specific traffic problem is alleviated and the overall efficiency of the transportation system improved.

Application: Converting a short section of Main Street to one-way operation is a local treatment that doesn't resolve any issues and only potentially adds to out-of-direction travel, especially for visitors to the area. Impeding travel on one street has the potential to create as many, or more, traffic issues than it seeks to relieve.

This criteria is not met.

Criteria: Parallel streets of adequate capacity and suitable abutting land use, preferably not more than a block apart, are available or can be constructed.

Application: Swede Alley is a parallel street of adequate capacity and although it would not officially function as a one-way couplet, would provide capacity in the opposite direction.

This criteria is met.

Criteria: One-way streets provide adequate traffic service to the area traversed and carry traffic through and beyond the congested area.

Application: A one-way portion of Main Street would provide sufficient capacity for the expected travel demand.

This criteria is met.

Criteria: Safe transition to two-way operation can be provided at the end points of the one-way sections.

Application: The one-way section would be bracketed by intersections at Swede Alley and the Wasatch Brew Pub road. Drivers turning on to or off of the new connector road from Main Street would need to cross a busy sidewalk, creating unsafe pedestrian conflict points. Likewise, without significant widening that would impact the plaza design, the intersections of the Wasatch Brew Pub cannot support turning movements from larger vehicles.

This criteria is not met.

Criteria: Proper transit service can be maintained.

Application: One-way operation on Main Street would require that the trolley use the new connector road to continue its route on Main Street which requires that the design of this new road be able to accommodate the trolley.

This criteria could be met contingent on the plaza design is modified to support trolley turn requirements.

Criteria: The streets are consistent with the master street or highway plan and compatible with abutting land uses.

Application: One-way operation of Main Street is not currently supported in any master street transportation plan or policy.

This criteria is not met.

Criteria: The overall advantages significantly outweigh the disadvantages.

Application: The intended advantage of one-way operation better circulation around the Main Street Plaza. The primary disadvantages (out-of-direction travel, requiring a larger connecting road between Main Street and Swede Alley, and increased conflict points with pedestrians) apply most to the properties that look to benefit from the advantages. Thus, it is uncertain whether the advantages outweigh, or even equal, the disadvantages.

This criteria is not met.

As discussed above, four of the seven ITE criteria are not met. One of the remaining criteria could be met but is contingent on the plaza design supporting trolley turn movements. The ITE guidelines suggest one-way operation is not an advantageous treatment for Main Street between Swede Alley and the new connector road.

VIII. CHINA BRIDGE ROAD

Parametrix explored the feasibility of a new access road between Marsac Avenue and Swede Alley. Conceptually, the roadway (termed the China Bridge Road in this report) would descend from Marsac Avenue around the east and south sides of the China Bridge parking garage and connect to Swede Alley near the parking garage's southern-most driveway. The intent for the China Bridge Road is to serve as a new downtown connection and possibly a staging area exclusive to ride-service vehicles. This may include taxis, limousines, resort shuttles, and ride-sharing vehicles like Uber and Lyft. In addition to the new roadway, it is desired to feature potential ride service drop-off and pick-up areas possibly located near the China Bridge garage. Together, the roadway and drop-off and pick-up system may offer an alternate route to Hillside Avenue for ride-service vehicles and may contribute to diminished traffic in that area.

Figure 11: Access to Downtown Park City with Potential China Bridge Road



Existing Conditions

Upper Parking Garage Entrance

The concept for the potential China Bridge Road is to descend from Marsac Avenue in the vicinity of the China Bridge parking garage. The garage shares a driveway with the PCMC City Hall south parking lot. After a 25 foot throat, the driveway terminates at a T-junction where vehicles must immediately turn right towards the City Hall parking lot or left towards the upper level of the China Bridge garage. The 25 foot throat length is only enough storage for one vehicle. Additionally, the short throat length and the immediate T-junction result in a compressed area where drivers encounter multiple turning conflicts with constrained sight distances and limited space for decision-making. A potential departing point for the China Bridge Road from the shared driveway is at the curve into the upper level of the China Bridge garage. Here, the tight curve would present conflicts for vehicles turning out of the garage and those traveling straight into the China Bridge Road.

Just south of the driveway on Marsac Avenue is a crosswalk connecting the China Bridge garage and Shorty's Stairs. Continuing south, Marsac Avenue climbs higher than the China Bridge garage producing a steep side slope between Marsac Avenue and the garage. There is also an eight-stall Lower Sandridge parking lot located on the west side of Marsac Avenue. The east side of the China Bridge garage features a narrow, concrete walking path that descends to a small, landscaped plaza adjacent to the garage's southernmost entrance. The walking path runs through the narrow space between the garage and the Marsac Avenue side slope. The area is also used for snow storage from the City Hall parking lot.

Figure 12: Vehicle Turning into Driveway (looking south)



Figure 13: Multiple Vehicles at Driveway (looking north)



Figure 14: Tight Curve to China Bridge Garage Upper Level



Figure 15: Walking Path on East Side of China Bridge Garage



Lower Parking Garage Entrances

The China Bridge garage has four driveways connecting to Swede Alley. Two of the driveways connect to the north half of the garage and the other two driveways connect to the southern half of the garage. The two halves of the garage are interconnected but, due to the tiered layout of the garage, a driver entering the north half needs to ascend one or two levels to access the south half the garage. The southernmost driveway exits the south face of the garage instead of the west face of the garage fronting Swede Alley like the three other driveways. A short section of pavement curves from the south face of the garage to connect to Swede Alley. This garage connection is positioned in the vicinity of where the China Bridge Road would likely run. Additionally, there are landscaping elements and a set of stairs to the Lower Sandridge parking lot that would likely be disturbed by the China Bridge Road.

Figure 16: Connection to Entrance on South Face of China Bridge Garage (closed for maintenance in photo)



Figure 17: Landscaping Elements and Stairs on South Side of China Bridge Garage



Swede Alley Frontage

The west side of Swede Alley primarily features the back sides of businesses that front onto Main Street. The east side is dominated by the China Bridge garage, the Bob Wells Plaza and Parking Lot, and the Old Town Transit Center. Positioned one block east of Main Street, Swede Alley is an important downtown circulator for individuals looking for parking. Pedestrians frequently cross Swede Alley walking between Main Street attractions and the China Bridge garage. For most of Swede Alley, on-street parking is prohibited. The few spaces that existing are located adjacent to the Bob Wells Plaza and restricted to 30 minute parking.

Figure 18: Swede Alley



Termini

With the intent of joining Marsac Avenue to Swede Alley in the vicinity of the China Bridge garage, there are a few options for integrating the China Bridge Road with the existing roadway network.

Marsac Avenue

At the eastern termini by Marsac Avenue, there are two primary connection options:

1. Extend from the upper China Bridge garage entrance
2. Veer directly off Marsac Avenue south of the shared City Hall/China Bridge access driveway

Option 1 is able to take advantage of existing pavement. It also avoids the steep grades adjacent to Marsac Avenue that would be more impacted with Option 2. However, as mentioned previously, there are turning conflicts, tight curves, and sight distance constraints associated with having the China Bridge Road extend from the curve into the upper level of the China Bridge garage. Option 1 would also add more traffic volume to the bottleneck associated with the short throat length for the City Hall/China Bridge garage shared driveway. Finally, the compressed maneuver area would make signage and wayfinding more difficult for those navigating to the garage, City Hall, and the China Bridge Road.

Option 2 simplifies the access into the China Bridge Road by separating it from the City Hall/China Bridge garage activity. The main challenges are the side slopes at the connection with Marsac Avenue as well as possible impacts to a concrete drainage pipe beneath Marsac Avenue. Additionally, geometry would likely not support left-turns into the driveway from vehicles on northbound Marsac Avenue. A potential mitigation would be to direct northbound vehicles to turn around at the SR-224 roundabout and return to make a right turn from southbound Marsac Avenue. Both options are illustrated in the Appendix.

Swede Alley

Several features influence or constrain the China Bridge Road connection to Swede Alley. As mentioned previously, south of the China Bridge garage is a garage access road, a small plaza, and stairs up the hillside. There is also a creek with accompanying landscaping features adjacent to the garage access road. The plaza will likely be impacted with any design and the garage access road and the creek are positioned such that the China Bridge Road must impact one or the other. At this point of analysis, disturbing the creek is not the ideal condition. Besides the environmental impact, the option would result in side-by-side driveways on Swede Alley – one for the garage access road and one for the China Bridge Road – which creates turning conflicts and confusion for drivers.

Placing the China Bridge Road in the same footprint as the garage access road requires modifying the use of the south face garage entrance. The garage entrance can no longer support ingress movements since it would have drivers turning left in the face of potential China Bridge Road traffic coming down and around the corner of the garage. The limited sight distance would make such a turn hazardous. Allowing egress-only still presents a challenge for sight distance, though somewhat reduced since drivers would be making a right turn instead of a left turn. Another option is to close the entrance completely. Either way, the loss of, or modification to, the south face access to the garage is not anticipated to be detrimental since the garage would still feature four other driveways – three on Swede Alley and one from Marsac Avenue.

Roadway Width and Design elements

At its core, the concept for the China Bridge Road is to convey traffic one-way from Marsac Avenue to Swede Alley. This can be accomplished with a single lane-width of pavement, perhaps 10 feet at the narrowest. Even with this configuration, treatments to the side slope from Marsac Avenue are likely required due to the constrained space on the east side of the China Bridge Garage (see Figure 19). Retaining walls or other slope mitigations would be an important design element of the road. Adding other features, such as sidewalk or space for ride-service parking and staging would expand the amount of slope mitigation needed.

Sidewalk

The existing sidewalk behind the China Bridge garage conveys foot traffic from Marsac Avenue down to the level of Swede Alley. If eliminated, pedestrians could utilize the staircases within the China Bridge garage to complete the same trip. This path may not be as aesthetically desirable as the current sidewalk, but a sidewalk sandwiched between the China Bridge Road and the garage or retaining walls may not be any better.

Parking/Staging

Conceptually, the China Bridge Road could also offer space for parallel parking to be used as staging or waiting areas for ride-service vehicles. The amount of parking space provided may be limited by the terrain constraints from Marsac Avenue side slopes and the curvature around the garage (see Appendix). Extra width to provide parallel parking on the east side of the China Bridge garage would add to the encroachment on the side slope. Parking along the tight curve may be limited because vehicles cannot maneuver in and out of spots located directly on the curve. Additionally the sight distance around the curve and setbacks from the garage entrance may limit spaces further. A conservative estimate suggests no more than 10 parked vehicles could be accommodated on the China Bridge Road.

Figure 19: Constrained Width on East Side of China Bridge Garage



Snow Storage

In winter months, the sidewalk behind the China Bridge garage is the storage location for snow removed from the top level of the garage and the City Hall parking lot. If the China Bridge Road were constructed, snow may need to be stored within the parking lots themselves – likely displacing a few parking stalls – or else hauled off site.

The narrow roadway width and the shadows from the China Bridge garage and the Marsac Avenue side slopes would make it difficult to store snow from the China Bridge Road on the roadside. Likely, the snow would need to be pushed down the road and out to Swede Alley or hauled off site.

Drop-off/Pick-up

With ride-service vehicles using the China Bridge Road to navigate into downtown Park City and also possibly staging on the roadway itself, there are potential locations to develop drop-off and pick-up locations to complement the function of the roadway. One block from Main Street, Swede Alley offers quick access for both pedestrians and ride-service vehicles coming from the China Bridge Road. Four options are presented to locate designated drop-off and pick-up locations on or adjacent to Swede Alley:

1. Current 30-minute parking zone only
2. Expanded parallel parking zone
3. Bob Wells Parking Lot
4. Flag Pole Parking Lot

Current 30-Minute Parking Zone Only

As mentioned previously, most of Swede Alley frontage currently prohibits on-street parking. The one zone that allows on-street parking is adjacent to the Bob Wells plaza and parking is allowed for 30 minutes only. This area is 185 feet long and can store about seven typical-sized vehicles. Converting this area to a designated ride-service drop-off and pick-up zone requires the least amount of capital impacts – perhaps as simple as modifying signage. However, the space does not provide much capacity, especially considering peak season activity or special events. Additionally, the existing 30 minute parking capacity may need to be relocated elsewhere in downtown.

Expanded Parallel Parking Zone

The sections of Swede Alley where on-street parking is prohibited has a pavement width of approximately 30 feet. This is wide enough to support two travel lanes and parking on one side of the street. Thus, the second option is to expand the drop-off and pick-up zone beyond the 30 minute parking zone to other areas of Swede Alley. After accounting for setbacks from driveways and crosswalks, there is space to increase capacity by about 16 parallel parking spaces. Additionally, this would allow for the opportunity to create user-specific stations for drop-off and pick-up. For example, one station could be designated for hotel and resort shuttles while one station is for taxis and another station for ride-sharing vehicles such as Uber and Lyft. Adjacent to the China Bridge garage, there may be enough sidewalk width to construct pull-out areas. The pull-outs would improve visibility on Swede Alley for activity at garage driveways and crosswalks. This option also may only require signing changes and curb painting, unless pull outs are constructed next to China Bridge garage. Again, the existing 30 minute parking capacity may need to be relocated.

Bob Wells Parking Lot

The Bob Wells Parking Lot is positioned downhill from PCMC City Hall just north of the China Bridge garage. The parking lot could be reconfigured as an oval-shaped pick-up/drop-off loop for ride-service vehicles. The loop could accommodate approximately 15 – 20 queued vehicles depending on whether the loop encroaches into the plaza area. This option would require more capital costs due to reconfiguring the parking and installing curbs and walkways as part of the loop. Given the tight turning radii, it may be difficult for larger ride-service vehicles, such as hotel and resort shuttles, to navigate the loop. Also, without further design analysis, it is uncertain whether

there would be enough width to move around parked vehicles in the loop or whether vehicles would have to slowly proceed in a single-file stream. The option would displace about 43 parking stalls.

Flag Pole Parking Lot

The Flag Pole Parking Lot is situated at the north end of Swede Alley, adjacent to the SR-224 roundabout. The lot offers a more conducive shape for a drop-off/pick-up loop than the Bob Wells lot but would not feature as much capacity – perhaps 10 to 12 vehicles. The parking lot also is not as centrally located to downtown destinations as other options and would disturb 60 existing parking spaces.

Other Drop-off/Pick-up Elements

Beyond the specific location discussion, establishing a strong theme for the signing, striping, and wayfinding for a drop-off and pick-up zone is a critical component of a successful system. Consistent signing (especially if drop-off/pick-up areas are dispersed along Swede Alley) will be important to direct users to the correct locations. The signs could feature a unique design and color scheme to stand out from other regulatory street signs or wayfinding signs in Park City and to build users' confidence in the system. Also, since parking is a premium in Park City, clear signage will be needed to keep non ride-service vehicles from parking in curbside pick-up areas.

Because of the variety of user types, clear signs are necessary to match patrons with the right service. Resort shuttle riders expect a clearly-marked shuttle will pick them up at a specific station at consistent times. Taxis – also well marked – look for individual riders or small groups on-demand and at varying locations. Ride-share drivers also look for on-demand individuals or groups, but the vehicles are typically not well marked. Additionally, ride-share drivers are more likely to be unfamiliar with the system and will need clear directions on how to use it.

Figure 20: Potential Drop-off/Pick-up Zone Locations

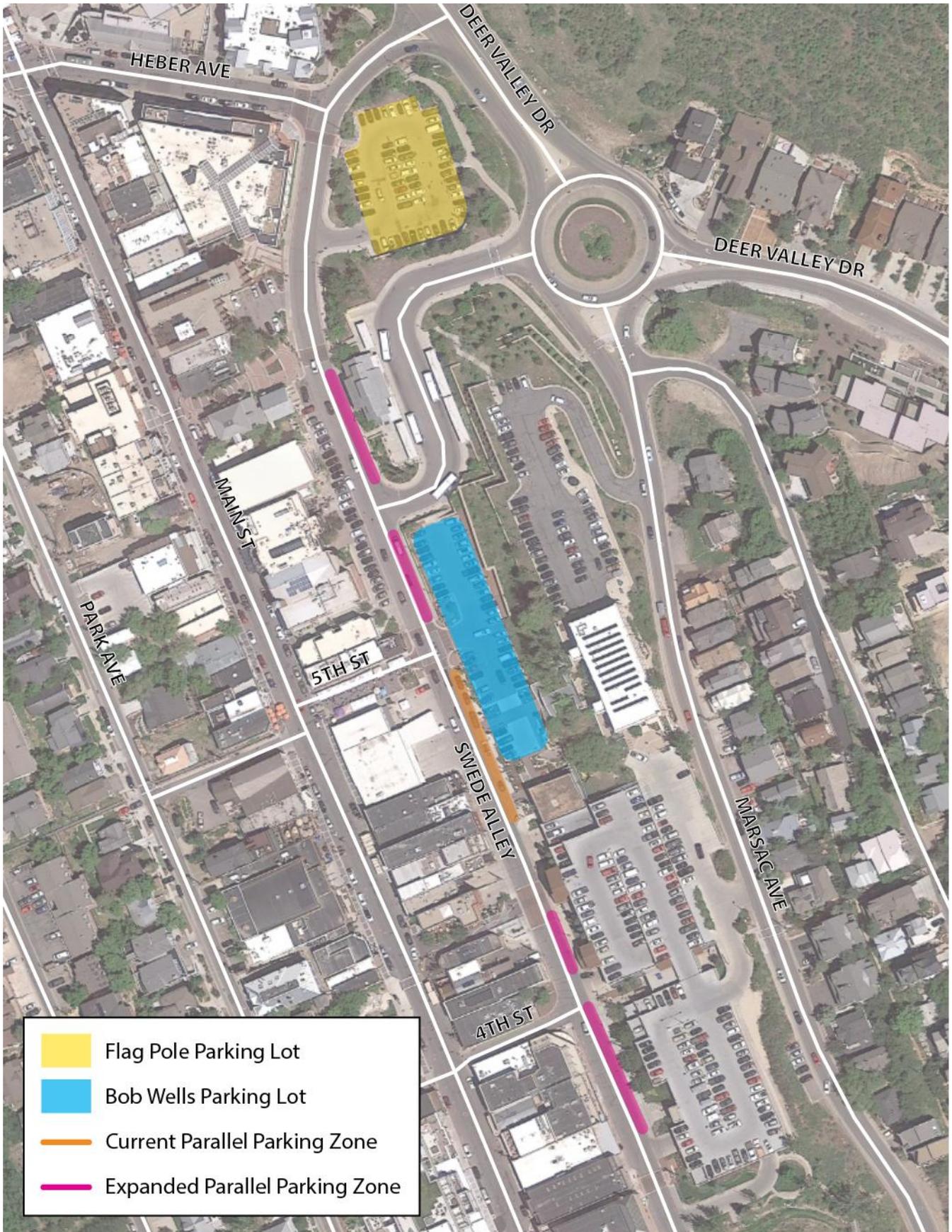


Figure 21: Swede Alley Pavement and Sidewalk Width Adjacent to China Bridge Garage



Figure 22: Bob Wells Parking Lot



Operations

Aside from the engineering and design considerations of the China Bridge Road, there are several operational aspects that should be discussed. First, allowing parallel parking on the China Bridge Road for ride-service vehicle staging may not prove especially useful. The staging capacity is severely constrained by terrain creating the possibility that vehicles overflow into Marsac Avenue during peak times. Additionally, many drivers will likely stage in the drop-off/pick-up areas anyway in an effort to simplify driving efforts, increase visibility, or attract walk-up business. Since prevention of this behavior would require rigorous enforcement it may be just as easy to formally facilitate staging in the drop-off/pick-up zones themselves. Due to their different needs and clientele,

resort shuttles, taxis, and ride-sharing vehicles could be separated into unique zones along Swede Alley or among one or more previously-discussed parking lot conversion options.

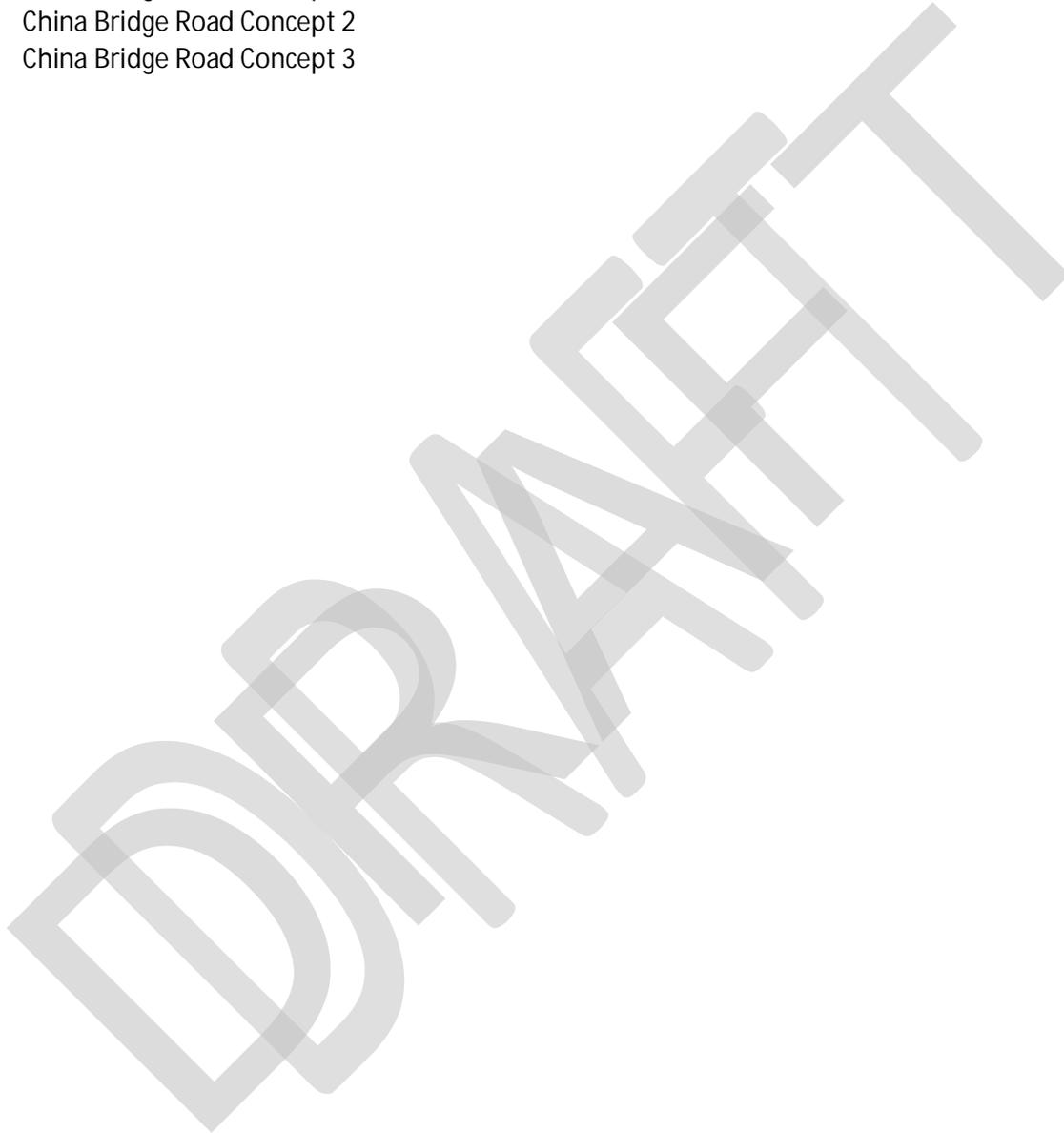
Finally, educating drivers and users expands beyond signage in the immediate vicinity. Pamphlets, web-based maps, and other information items can establish the Swede Alley area as the ride-service hub for downtown Park City. To gain driver compliance, clear signage is needed well in advance of downtown, such as on SR-224, SR-248, and Bonanza Drive to direct ride-service drivers to the new China Bridge Road, since access to the road may not be immediately obvious. The merits of the China Bridge Road will establish themselves over time for experienced drivers, but continual education for the high-turnover Uber and Lyft drivers will be a necessary.



IX. APPENDIX

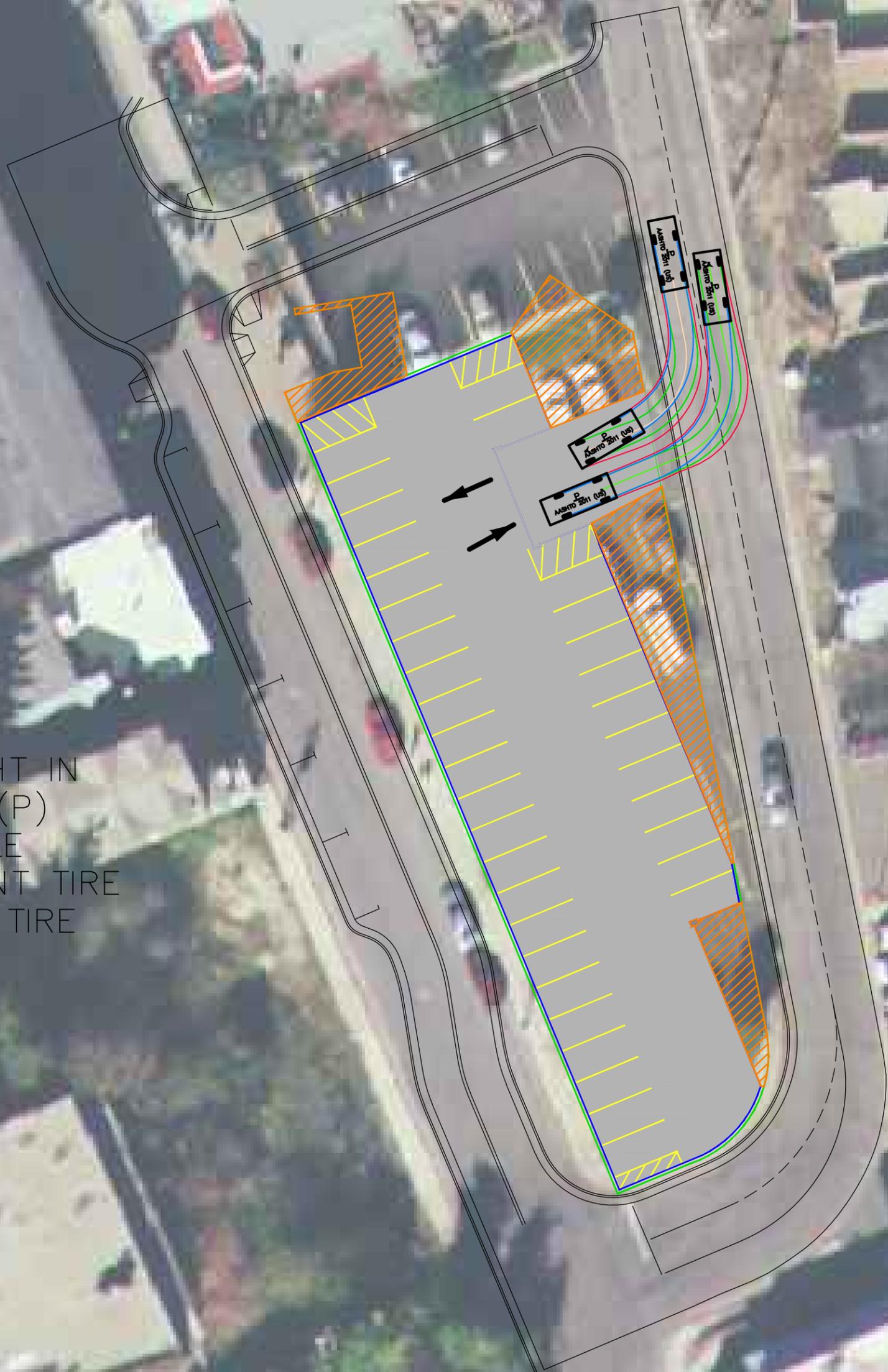
Turning Templates:

1. Passenger Car: Left Out & Right In
2. Passenger Car: Right Out & Left In
3. Pickup Truck: Left Out & Right In
4. Pickup Truck: Right Out & Left In
5. China Bridge Road Concept 1
6. China Bridge Road Concept 2
7. China Bridge Road Concept 3



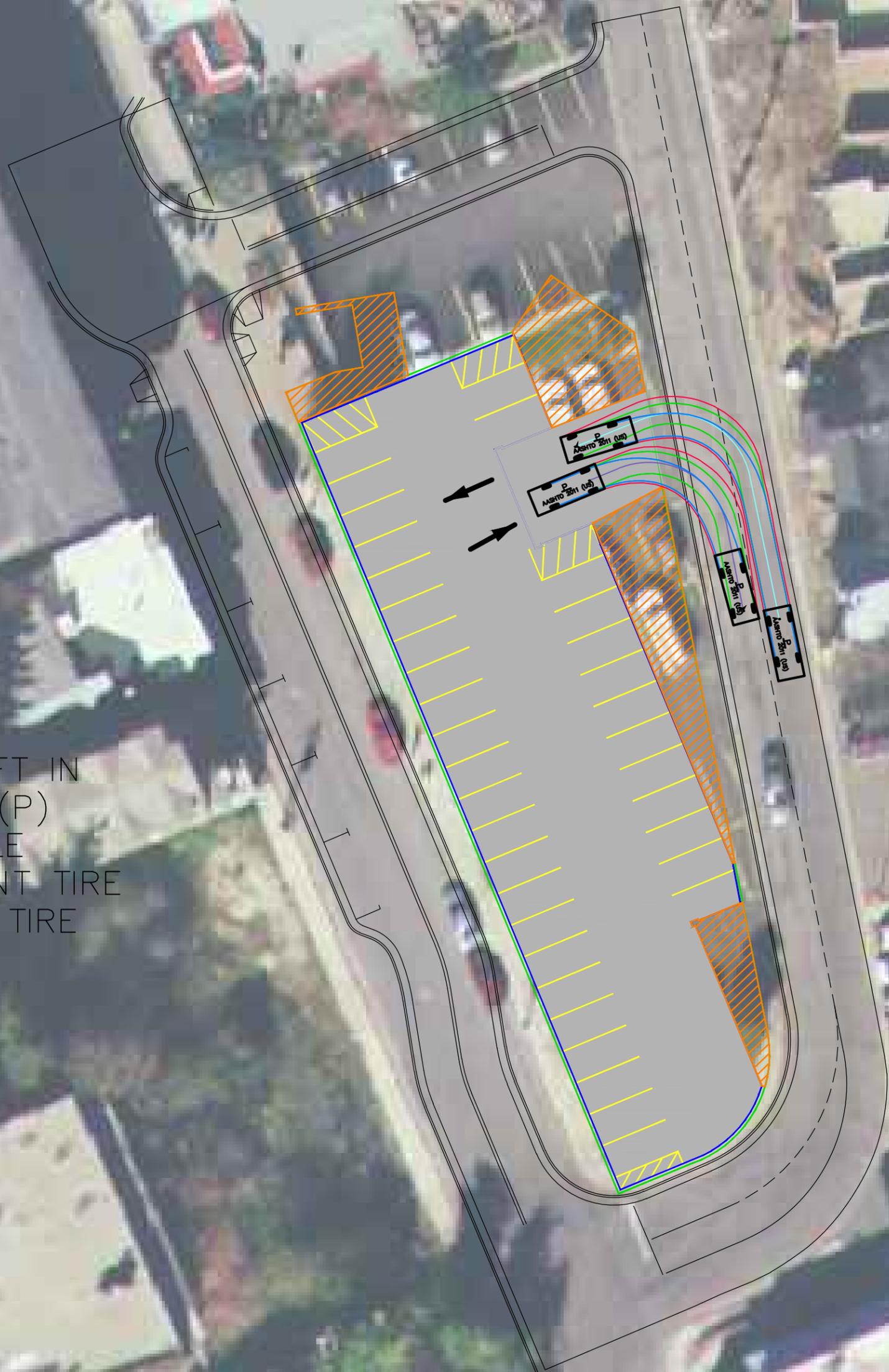


LARGE CAR
LEFT OUT/RIGHT IN
AASHTO 2011 (P)
1" = 30' SCALE
GREEN = FRONT TIRE
BLUE = REAR TIRE
RED = BODY



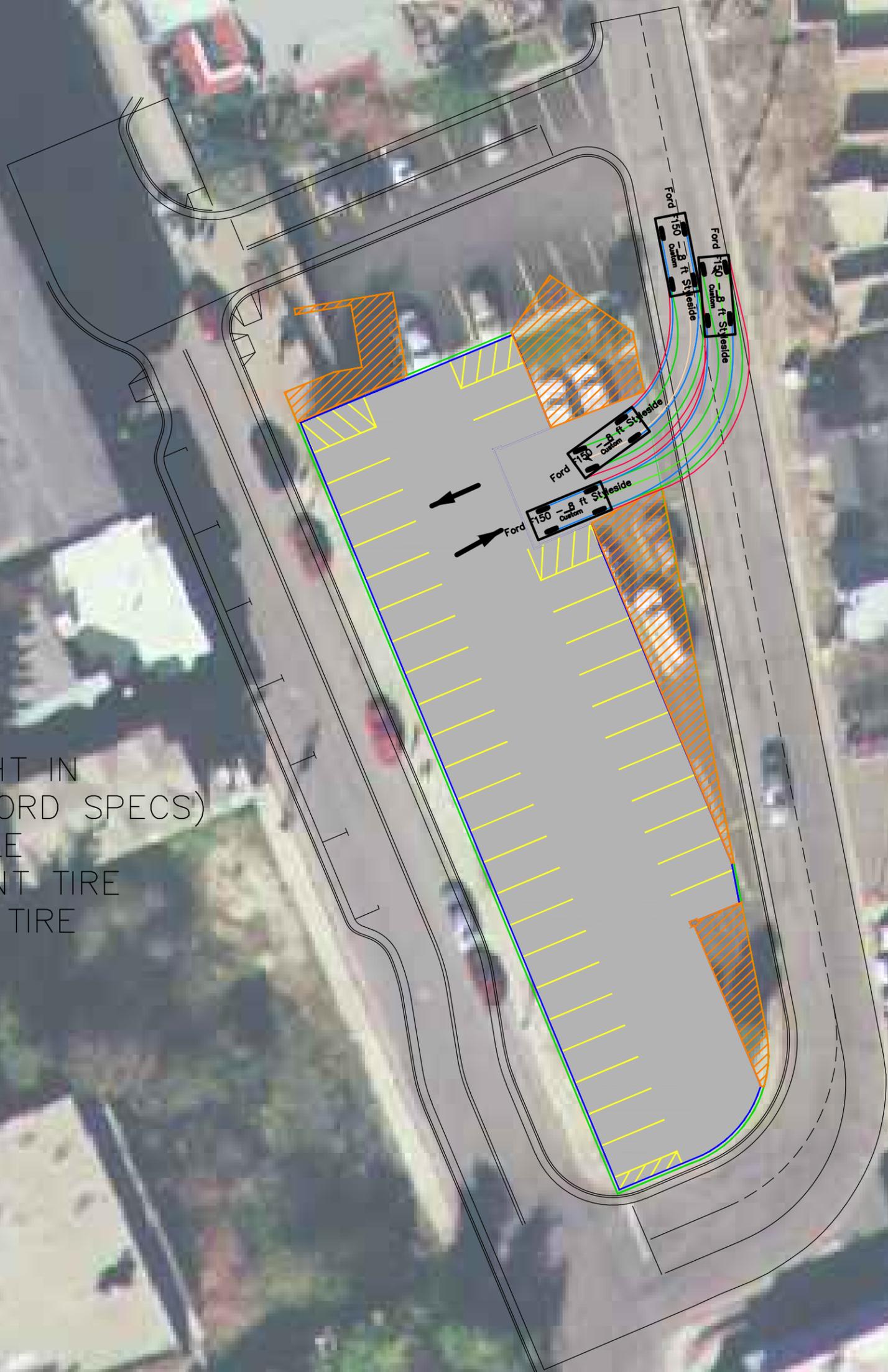


LARGE CAR
RIGHT OUT/LEFT IN
AASHTO 2011 (P)
1" = 30' SCALE
GREEN = FRONT TIRE
BLUE = REAR TIRE
RED = BODY



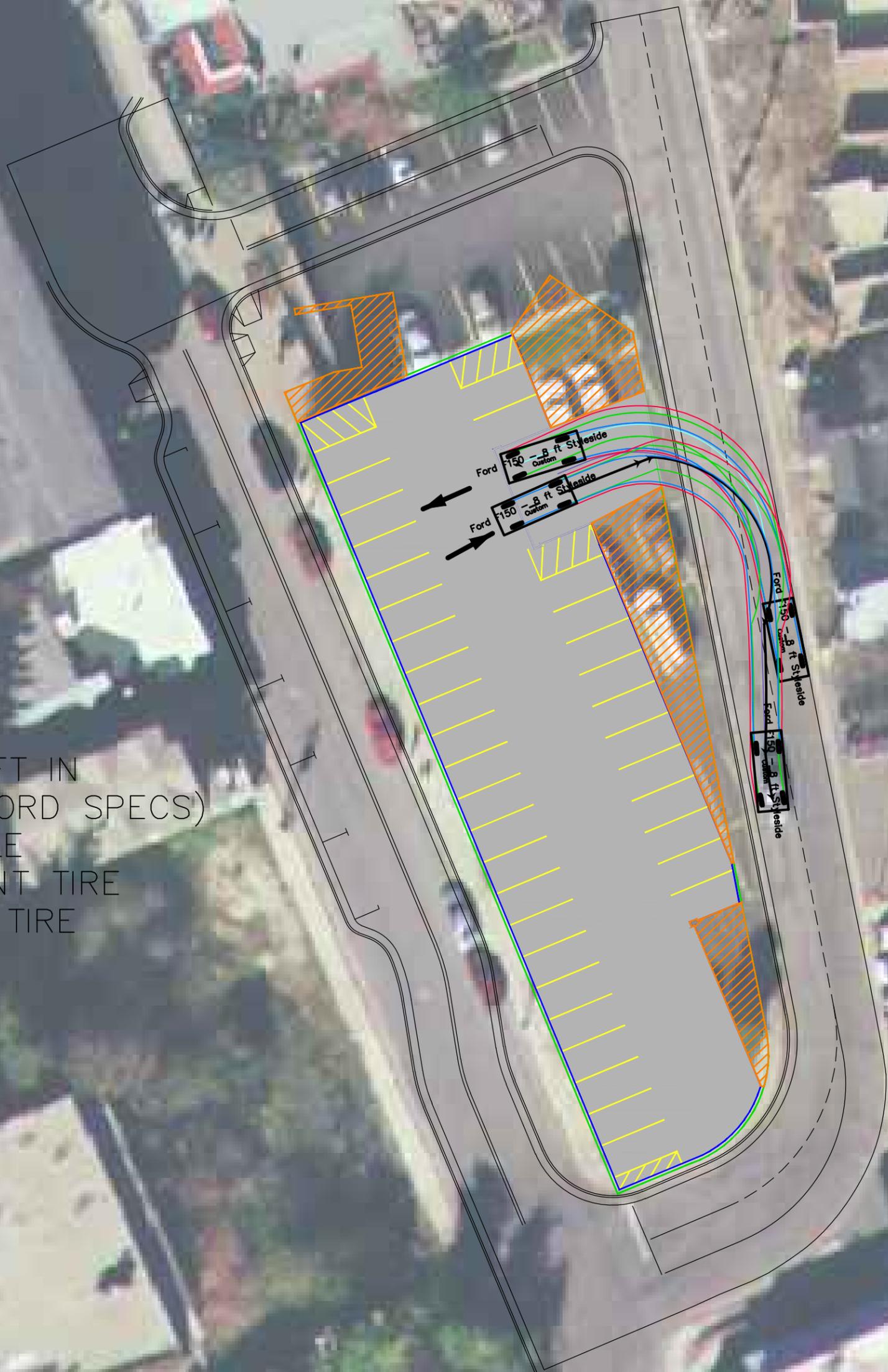


PICKUP TRUCK
LEFT OUT/RIGHT IN
FORD-F150 (FORD SPECS)
1" = 30' SCALE
GREEN = FRONT TIRE
BLUE = REAR TIRE
RED = BODY





PICKUP TRUCK
RIGHT OUT/LEFT IN
FORD-F150 (FORD SPECS)
1" = 30' SCALE
GREEN = FRONT TIRE
BLUE = REAR TIRE
RED = BODY



CONCEPT LAYOUT
SINGLE LANE
W/SIDEWALK (ONE-WAY)

1" = 30' SCALE



CONCEPT LAYOUT
SINGLE LANE
W/SIDEWALK
AND PARKING
(ONE-WAY)

1" = 30' SCALE



CONCEPT LAYOUT
SINGLE LANE
W/SIDEWALK (ONE-WAY)
AND NEW DRIVEWAY

1" = 30' SCALE

47' CENTERLINE
RADIUS

4' SIDEWALK

10' ONE-WAY
LANE

47' CENTERLINE
RADIUS

PARKING
DRIVEWAY
(EXIT ONLY)

CURB AND
GUTTER

EXISTING
CREEK



Council Agenda Item Report

Meeting Date: August 15, 2019

Submitted by: Michelle Kellogg

Submitting Department: Executive

Item Type: Staff Report

Agenda Section:

Subject:

5:45 p.m. - Break

Suggested Action:

Attachments:

Council Agenda Item Report

Meeting Date: August 15, 2019

Submitted by: Elizabeth Jackson

Submitting Department: Planning

Item Type: Staff Report

Agenda Section:

Subject:

Consideration to Approve the Appointment of Tana Toly to the Historic Preservation Board to a Term Expiring May, 2021

Suggested Action:

Attachments:

[HPB Appointment Staff Report](#)



City Council Memorandum

Subject: Appointment of Historic Preservation Board Member
Author: Liz Jackson, Planner
Date: 15 August 2019
Type of Item: Appointment

PLANNING DEPARTMENT

TO HONORABLE MAYOR AND COUNCIL

On July 18, 2019, the Mayor and City Council held interviews to select a new Historic Preservation Board (HPB) Member. The Mayor is forwarding Tana Toly for the City Council’s advice and consent for appointment to the Historic Preservation Board. There were six new applicants, three of which withdrew. This Board Member will be fulfilling former HPB member Jordan Brody’s term through May 2021. Jordan resigned his position in April 2019.

The Historic Preservation Board members have special priorities and qualifications outlined in Section 15-11-2 (B) of The Land Management Code:

“Members of the HPB shall serve terms of three (3) years. The terms shall be staggered. Terms may expire May 1, however, members of the HPB shall continue to serve until their successors are appointed and qualified.”

“It is the first priority of the City Council that the HPB have technical representation in Historic Preservation, therefore, when vacancies occur and if appropriate, it shall be the first consideration of the City Council to ensure that there is a licensed architect, or other professional having substantial experience in rehabilitation-type construction, serving on the HPB, and secondly that there is representation from the Park City Historical Society.”

Planning Staff requests that the City Council considers the following:

Name	Term Ending
Vacant 1 – [Tana Toly- proposed]	May 2021
Jack Hodgkins	May 2021
Randy Scott	May 2021
Douglas Stephens	May 2021
Lola Beatlebrox	May 2020
Puggy Holmgren	May 2020
John Hutchings	May 2020

Mayor’s Recommendation: Approve the appointment of Tana Toly to the Historic Preservation Board to a term expiring May 2021.

Respectfully:
Liz Jackson, Planner

Council Agenda Item Report

Meeting Date: August 15, 2019

Submitted by: Todd Andersen

Submitting Department: Budget, Debt & Grants

Item Type: Staff Report

Agenda Section:

Subject:

2019 Government Finance Officers Association (GFOA) Distinguished Budget Presentation Award & Monthly Budget Report for July, 2019

Suggested Action:

Government Finance Officers Association of the United States and Canada (GFOA) presented a Distinguished Budget Presentation Award to Park City Municipal Corporation, Utah, for its Biennial Budget for the biennium beginning July 1, 2018. In order to receive this award, a governmental unit must publish a budget document that meets program criteria as a policy document, as a financial plan, as an operations guide, and as a communications device. The award is valid for a period of two years only. We believe our current budget continues to conform to program requirements, and we are submitting it to GFOA to determine its eligibility for another award.

Additionally, the attachments within this report consist of Monthly Expenditure and Revenue Reports detailed by Fund and Major Object Type. The format of these reports follows the audit procedure from the State Compliance Audit Guide, the Utah statute and sample summary reports found in the Utah Uniform Accounting Manual. These summary reports should be reviewed monthly by Council for all funds.

Attachments:

[2019 GFOA Award & Monthly Budget Reporting July 2019 Staff Report](#)

[2019 GFOA Award - Announcement](#)

[2019 GFOA Award](#)

[Revenue Report - July 2019](#)

[Expenditure Report - July 2019](#)

MEMO



To: City Council and City Manager
From: Budget Department
Date: August 15th, 2019
Subject: 2019 GFOA Distinguished Budget
Presentation Award & Monthly Budget
Reporting for July 2019

Budget, Debt, & Grants

445 Marsac Ave.
P.O. Box 1480
Park City, UT 84060
Tel 435.615.5154
www.parkcity.org

2019 GFOA Distinguished Budget Presentation Award

Government Finance Officers Association of the United States and Canada (GFOA) presented a Distinguished Budget Presentation Award to **Park City Municipal Corporation, Utah**, for its Biennial Budget for the biennium beginning **July 1, 2018**. In order to receive this award, a governmental unit must publish a budget document that meets program criteria as a policy document, as a financial plan, as an operations guide, and as a communications device.

The award is valid for a period of two years only. We believe our current budget continues to conform to program requirements, and we are submitting it to GFOA to determine its eligibility for another award.

Attachment A: 2019 GFOA Award Announcement
Attachment B: 2019 GFOA Award

State Compliance Monthly Budget Reporting for July 2019

The attachments within this report consist of Monthly Expenditure and Revenue Reports detailed by Fund and Major Object Type. The format of these reports follows the audit procedure from the State Compliance Audit Guide, the Utah statute and sample summary reports found in the Utah Uniform Accounting Manual. These summary reports should be reviewed monthly by Council for all funds.

Attachment C: Expenditure Summary by Object and Type
Attachment D: Revenue Summary by Object and Type



Government Finance Officers Association
203 North LaSalle Street, Suite 2700
Chicago, Illinois 60601-1210
312.977.9700 fax: 312.977.4806

July 11, 2019

The Honorable Andy Beerman
Mayor
Park City Municipal Corporation
445 Marsac Avenue
Park City, UT 84060

Dear Mayor Beerman:

We are pleased to notify you that Park City Municipal Corporation, Utah, has received the Distinguished Budget Presentation Award for the current budget from Government Finance Officers Association (GFOA). This award is the highest form of recognition in governmental budgeting and represents a significant achievement by your organization.

When a Distinguished Budget Presentation Award is granted to an entity, a Certificate of Recognition for Budget Presentation is also presented to the individual(s) or department designated as being primarily responsible for its having achieved the award. This has been presented to:

Budget, Debt and Grants Department

We hope you will arrange for a formal public presentation of the award, and that appropriate publicity will be given to this notable achievement. A press release is enclosed for your use.

We appreciate your participation in GFOA's Budget Awards Program, and we sincerely hope that your example will encourage others to achieve and maintain excellence in governmental budgeting.

Sincerely,

Michele Mark Levine
Director, Technical Services Center

Enclosure



GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished
Budget Presentation
Award*

PRESENTED TO

Park City Municipal Corporation

Utah

For the Biennium Beginning

July 1, 2018

Christoph M. P. Maxwell

Executive Director

Revenues by Revenue Type- 1st Month of FY20 (July 2019)

August 12, 2019

Revenue Type	*YTD Actuals FY18	*YTD Actuals FY19	*YTD Actuals FY20	Annual Budget FY20	Remaining Budget FY20
011 GENERAL FUND					
Property Taxes	10,627	16		11,196,658	11,196,658
Sales Tax				15,231,123	15,231,123
Franchise Tax	128,212	119,539		3,262,000	3,262,000
Licenses	12,006	12,175	10,860	312,000	301,140
Planning Building & Engineering Fees	551,688	969,422	1,206,263	2,397,000	1,190,737
Special Event Fees	8,859	7,200	7,831	264,000	256,169
Federal Revenue				48,000	48,000
State Revenue	1,078			68,000	68,000
County/SP District Revenue	17,000			22,000	22,000
Cemetery Charges for Services	4,738	5,357	5,354	138,000	132,646
Recreation	343,485	364,902	220,728	2,145,000	1,924,272
Other Service Revenue	4,101	35	7,203	120,292	113,089
Library Fines & Fees	7,532	4,945	2,713	18,000	15,287
Misc. Revenues	33,551	142,350	120,064	818,000	697,936
Interfund Transactions (Admin)	310,364	326,444	334,974	2,724,847	2,389,873
Special Revenues & Resources	46,430	27,462	16,321	6,000	-10,321
Total 011 GENERAL FUND	1,479,672	1,979,848	1,932,311	38,770,920	36,838,609
012 QUINN'S RECREATION COMPLEX					
Recreation	656	613	227	5,000	4,773
Ice	115,072	110,859	54,356	865,000	810,644
Misc. Revenues	-27	-246	1	2,000	1,999
Total 012 QUINNS RECREATION COMPLEX	115,701	111,226	54,584	872,000	817,416
022 DRUG CONFISCATIONS					
State Revenue					
Total 022 DRUG CONFISCATIONS					
023 LOWER PARK AVE RDA SPECIAL REVENUE FUND					
Property Taxes				2,947,000	2,947,000
Total 023 LOWER PARK AVE RDA SPECIAL REVENUE FUND				2,947,000	2,947,000
024 MAIN STREET RDA SPECIAL REVENUE FUND					
Property Taxes				1,195,000	1,195,000
Total 024 MAIN STREET RDA SPECIAL REVENUE FUND				1,195,000	1,195,000
031 CAPITAL IMPROVEMENT FUND					

*represents Actuals from July 1st through August 12th of the specified FY

Revenues by Revenue Type- 1st Month of FY20 (July 2019)

August 12, 2019

Revenue Type	*YTD Actuals FY18	*YTD Actuals FY19	*YTD Actuals FY20	Annual Budget FY20	Remaining Budget FY20
Sales Tax				9,750,207	9,750,207
Planning Building & Engineering Fees	87,483	135,795	156,157	355,000	198,843
State Revenue		6,350		360,000	360,000
County/SP District Revenue			500,000	1,580,000	1,080,000
Transit Charges for Services					
Misc. Revenues	35,936	189,064	782	20,198,000	20,197,218
Interfund Transactions (CIP/Debt)		392,840		2,357,042	2,357,042
Special Revenues & Resources	2,152	883	753	302,500	301,748
Bond Proceeds				3,000,000	3,000,000
Total 031 CAPITAL IMPROVEMENT FUND	125,571	724,933	657,692	37,902,749	37,245,058
033 REDEVELOPMENT AGENCY-LOWER PRK					
Misc. Revenues					
Interfund Transactions (CIP/Debt)	273,520	273,520	348,756	2,092,532	1,743,776
Total 033 REDEVELOPMENT AGENCY-LOWER PRK	273,520	273,520	348,756	2,092,532	1,743,776
034 REDEVELOPMENT AGENCY-MAIN ST					
Interfund Transactions (CIP/Debt)	125,334	125,334	115,000	690,000	575,000
Total 034 REDEVELOPMENT AGENCY-MAIN ST	125,334	125,334	115,000	690,000	575,000
038 EQUIPMENT REPLACEMENT CIP					
Interfund Transactions (CIP/Debt)	178,950	178,950	214,266	1,285,600	1,071,334
Total 038 EQUIPMENT REPLACEMENT CIP	178,950	178,950	214,266	1,285,600	1,071,334
051 WATER FUND					
Planning Building & Engineering Fees	187,783	449,312	498,285	750,000	251,715
Water Charges for Services	2,618,114	2,645,886	2,409,529	19,309,129	16,899,600
Misc. Revenues	5,820	17,357	8,675	178,023	169,348
Special Revenues & Resources				1,400,000	1,400,000
Bond Proceeds				45,000,000	45,000,000
Total 051 WATER FUND	2,811,717	3,112,555	2,916,489	66,637,152	63,720,663
052 STORM WATER FUND					
Water Charges for Services	104,551	130,204	135,600	1,250,000	1,114,400
Total 052 STORM WATER FUND	104,551	130,204	135,600	1,250,000	1,114,400
055 GOLF COURSE FUND					
Recreation	704,098	707,315	391,595	1,519,596	1,128,001
Misc. Revenues	37	54	26	51,350	51,321

*represents Actuals from July 1st through August 12th of the specified FY

Revenues by Revenue Type- 1st Month of FY20 (July 2019)

August 12, 2019

Revenue Type	*YTD Actuals FY18	*YTD Actuals FY19	*YTD Actuals FY20	Annual Budget FY20	Remaining Budget FY20
Interfund Transactions (CIP/Debt)	4,166	4,166	4,166	25,000	20,834
Total 055 GOLF COURSE FUND	708,301	711,535	395,787	1,595,946	1,200,159
057 TRANSPORTATION & PARKING FUND					
Sales Tax				5,718,450	5,718,450
Licenses	8,928	6,548	9,684	835,288	825,604
Federal Revenue				6,281,051	6,281,051
Transit Charges for Services	6,087	14,409	1,164	8,188,612	8,187,448
Fines & Forfeitures	189,234	608,692	2,348		-2,348
Misc. Revenues	12,408	16,046	14,650	318,949	304,299
Special Revenues & Resources				693,328	693,328
Total 057 TRANSPORTATION & PARKING FUND	216,657	645,695	27,846	22,035,678	22,007,832
058 PARKING FUND					
Special Event Fees			70		-70
Fines & Forfeitures			313,198	3,055,080	2,741,882
Total 058 PARKING FUND			313,268	3,055,080	2,741,812
062 FLEET SERVICES FUND					
Interfund Transactions (Admin)	428,904	427,504	491,500	2,949,000	2,457,500
Total 062 FLEET SERVICES FUND	428,904	427,504	491,500	2,949,000	2,457,500
064 SELF INSURANCE FUND					
Misc. Revenues	45,834	45,834	45,834	275,000	229,166
Interfund Transactions (Admin)	147,594	173,622	213,144	1,286,651	1,073,507
Total 064 SELF INSURANCE FUND	193,428	219,456	258,978	1,561,651	1,302,673
070 SALES TAX REV BOND - DEBT SVS FUND					
Misc. Revenues	3,896	31,482	65,063		-65,063
Interfund Transactions (Admin)	26,638	26,950	27,080	161,703	134,623
Interfund Transactions (CIP/Debt)	349,632	809,794	1,209,474	4,266,138	3,056,664
Total 070 SALES TAX REV BOND - DEBT SVS FUND	380,166	868,226	1,301,617	4,427,841	3,126,224
071 DEBT SERVICE FUND					
Property Taxes				5,302,214	5,302,214
Misc. Revenues	1	244	4	45,967	45,963
Total 071 DEBT SERVICE FUND	1	244	4	5,348,181	5,348,177
TOTAL	7,142,472	9,509,229	9,163,698	194,616,330	185,452,631

*represents Actuals from July 1st through August 12th of the specified FY

Expenditures by Object Type- 1st Month of FY20 (July 2019)

August 12, 2019

Object Type	*YTD Actuals FY18	*YTD Actuals FY19	*YTD Actuals FY20	Annual Budget FY20	% Budget Used YTD FY20
011 GENERAL FUND					
01 PERSONNEL SERVICES	3,335,917	3,343,706	**2,650,546	23,840,531	11%
02 MATERIALS, SUPPLIES AND SERVICES	155,916	97,609	94,983	1,278,179	7%
03 UTILITIES	33,210	63,652	4,739	1,588,397	0%
04 CONTRACT SVCS/CONSULTING/SOFTWARE LIC	479,798	338,656	305,300	4,151,029	7%
05 PARTS/MAINTENANCE SUPPLIES	154,861	159,223	97,758	1,177,580	8%
06 SPECIAL SERV CONTRACT/MISC CHARGES	391,018	42,551	222,151	1,112,500	20%
07 CAPITAL OUTLAY	27,780	27,750	-998	428,078	0%
09 INTERFUND TRANSFER	412,646	816,910	495,528	5,329,441	9%
Total 011 GENERAL FUND	4,991,146	4,890,056	3,870,008	38,905,735	10%
012 QUINN'S RECREATION COMPLEX					
01 PERSONNEL SERVICES	118,825	128,365	**81,407	951,239	9%
02 MATERIALS, SUPPLIES AND SERVICES	22,533	4,013	3,705	60,770	6%
03 UTILITIES	3,781	11,534	1,072	156,200	1%
04 CONTRACT SVCS/CONSULTING/SOFTWARE LIC	15,823	4,384	8,531	98,070	9%
05 PARTS/MAINTENANCE SUPPLIES	10,466	6,376	4,433	51,275	9%
06 SPECIAL SERV CONTRACT/MISC CHARGES	2,335	2,732	1,809	21,000	9%
07 CAPITAL OUTLAY				6,000	
09 INTERFUND TRANSFER	200				
Total 012 QUINNS RECREATION COMPLEX	173,963	157,404	100,956	1,344,554	8%
021 POLICE SPECIAL REVENUE FUND					
07 CAPITAL OUTLAY					
Total 021 POLICE SPECIAL REVENUE FUND					
022 DRUG CONFISCATIONS					
07 CAPITAL OUTLAY	2,879				
Total 022 DRUG CONFISCATIONS	2,879				
023 LOWER PARK AVE RDA SPECIAL REVENUE FUND					
01 PERSONNEL SERVICES	5,310	3,618	**2,794	32,668	9%
02 MATERIALS, SUPPLIES AND SERVICES	1,000	1,500	2,800	20,000	14%
03 UTILITIES	227	144	71	18,300	0%

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Expenditures by Object Type- 1st Month of FY20 (July 2019)

August 12, 2019

Object Type	*YTD Actuals FY18	*YTD Actuals FY19	*YTD Actuals FY20	Annual Budget FY20	% Budget Used YTD FY20
04 CONTRACT SVCS/CONSULTING/SOFTWARE LIC	-2,880			70,000	
06 SPECIAL SERV CONTRACT/MISC CHARGES				568,000	
09 INTERFUND TRANSFER	273,520	273,520	348,756	2,092,532	17%
Total 023 LOWER PARK AVE RDA SPECIAL REVENUE FUND	277,178	278,781	354,421	2,801,500	13%
024 MAIN STREET RDA SPECIAL REVENUE FUND					
04 CONTRACT SVCS/CONSULTING/SOFTWARE LIC		921		50,000	
06 SPECIAL SERV CONTRACT/MISC CHARGES				405,000	
09 INTERFUND TRANSFER	125,334	125,334	115,000	690,000	17%
Total 024 MAIN STREET RDA SPECIAL REVENUE FUND	125,334	126,255	115,000	1,145,000	10%
031 CAPITAL IMPROVEMENT FUND					
01 PERSONNEL SERVICES	9,806	3,813	27,519		
07 CAPITAL OUTLAY	1,525,893	702,122	110,755	45,165,719	0%
09 INTERFUND TRANSFER	214,716	557,564	957,520	2,752,762	35%
Total 031 CAPITAL IMPROVEMENT FUND	1,750,415	1,263,498	1,095,794	47,918,481	2%
033 REDEVELOPMENT AGENCY-LOWER PRK					
01 PERSONNEL SERVICES	2,899	5,481	**201		
07 CAPITAL OUTLAY	474,011	30,700	1,927	3,135,000	0%
09 INTERFUND TRANSFER		118,036	117,786	708,215	17%
Total 033 REDEVELOPMENT AGENCY-LOWER PRK	476,910	154,218	119,915	3,843,215	3%
034 REDEVELOPMENT AGENCY-MAIN ST					
07 CAPITAL OUTLAY		4,746		30,000	
09 INTERFUND TRANSFER	134,916	134,194	134,168	805,161	17%
Total 034 REDEVELOPMENT AGENCY-MAIN ST	134,916	138,940	134,168	835,161	16%
035 BUILDING AUTHORITY					
07 CAPITAL OUTLAY	1,430				
09 INTERFUND TRANSFER					
Total 035 BUILDING AUTHORITY	1,430				
038 EQUIPMENT REPLACEMENT CIP					
07 CAPITAL OUTLAY	14,709	345,556	76,190	1,285,600	6%
09 INTERFUND TRANSFER					

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Expenditures by Object Type- 1st Month of FY20 (July 2019)

August 12, 2019

Object Type	*YTD Actuals FY18	*YTD Actuals FY19	*YTD Actuals FY20	Annual Budget FY20	% Budget Used YTD FY20
Total 038 EQUIPMENT REPLACEMENT CIP	14,709	345,556	76,190	1,285,600	6%
051 WATER FUND					
01 PERSONNEL SERVICES	433,781	430,640	**360,552	3,307,652	11%
02 MATERIALS, SUPPLIES AND SERVICES	34,045	16,165	11,279	305,962	4%
03 UTILITIES	10,565	93,612	4,130	1,470,066	0%
04 CONTRACT SVCS/CONSULTING/SOFTWARE LIC	115,778	105,574	66,870	1,215,183	6%
05 PARTS/MAINTENANCE SUPPLIES	58,264	87,472	100,782	891,927	11%
06 SPECIAL SERV CONTRACT/MISC CHARGES	7,852	12,621	5,823	52,000	11%
07 CAPITAL OUTLAY	859,273	143,840	207,115	40,376,046	1%
08 DEBT SERVICE	69,047	74,781	78,295	4,524,604	2%
09 INTERFUND TRANSFER	160,572	167,624	175,250	1,766,502	10%
Total 051 WATER FUND	1,749,176	1,132,329	1,010,096	53,909,942	2%
052 STORM WATER FUND					
01 PERSONNEL SERVICES	83,827	96,940	101,562	717,408	14%
02 MATERIALS, SUPPLIES AND SERVICES	4,761	3,447	2,668	71,000	4%
03 UTILITIES	133	11,379	7	39,700	0%
04 CONTRACT SVCS/CONSULTING/SOFTWARE LIC	24,654	5,442	8,915	157,100	6%
05 PARTS/MAINTENANCE SUPPLIES	5,132	3,371	3,195	40,200	8%
07 CAPITAL OUTLAY				471,500	
09 INTERFUND TRANSFER	12,502	17,334	18,834	120,793	16%
Total 052 STORM WATER FUND	131,008	137,913	135,181	1,617,701	8%
055 GOLF COURSE FUND					
01 PERSONNEL SERVICES	167,465	170,560	**122,739	950,807	13%
02 MATERIALS, SUPPLIES AND SERVICES	11,875	3,905	8,542	74,900	11%
03 UTILITIES	1,941	5,093	18	67,700	0%
04 CONTRACT SVCS/CONSULTING/SOFTWARE LIC	8,226	8,815	18,212	94,535	19%
05 PARTS/MAINTENANCE SUPPLIES	45,570	40,885	34,562	240,800	14%
06 SPECIAL SERV CONTRACT/MISC CHARGES	11,198	11,825	5,021	30,500	16%
07 CAPITAL OUTLAY	143,088	1,753	7,840	126,565	6%
08 DEBT SERVICE				32,377	
09 INTERFUND TRANSFER	20,852	23,818	23,516	141,090	17%

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Expenditures by Object Type- 1st Month of FY20 (July 2019)

August 12, 2019

Object Type	*YTD Actuals FY18	*YTD Actuals FY19	*YTD Actuals FY20	Annual Budget FY20	% Budget Used YTD FY20
Total 055 GOLF COURSE FUND	410,214	266,655	220,449	1,759,274	13%
057 TRANSPORTATION & PARKING FUND					
01 PERSONNEL SERVICES	1,043,469	1,248,663	1,041,779	9,834,156	11%
02 MATERIALS, SUPPLIES AND SERVICES	46,306	39,206	6,319	348,450	2%
03 UTILITIES	7,535	30,971	1,621	343,144	0%
04 CONTRACT SVCS/CONSULTING/SOFTWARE LIC	73,630	47,368	24,668	1,465,400	2%
05 PARTS/MAINTENANCE SUPPLIES	2,405	1,210		40,000	
06 SPECIAL SERV CONTRACT/MISC CHARGES	11,030	28,356	248	29,000	1%
07 CAPITAL OUTLAY	279,863	127,713	-50,511	4,114,762	-1%
09 INTERFUND TRANSFER	489,844	504,790	571,002	3,432,017	17%
Total 057 TRANSPORTATION & PARKING FUND	1,954,083	2,028,276	1,595,126	19,606,929	8%
058 PARKING FUND					
01 PERSONNEL SERVICES			73,567	918,757	8%
02 MATERIALS, SUPPLIES AND SERVICES			356	470,500	0%
03 UTILITIES				10,400	
04 CONTRACT SVCS/CONSULTING/SOFTWARE LIC				148,000	
05 PARTS/MAINTENANCE SUPPLIES				54,000	
06 SPECIAL SERV CONTRACT/MISC CHARGES			10,414	65,000	16%
07 CAPITAL OUTLAY				196,000	
09 INTERFUND TRANSFER			1,000		
Total 058 PARKING FUND			85,336	1,862,657	5%
062 FLEET SERVICES FUND					
01 PERSONNEL SERVICES	151,311	151,160	**112,340	951,992	12%
02 MATERIALS, SUPPLIES AND SERVICES	4,869	6,570	6,476	79,099	8%
03 UTILITIES	111,450	89,961	83,217	1,071,800	8%
04 CONTRACT SVCS/CONSULTING/SOFTWARE LIC	750			3,800	
05 PARTS/MAINTENANCE SUPPLIES	62,236	51,710	58,060	800,200	7%
07 CAPITAL OUTLAY					
09 INTERFUND TRANSFER					
Total 062 FLEET SERVICES FUND	330,616	299,401	260,094	2,906,891	9%

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Expenditures by Object Type- 1st Month of FY20 (July 2019)

August 12, 2019

Object Type	*YTD Actuals FY18	*YTD Actuals FY19	*YTD Actuals FY20	Annual Budget FY20	% Budget Used YTD FY20
064 SELF INSURANCE FUND					
02 MATERIALS, SUPPLIES AND SERVICES			1,010	50,500	2%
04 CONTRACT SVCS/CONSULTING/SOFTWARE LIC	8,047	78,268	44,662	872,560	5%
06 SPECIAL SERV CONTRACT/MISC CHARGES	38,420	34,350	25,137	710,000	4%
09 INTERFUND TRANSFER					
Total 064 SELF INSURANCE FUND	46,467	112,618	70,809	1,633,060	4%
070 SALES TAX REV BOND - DEBT SVS FUND					
08 DEBT SERVICE	2,100	2,100		5,037,565	
09 INTERFUND TRANSFER					
Total 070 SALES TAX REV BOND - DEBT SVS FUND	2,100	2,100		5,037,565	0%
071 DEBT SERVICE FUND					
08 DEBT SERVICE		480,775		5,307,335	
09 INTERFUND TRANSFER					
Total 071 DEBT SERVICE FUND		480,775		5,307,335	0%
TOTAL	12,572,543	11,814,776	9,243,542	191,720,600	5%

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Council Agenda Item Report

Meeting Date: August 15, 2019

Submitted by: Michelle Downard

Submitting Department: Executive

Item Type: Staff Report

Agenda Section:

Subject:

Backhoe Report - August 2019

Suggested Action:

Attachments:

[Backhoe Staff Report](#)

[Backhoe Report, August 2019](#)



City Council Staff Communication Report

Subject: Backhoe Report Update
Author: Michelle Downard, Resident Advocate
Department: Executive Department
Date: August 15, 2019
Type of Item: Informational

The Backhoe Report is a communication tool for residents to learn about both public and significant private projects within Park City. This report is updated on an ongoing basis as construction projects progress throughout the summer months. This report can be found online at www.parkcity.org in both narrative and map format. In addition, hard copies have been provided at City Hall, the Library, MARC and the seniors group.

Current Construction Projects Include:

- Sewer Line Replacement – Kearns Blvd (Wyatt Earp Way to Comstock Dr)
- Centennial Circle- Water Line Repair
- Pavement Management Projects
- Prospector Avenue Reconstruction
- Star Hotel, 227 Main St
- King's Crown
- Tower Residences
- St Regis Hotel, Phase II
- Empire Residences
- Goldener Hirsch, Phase II
- Moon Shadow Condominiums
- Golf Course Maintenance Building
- Kearns Blvd/SR-248 Tunnel
- Bike Share Stations- Multiple Sites
- Quinn's Junction Water Treatment Plant Improvements
- Prospector Condos- Transit Housing
- Park City Heights Subdivision
- National Ability Center Arena Expansion and Recreation Building

Anticipated Projects Include:

- Iron Horse Bus Barn Renovation
- 3 Kings Water Treatment Plant
- Hwy 248 Water Line Project
- Woodside Park- Phase 2



BACKHOE REPORT: August 2019

The following report summarizes active construction projects around Park City. This report is online at www.parkcity.org Please contact Resident Advocate, Michelle Downard at mdownard@parkcity.org or 435.615.5109 with questions.

UTILITY AND ROADWAYS	Page 1-3
Sewer Line Replacement- Kearns Blvd, Centennial Circle- Water Line Repair, Pavement Management Project, Prospector Ave Reconstruction	
OLD TOWN	Page 3-4
Star Hotel, King’s Crown Residential Development	
EMPIRE PASS	Page 4-5
Tower Residences (and Empire Club), St. Regis Hotel- Phase II, Empire Residences, Goldener Hirsch- Phase II, Moon Shadow Condominiums	
GREATER PARK CITY & BEYOND	Page 6-8
Golf Course Maintenance Building, Kearns Blvd/SR-248 Tunnel, Summit Bike Share Stations, Quinn’s Junction Water Treatment Plant, Prospector Condos, Park City Heights, National Ability Center	
FUTURE SCHEDULED PROJECTS	Page 8-9
Iron Horse Bus Barn Renovation, 3Kings Water Treatment Plant, SR-248 Waterline, Woodside Park- Phase II	

SEWER LINE REPLACEMENT – KEARNS BLVD. (APPROX. WYATT EARP WAY TO COMSTOCK DRIVE)

Utility Project
In progress

CONSTRUCTION DATES

Currently under construction on HWY-248, project conclusion anticipated September 2019.

PROJECT DETAILS

- Rehabilitate 1,300 linear feet of large diameter (21-24 inch) sewer pipe.
- Lane diversions and crews working on the shoulder of the road expected.

CONTACT INFORMATION

Brian Atwood | Snyderville Basin Water Reclamation District | batwood@sbwrdd.org | 435.649.7993



WATER SERVICE REPAIR

Municipal Project
Scheduled

CONSTRUCTION DATES

Fairway Village – Currently under construction, project conclusion August 2019.
Centennial Circle- Construction to begin August 2019, project conclusion late 2019.

PROJECT DETAILS

- Replacement of aging water service lines from the water main to the meter.
- Mill and pave road upon completion of water work.

CONTACT INFORMATION

Griffin Lloyd | Public Utilities Engineer | griffin.lloyd@parkcity.org | 435.615.5314

PAVEMENT MANAGEMENT PROJECT

Municipal Project
In progress

CONSTRUCTION DATES

Throughout summer 2019.

PROJECT DETAILS

Rotomilling: Removing asphalt from the existing pavement to a desired depth. (Typically 1-4 inches)

Asphalt Overlay: Asphalt laid and compacted, creating a new road surface.

Utility Adjustments: Raise manholes, water valves, gas valves, and monument markers to the same grade as the new pavement surface after an overlay.

Utility Adjustments, Asphalt Overlay and Rotomilling:

Pavement Overlays, Rotomilling and Utility Adjustment Schedule					
Street Name	Section/Location	Lower Utilities	Rotomilling	Asphalt Pave	Readjust Utilities
Holiday Ranch Lp	SR 224 to Little Kate	July 5	July 8	July 9	Week of 7/14
Cooke Drive	SR 248 to SR 248	July 5	July 9	July 10	Week of 7/14
Stryker Ave	End to End	July 5	July 9	July 10	Week of 7/14
Heber Ave	Main Street to Park Ave	July 8	July 10	July 11	Week of 7/14
Park Ave	Heber Ave to King Rd	July 8-9	July 10	July 11	Week of 7/14
Brew Pub Parking lot	Swede and Main Street	N/A	July 11	July 12	N/A
Library Parking lot	1255 Park Ave	N/A	July 11	July 12	N/A
Deer Valley North	Queen Ester to Solamere	July 11	July 13	July 13	Week of 7/21
Mellow Mt Road	Deer Valley Dr. to April Mt Dr.	July 10	July 11-12	July 13-15	Week of 7/21
Eagle Way	Mellow Mt Rd to End	July 10	July 12	July 15	Week of 7/21
Quinn's Ice Rink	Gillmor Drive	July 11	July 13	July 16	Week of 7/21



Slurry Seal: A pavement preservation treatment to extend the life of the street. Street side parking restricted.

- Gillmor Way (Round Valley Drive to Ability Way)
- Sidewinder Drive (SR-248 to Buffalo Bill Drive)
- Comstock Drive (Sidewinder Drive to SR-248)
- Belle Star Court (Sidewinder Drive to cul-de-sac)
- Buffalo Bill Drive (Sidewinder Drive to SR-248)
- Mellow Mountain Road (April Mountain Drive to Aerie Drive)
- Four Lakes Drive (Estates Drive to Estates Drive)
- Evening Star Drive (Little Kate Road to Lucky John Drive)
- Meadows Drive (Lucky John Drive to Sunny Slopes Drive)
- Queen Esther Drive (Deer Valley Drive to Telemark Drive)
- Park Avenue (Heber Avenue to Deer Valley Drive)

Bike Paths: High Density Mineral Bond (resurfacing)

- SR-248 (North Side), Snow Creek Drive, Comstock Drive
- Silver Quinn’s Trail (Gillmor Way to Highland Drive)

CONTACT INFORMATION

Resurfacing Hotline | 435.615.5347

Troy Dayley | Streets and Streetscapes Manager | troy@parkcity.org | 435.615.5637

PROSPECTOR AVENUE RECONSTRUCTION

Joint Project
In progress

CONSTRUCTION DATES

Currently under construction, project conclusion anticipated July 2019.

PROJECT DETAILS

- Final landscaping within the Park Strip.
- Work occurring on the shoulders of the street. No road closures anticipated.

CONTACT INFORMATION

Corey Legge | Public Improvements Engineer | corey.legge@parkcity.org | 435.615.5057

STAR HOTEL, 227 MAIN STREET (TOP OF STREET)

Private Project
In progress

CONSTRUCTION DATES

Deconstruction work is complete. The reconstruction building permit has not yet been issued.

PROJECT DETAILS

Complete reconstruction of the Historic Star Hotel with a rear addition.



CONTACT INFORMATION

Brian Brassey | Brassey Construction | brasseyco@gmail.com | 435.513.1882

KING’S CROWN RESIDENTIAL DEVELOPMENT

Private Project
In progress

CONSTRUCTION DATES

Currently under construction, project anticipated to be multi-year.

PROJECT DETAILS

- New development including townhomes, homes, condominiums and workforce housing.

CONTACT INFORMATION

Rory Murphy | paladinparkcity@aol.com | 435.640.5068

TOWER RESIDENCES (AND EMPIRE CLUB) – 8680 EMPIRE CLUB DRIVE AND VILLAGE WAY

Private Project
In progress

CONSTRUCTION DATES

Currently under construction, project anticipated to be multi-year.

PROJECT DETAILS

- A new private development including residential condos, one employee unit, and expansion of the existing Tower Club within the Village at Empire Pass.

CONTACT INFORMATION

Gina Canzonetta | Storied Deer Valley LLC | gina@storiedliving.com | 602.499.0326

ST. REGIS HOTEL, PHASE II – 2300 DEER VALLEY DRIVE

Private Project
In progress

CONSTRUCTION DATES

Currently under construction, project anticipated to be multi-year.

PROJECT DETAILS

- A new development including residential condos and support commercial located south of the funicular.

CONTACT INFORMATION

Van Robinson | Siri Contractors | van@siricontracting.com | 801.669.0493m



EMPIRE RESIDENCES – 7695 VILLAGE WAY

Private Project
In progress

CONSTRUCTION DATES

Currently under construction, project anticipated to be multi-year.

PROJECT DETAILS

- A new development including residential condos, one employee unit, underground parking, located within the Village at Empire Pass.
- Excavated materials were hauled to the B2 East site adjacent to Empire Day Lodge.

CONTACT INFORMATION

Phil Clawson | Wadman Construction | pclawson@wadman.com | 801.621.4185

GOLDENER HIRSCH, PHASE II – 7520-7570 ROYAL STREET EAST

Private Project
In progress

CONSTRUCTION DATES

Currently under construction, project anticipated to be multi-year.

PROJECT DETAILS

- A new development including residential condos and support commercial with underground parking, and remodel of Goldener Hirsch.

CONTACT INFORMATION

Harmon Tobler | Okland Construction | harmon.tobler@okland.com | 801.842.3071

MOON SHADOW CONDOMINIUMS AND PRIVATE STREET/UTILITY IMPROVEMENTS – 8945 MARSAC AVE

Private Project
Scheduled

CONSTRUCTION DATES

Currently under construction, project anticipated to be multi-year.

PROJECT DETAILS

- A new development of detached condos north of Marsac Avenue within the Village at Empire Pass. Construction of the private road and utilities has begun.

CONTACT INFORMATION

Gina Canzonetta | Storied Deer Valley LLC | gina@storiedliving.com | 602.499.0326



GOLF COURSE MAINTENANCE BUILDING

Municipal Project
In progress

CONSTRUCTION DATES

- Currently under construction, project conclusion anticipated October 2019.
- Utility construction (sanitary sewer, water and gas line) occurring on Thaynes Canyon Drive, near Hotel Park City through early August. Traffic lanes will be impacted and flaggers will be on site.

PROJECT DETAILS

- The existing parks maintenance building will be demolished in late 2019 to prepare for the new 3Kings Water Treatment Plant (replacing the Spiro plant).
- Located between the municipal driving range and 10th fairway, the new building will consist of approx. 8,500 sq. ft. of equipment and materials storage, repair and washing facilities, and office space.
- The maintenance building incorporates sustainable design elements such as a living roof and is anticipated to achieve net-zero energy consumption.

CONTACT INFORMATION

Nick Graue | Public Utilities Engineer | nick.graue@parkcity.org | 435.615.5314

KEARNS BLVD./SR-248 TUNNEL (HIGH SCHOOL)

Joint Project
In progress

CONSTRUCTION DATES

Currently under construction, project conclusion anticipated August 2019.

PROJECT DETAILS

- A pedestrian tunnel between PC High School and Cooke Drive will replace the current street-level crossing.
- The tunnel will alleviate traffic congestion and provide safer access for pedestrians.
- Access to the transit stop near PC High School may be temporarily relocated and pedestrian traffic rerouted.

CONTACT INFORMATION

info@SR248tunnel.com | 385.375.2111

SUMMIT BIKE SHARE STATIONS – MULTIPLE LOCATIONS

Joint Project
In progress

CONSTRUCTION DATES

Currently under construction, project conclusion anticipated summer of 2019.

PROJECT DETAILS



- Using a Federal grant, 11 new stations will be installed within greater Park City. The new stations support 60 new bikes, improving availability and convenience.
- New locations include: North City Park, Deer Valley Resort, Upper Main Street, PC MARC, Basin Recreation Fieldhouse, Summit County Health Department, Willow Creek Park, Silver Springs, Justice Center and Ecker Park & Ride. The Jeremy Ranch Park and Ride location is anticipated 2020.
- The Bike Share Program is already open for the 2019 season.

CONTACT INFORMATION

Scott Henriksen | scott@-ja-today.com | 888.342.1555

QUINN’S JUNCTION WATER TREATMENT PLANT

Municipal Project
In progress

CONSTRUCTION DATES

Currently under construction, project conclusion anticipated October 2019.

PROJECT DETAILS

- Increases treatment capacity during construction of the new 3Kings Water Treatment Plant.
- Allows treatment staff to clean raw water pipes and reduce plant downtime, and office, meeting, and storage space for operations.

CONTACT INFORMATION

Griffin Lloyd | Public Utilities Engineer | griffin.lloyd@parkcity.org | 435.615.5314

PROSPECTOR CONDOS – TRANSIT EMPLOYEE HOUSING

Municipal Project
In progress

CONSTRUCTION DATES

Currently under construction, project conclusion anticipated September 2019.

PROJECT DETAILS

- Located on Prospector Avenue. Remodeling of 23 studio condos for Transit employee housing.
- Remodel incorporates sustainable design elements that will help to reduce energy consumption.

CONTACT INFORMATION

Jason Glidden | Affordable Housing Manager | jglidden@parkcity.org | 435.615.5268

PARK CITY HEIGHTS SUBDIVISION – PARK, CLUBHOUSE, AND RESIDENCES

Private Project
In progress

CONSTRUCTION DATES



Phase I currently under construction, project anticipated to be multi-year.

PROJECT DETAILS

- New subdivision with a public park and trail connection from PC Heights to Rail Trail.
- 239 residential units (single family and multifamily) developed during 5 phases of construction. The clubhouse being accessible to Park City Heights residents only.

CONTACT INFORMATION

Ivory Homes | www.ivoryhomes.com | 435.657.0444

NATIONAL ABILITY CENTER ARENA EXPANSION AND RECREATION BUILDING – 1000 ABILITY WAY

Private Project
In progress

CONSTRUCTION DATES

Currently under construction, project conclusion anticipated summer 2019.

PROJECT DETAILS

- Expansion of the Riding Arena (including support space) and new construction of a Recreation Building.

CONTACT INFORMATION

Shawn Albretsen | Bid-D Construction | salbretsen@big-d.com | 801.420.0333

IRON HORSE BUS BARN RENOVATION

Municipal Project
Scheduled

CONSTRUCTION DATES

Construction to begin summer 2019, project conclusion anticipated December 2019.

PROJECT DETAILS

- Renovate and covert 5,000 square feet of the bus barn into offices.

CONTACT INFORMATION

Matt Twombly | Senior Project Manager | mtwombly@parkcity.org | 435.615.5177

3KINGS WATER TREATMENT PLANT

Municipal Project
Scheduled

CONSTRUCTION DATES

- Off-site utility improvements for the project, on Three Kings Drive scheduled late summer of 2019.
- Demolition of existing facility scheduled September of 2019.
- Reconstruction scheduled early 2020.



PROJECT DETAILS

Additional information available on the Water Department webpage:
<https://www.parkcity.org/departments/public-utilities-streets/engineering-construction-division/water-projects/3kings-water-treatment-plant>

CONTACT INFORMATION

Roger McClain | Water Utilities Engineering Manager | roger.mcclain@parkcity.org | 435.615.5329

SR-248 WATER LINE PROJECT	Municipal Project Scheduled
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CONSTRUCTION DATES

Currently bidding. Construction to begin fall 2019, project conclusion anticipated October 2021.

PROJECT DETAILS

- Replace aging transmission lines between Wyatt Earp Way and Boothill Tanks and the 3 Kings Water Treatment Plant and Boothill.
- Water line from Rockport to the golf course (for stream water right delivery).

CONTACT INFORMATION

Griffin Lloyd | Public Utilities Engineer | griffin.lloyd@parkcity.org | 435.615.5314

WOODSIDE PARK- PHASE II	Municipal Project Scheduled
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CONSTRUCTION DATES

If approved, construction to begin late summer/early spring 2020, project conclusion anticipated December 2020.

PROJECT DETAILS

- Located on the 1300 block between Woodside Avenue and Empire Avenue
- Currently proposed 52 affordable/attainable units and 6 market rate units and incorporate sustainable design elements to achieve net-zero.

CONTACT INFORMATION

Jason Glidden | Affordable Housing Manager | jglidden@parkcity.org | 435.615.5268

Council Agenda Item Report

Meeting Date: August 15, 2019

Submitted by: Colleen McGinn

Submitting Department: Sustainability

Item Type: Staff Report

Agenda Section:

Subject:

Tour of Utah Reminders

Suggested Action:

Attachments:

[Tour of Utah Staff Report](#)



City Council Staff Report

Subject: Tour of Utah Reminders
Author: Colleen McGinn, Special Events Coordinator
Department: Special Events
Date: August 15, 2019
Type of Item: Informational

Executive Summary

The [Tour of Utah](#) is an important event to the State of Utah, Utah Sports Commission and Utah Office of Economic Development, as well as, the Park City community. This event showcases the beauty of our State, our Mountain Town, and cycling culture, while providing economic benefits for our local and regional business community. The event receives both international and national exposure through the broadcast and print media and highlights Park City as a cycling destination. According to a survey conducted by the 2016 Tour of Utah, the event was attended by over 380,000 spectators across seven stages generating over \$22 million of economic impact for the State of Utah. At the final stage of the race, crowd estimates are between 10,000 to 15,000 spectators with national and international television coverage seen in over 49 countries.

Changes to this year's event include that on Saturday August 17, Canyons will host both the start and finish of Stage 5 of the race, and will not come through Park City's jurisdiction. The Ultimate Challenge road ride will also take place on Saturday as well, and will come through Park City and Summit County's jurisdictions (normal rules of the road apply – there are no closures with this road ride). Sunday Stage 6 of the race will follow its normal format with the start and finish of the Championship Stage on upper Main Street.

On Tuesday, August 13, staff began implementing community outreach for the event, including impact information on the City's website (also available in Spanish), web/social media outreach. Local media opportunities on KPCW include PSAs, and interviews with City Staff and Tour of Utah daily updates. Additionally, door to door impact information for businesses and residents in Old Town has been distributed. The community can also sign up for the City's text alert system by texting PCEVENTS to 888777 to receive the most up to date transportation and emergency information.

Staff thanks the many departments and community partners that help make this event possible, as the event would not be successful without this collaboration. Park City Chamber, HPCA, Medalist Sports, Summit County, Park City Resort, Canyons CVMA, Deer Valley Resort, Park City School District, Utah Highway Patrol, KPCW, and Park Record, as well as many City and County Staff / Departments.

On **Saturday, August 17, Stage 5** Start and Finish of the Tour of Utah will be held at Canyons and the Ultimate Challenge cycling ride will be held throughout Summit

County. On Saturday, the Tour of Utah Race does not come through Park City's jurisdiction (this is a change from years past, where the City had major highway closures on Saturday). In Summit County, the community can expect the following impacts:

- Significant road closures are expected on hwy 224 between 10:30 a.m. to 7 p.m.
 - The Tour of Utah is scheduled to begin at 2:30 p.m. from Canyons Village at Park City Mountain as the race heads out on Canyons Resort Drive, Frostwood Drive, Cooper Lane, Sun Peak Drive, and Old Ranch Road requiring an estimated 20 minute closure of Highway 224 at Canyons Resort Drive as the race heads out through Old Ranch Road towards Kamas.
 - Race is scheduled to return to the Canyons Village between 5:00 p.m. and 6:15 p.m. and will impact the Newpark Area to cross S.R. 224 at Kimball Junction en route to Olympic Parkway and the Saturday Finish at Canyons Village. Anticipated closures are expected for 30 minutes.
 - Free Parking is available at the Cabriolet Parking Lot. Additional free parking is available at the Ecker Hill Park & Ride transit stop.

On **Sunday, August 18, Stage 6** of the Tour of Utah will take place on Historic Main Street with both the start and finish of the race at the top of Main Street.

- Main Street, Swede Alley, Deer Valley Drive, Bonanza Drive, Kearns Boulevard, and Marsac Avenue/SR 224 will all be affected during this event and road closures will be coordinated through the Command Center and Transportation Command Center (TCC) as various departments and jurisdictional partners will be present.
- Significant road closures are expected between 11:30 a.m. and 1:00 p.m., and 2:30 p.m. and 4:30 p.m.
 - Race is scheduled to begin at 12:30 p.m. with two warm up laps then continue to the course from Bonanza Drive to Kearns Boulevard and then cross over into Summit County jurisdiction on Richardson Flat Road and Hwy 248.
 - Race Finish is expected between 3:00 and 4:30 p.m. as riders are expected to come over Empire Pass from Wasatch County, down Marsac Avenue/SR 224, with the finish line push to the top of Historic Main Street.
- Parking is not be available on Main Street, Swede Alley, Bob Wells, Brew Pub, Flagpole, Galleria and Upper Sandridge parking lots as Tour of Utah will need all available parking lots for operations.
- Free Parking is available at the School District on Kearns Blvd, Resort Lots, and Ecker Hill Park & Ride.
- Homestake Lot will run from 8 a.m. to 3 a.m. for Main Street businesses.
- Paid Parking (\$20 flat rate) will be available in China Bridge Parking Garage from 8:00 a.m. to 5:00 p.m. with hard closure (no entry or exit) between 3:00 p.m. – 5:00 p.m. and return to the normal \$3 an hour rate at the completion of the race.
- Kane Security has been hired to help with residential mitigation and parking enforcement in the Old Town area.

Council Agenda Item Report

Meeting Date: August 15, 2019

Submitted by: Mike McComb

Submitting Department: Executive

Item Type: Staff Report

Agenda Section:

Subject:

2019 Wildfire Season Update

Suggested Action:

Information Only

Attachments:

[Wildfire Staff Report](#)



City Council Staff Communications Report

Subject: 2019 Wildfire Season
Authors: Dave Thacker, Bruce Erickson, Wade Carpenter, Eric Hales, Mike McComb
Departments: Chief Fire Official, Forestry Manager/Planning Director, Police, Fire Marshal, Emergency Management
Date: August 15, 2019
Type of Item: Informational

Background: Living in the wildland-urban interface (WUI), while beautiful and amazing, brings with it a very real risk of wildfire, which under certain circumstances could deliver a severe economic blow to the City. Wildfire is the primary natural hazard in the region, both in terms of potential severity and likelihood. As we move into what is forecast to be a warmer than average and historically dry month of August, staff wanted to provide an update on current conditions and agency programs and initiatives to help protect our community and the region in general.

The 2018-19 winter produced a significant amount of snowpack which reached 142-162% of the 1981-2010 average, resulting in higher fuels moisture content and a lower wildfire risk overall throughout the Wasatch Back for June and July. However, while the current conditions favor a lower relative wildfire risk compared to 2018, Summit, Wasatch, Salt Lake, and Utah Counties have already experienced a number of small fires so far this year.

As of August 4, the Great Basin Coordination Center (GBCC), which covers Arizona, Nevada, Idaho, Utah, and Wyoming for the National Interagency Coordination Center (NICC), forecasts little to no to low risk for our region (Attachment A) for the subsequent seven-day period. This forecast takes into account multiple factors such as predominant fuels moisture, humidity levels, wind, and air temperature, as well as forecast atmospheric stability and precipitation.

Several agencies are engaged in ongoing efforts to mitigate the risk of wildfire throughout our region:

- Park City's Chief and Deputy Fire Officials examine GBCC forecasts and weekly fire intelligence reports in weighing whether to enact open flame and firework bans. Conditions so far this year have supported not enacting such a ban, for the first time in more than a decade. Additionally, Fire Inspection Staff have been attending HOA meetings throughout the City to inform residents of safe practices within the interface zone. Several more meetings are scheduled throughout the coming months. New development plans are also being reviewed for fire safe practices including incorporating defensible space into all new construction. In continued coordination with PCFD and Summit County, an upcoming version of the Wildland Urban Interface Code (WUI) will be presented to Council in the coming weeks.
- Park City's Forestry Manager/Planning Director is working with Summit County planning officials to incorporate Water Wise, FireWise, fire-adapted community, and defensible space standards into mutually aligned and uniform land use codes. Modifications have been made to the Land Management Code to allow for the use of gravel near the foundation of homes and structures. A plant list is being updated and will be made available to the public for use in landscaping plans. Planning and Building are cooperating in developing procedures for maintenance of open space areas outside of the limits of disturbance (LOD) areas for reduction of fuels risk.
- Park City's Trails and Open Space/Real Estate Manager annually identifies areas of highest risk of wildfire throughout City-owned property and contracts labor as part of an ongoing wildland fuels reduction effort. In addition to the mitigated areas from this year (Aerie and Thaynes), staff has begun the process to mitigate beetle kill in the Treasure Hill property with mitigation efforts coming later this fall.

- In addition to maintaining a robust wildfire response capability and burn permit issuance, as well as public outreach and education, Park City Fire District operates a community chipping program throughout the summer months, which operates a free-of-charge wood chipper service to residents and homeowner associations to dispose of landscaping and wildland fuels debris such as brush, branches, and small trees. This service is available to district residents by signing up at <https://www.pcfcd.org/fire-prevention/wood-chipping/>
- As well as responding to wildfires as Incident Commander, the Summit County Fire Warden controls burn permit issuance throughout the County, based on prevailing weather conditions, and works closely with the Summit County Sheriff's Office Dispatch to communicate permitted burns. The County Fire Warden additionally issues open flames and fireworks bans in the County when conditions dictate. More information here: <https://www.summitcounty.org/561/Fire-Warden>
- The Utah Department of Natural Resources (DNR) Forestry, Fire, and State Lands (FFSL) wildfires division conducts risk assessments, manages forest health, fights wildfires, administers grants, and works with local communities throughout the Wasatch Back to create fire-adapted communities, similar to adoption of FireWise standards of defensible space. For more information: <https://ffsl.utah.gov/fire/>.
 - The basic assessment model commonly used in determining wildfire risk is known as the West-Wide Wildfire Risk Assessment, which includes three primary outputs: the Fire Risk Index, the Fire Threat Index, and the Fire Effects Index. The model is included as Attachment B.
- The U.S. Department of Agriculture, National Park Service Uinta-Wasatch-Cache National Forests team utilizes a variety of fire management tools including fire suppression, fire prevention and fuels management. The use of these tools, in combination, enhances protection of forest resources, homes and adjacent lands. Please visit <https://bit.ly/31kJDIF> for more information.
- In addition to maintaining an Emergency Mass Notification System (EMNS) to alert residents (www.parkcityalerts.org), visitors, and businesses of immediate hazards, Park City Emergency Management maintains a current threat and hazards identification and risk assessment (THIRA) prepared by Mountainlands Association of Governments, as well as conducting community outreach and education, and conducts extensive planning and preparation for a variety of natural and manmade hazards which could impact the City. EM additionally publishes an annual emergency preparedness mailer heavily focused on wildfire as part of an ongoing community outreach program. In early 2019, EM, Planning Department, and Trails & Open Space began working with Team Rubicon USA, a volunteer group, to identify and scope a potential worksite on Treasure Hill to remove dead or diseased trees and undergrowth on the newly-acquired property as part of an initial proposed wildland fuels reduction project. A host of disaster preparedness resources is available at www.bereadyparkcity.org.
- Both Park City Mountain and Deer Valley resorts maintain snowmaking equipment throughout the summer, which can be used to fog/mist surrounding areas in the event of wildfire on resort property. Park City Mountain additionally maintains individual firefighting/fire safety equipment packs at designated locations for use in initial outbreaks. While there are significant areas of wildfire fuels buildup throughout both resort properties, ski runs and chairlifts serve as built-in firebreaks which can aid in efforts to fight a wildfire on the property. Crews additionally perform summer maintenance in these areas, as well as brush clearing as part of fuels reduction projects.
- Leadership Park City Class 25 centered their year-long course project around community outreach and education regarding wildfire preparedness. By September 2019, the group anticipates it will have contacted 2,000 residents regarding living in the WUI. The group has additionally produced a comprehensive wildfire preparedness resource guide for residents, which has a scheduled release date of late September 2019.
- Finally, in an effort to better prepare the residents of the Park City area for wildfire the Park City Fire District and Park City, Summit County leadership met with State personnel to establish a

Community Wildfire Protection Plan (CWPP) shortly following the 2012 fire season. As an outcome of this process, community meetings were held to educate residents about actions they can take to prepare themselves for a wildfire. These meetings with the community and government officials resulted in completion of the CWPP, which captures planning by local citizens, private businesses, and local governments for specific projects to be undertaken in the preparation and defense of the communities covered by this document. A copy of the 2013 CWPP is maintained at <https://www.pcfcd.org/wp-content/uploads/2013/06/PC-CWPP-Final.pdf>.

Recommendation:

This is informational and no recommendation is proposed at this time. This report will be updated monthly during wildfire season, or more often as required by conditions.

Parameters: Prepare Print

Published: Aug 5, 2019 8:26:20 AM MT

Predictive Service Area (PSA)	Sun 04 Aug	Mon 05 Aug	Tue 06 Aug	Wed 07 Aug	Thu 08 Aug	Fri 09 Aug	Sat 10 Aug	Sun 11 Aug
0801 - Fayette								
0802 - Central Idaho								
0803 - SW Idaho								
0804 - Boise Mtns								
0805 - Northern Sawtooth								
0806 - Magic Valley								
0807 - Southern Sawtooth								
0808 - Upper Snake River								
0809 - Eastern Idaho Highlands								
0810 - Western Wyoming								
0811 - Southern Sierra Front								
0812 - Northern Sierra Front								
0813 - Lahontan Basin								
0814 - SW Nevada								
0815 - Central NV Mountains								
0816 - Central NV Desert								
0817 - West Elko								
0818 - Caribide								
0819 - Ruby								
0820 - Ely North								
0821 - Ely South								
0822 - Amargosa								
0823 - Spring Mountain								
0824 - Southern NV Desert								
0825 - SW Utah								
0826 - Uinta-Wasatch								
0827 - Central Utah								
0828 - Fishlake-Henry Mountain								
0829 - Uinta Basin								
0830 - Hantsi								
0831 - Castle								

Legend

Significant Fire Potential

- No Data
- Little or no risk
- Low risk
- Moderate risk

High Risk Triggers

- H
- U
- W
- L

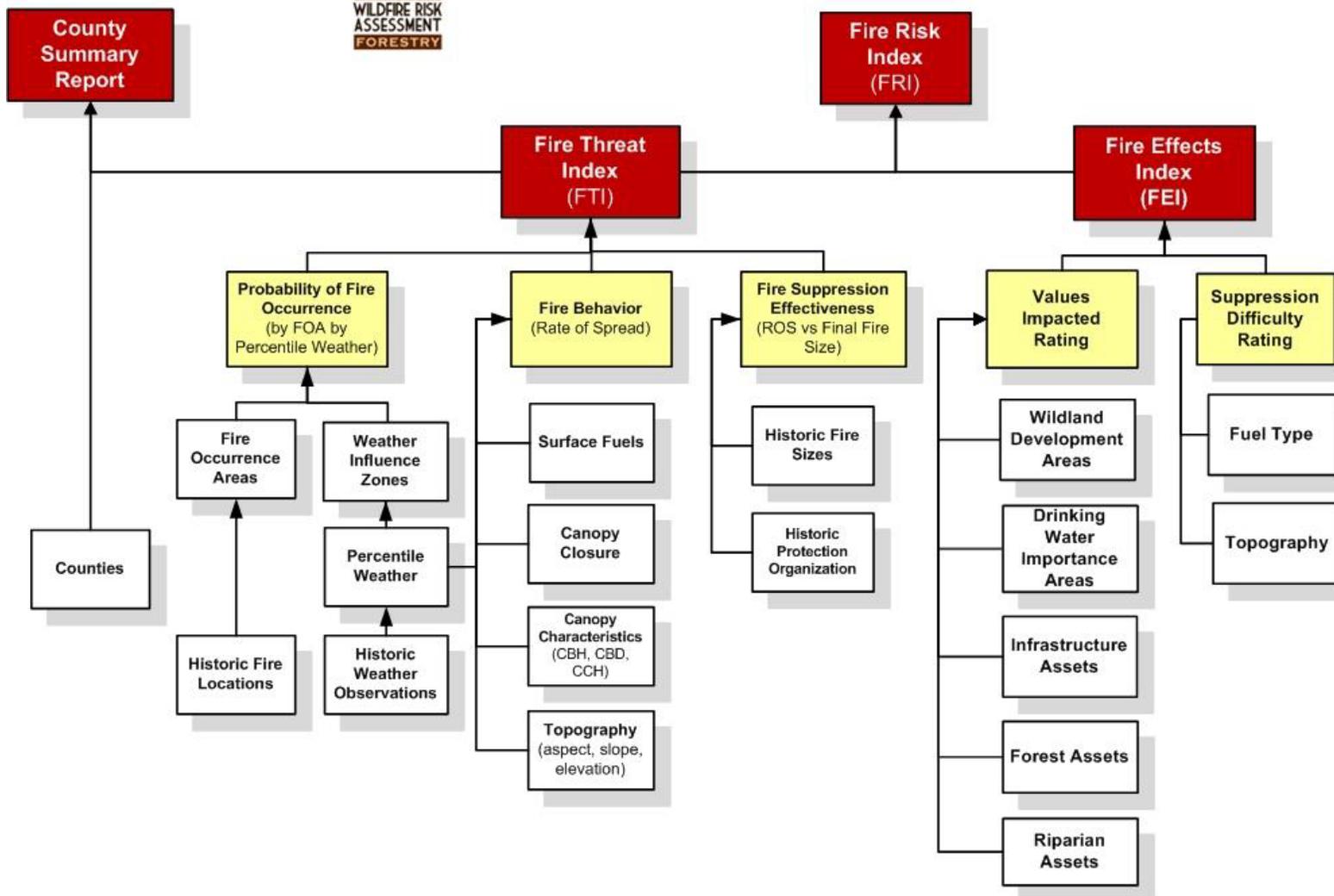
Map Side-by-Side

Forecast Export



West Wide Risk Assessment

Risk Model Framework



Council Agenda Item Report

Meeting Date: August 15, 2019

Submitted by: Rebecca Ward

Submitting Department: Planning

Item Type: Staff Report

Agenda Section:

Subject:

Annexation Policy Plan Update

Suggested Action:

Attachments:

[Annexation Staff Report](#)



City Council Staff Communications Report

Subject: Annexation Policy Plan Update
Authors: Bruce Erickson & Rebecca Ward
Department: Community Development Department – Planning
Date: August 15, 2019
Type of Item: Informational

Background: On June 27, 2019, Council directed staff to begin the process to amend the Park City Annexation Policy Plan and the Annexation Expansion Area (the map showing lands the City may consider annexing in the future). The City's Annexation Policy Plan is codified in the [Land Management Code 15-8](#). City Council directed staff to modify the Annexation Expansion Area to include (1) the Round Valley area on the northern boundary of the City, (2) the southeast quadrant of the Quinn's Junction Intersection (Highway 40 and State Road 248) on the eastern boundary of the City to the Summit County border, and (3) Bonanza Flat within unincorporated Wasatch County along the City's southern boundary.

Staff provided an Annexation Policy Plan update regarding City Council's direction to the Planning Commission during their work session on July 10, 2019. Over the past several weeks, staff has collaborated internally and with regional entities. Staff completed a draft Annexation Policy Plan on August 6, 2019, and initiated an internal review process.

The original timeline for the Annexation Policy Plan has been expedited and the new timeline is as follows:

- August 28, 2019 – Planning Commission public meeting
- September 11, 2019 – Planning Commission public hearing and possible approval
- September 12, 2019 – City Council public hearing and possible approval

Collaboration with Regional Entities: State annexation law requires outreach to affected entities when creating and adopting an Annexation Policy Plan. Affected entities include counties in whose unincorporated area the area proposed for annexation is located, local districts, special service districts, school districts, and municipalities whose boundaries are within ½ mile of an area proposed for annexation. Over the past several weeks, staff reached out to affected entities to provide them with an overview of the City's proposed Annexation Policy Plan and to gather information regarding affected entity concerns and interests.

Below is an outline of meetings conducted to date:

- June 13, 2019 – Special counsel and City Manager attended Town of Hideout Town Council meeting; Special counsel provides public input
- June 19, 2019 – Planning staff met with Summit County Community Development Director
- June 25, 2019 – Planning staff and special counsel conference call with Summit County Community Development Director, Summit County attorney, and Town of Hideout attorney

- July 10, 2019 – Summit County Manager and Park City Manager met with Hideout Town Manager to understand background and reinforce Park City & Summit County’s concerns
- July 16, 2019 – Planning staff discussion with the Development Review Committee, including Public Utilities & Streets, Sustainability, the Fire Marshal, Engineering, and Building; representatives from the Park City Fire District, Snyderville Basin Water Reclamation District, and Park City Police Department attended
- July 17, 2019 – Planning staff and special counsel conference call with Summit County Community Development Director
- July 18, 2019 – Planning staff attended the Hideout Planning Commission meeting regarding Hideout’s proposed Annexation Policy Plan. Planning Director Bruce Erickson spoke on the record regarding Park City’s concerns with Hideout’s inclusion of the southeast quadrant of Quinn’s Junction in their Annexation Expansion Area because it encompassed the City-owned Clark Ranch property and the United Park City Mines development-restricted Richardson Flat property. The Hideout Planning Commission requested more information regarding the Quinn’s Junction area.
- July 22, 2019 – Planning staff met with Park City Police Chief and Park Deputy City Attorney to discuss public safety in Bonanza Flat
- July 22, 2019 – Planning staff conference call with Summit County Community Development Director and Summit County Planning staff
- July 23, 2019 – Planning staff emailed requested information on the Quinn’s Junction area to the Hideout Town Manager, Planning Commission Chair, and attorney
- July 25, 2019 – Planning staff met with Wasatch County Planning Director
- July 25, 2019 – Planning staff met with Park City School District
- July 30, 2019 – Planning staff met with Jordanelle Special Service District
- August 1, 2019 – Planning staff attended Hideout’s Planning Commission public hearing on Hideout’s Annexation Policy Plan. The Hideout Planning Commission amended their Annexation Expansion Area to exclude the City-owned Clark Ranch property. Planning Director Bruce Erickson informed the Planning Commission that Park City is interested in collaborative planning for the region. The Hideout Planning Commission continued their public hearing on the Annexation Policy Plan to August 15, 2019. The date of the Town Council public hearing on the Annexation Policy Plan is unknown at the time of this update.
- August 5, 2019 –Staff reached out to the Snyderville Basin Recreation District
- On August 12, 2019, Planning staff began the public notice process and mailed a copy of the Annexation Policy Plan and notice of the upcoming public meeting and public hearings to affected entities
- On August 14, 2019 – Planning staff was invited to attend the Wasatch County Commission work meeting to present the City’s proposed inclusion of Bonanza Flat in the City’s updated Annexation Expansion Area

Remaining Timeline:

- August 15, 2019 – Planning staff will attend the Hideout Planning Commission Annexation Policy Plan public hearing
- August 19, 2019 – Park City’s Mayor Pro Tem and City Manager will attend a multijurisdictional meeting with elected officials and staff from Hideout, Summit County, Wasatch County, and Jordanelle Special Service District
- August 28, 2019 – Park City Planning Commission Annexation Policy Plan public meeting

- September 11, 2019 – Park City Planning Commission Annexation Policy Plan public hearing and possible approval
- September 12, 2019 –City Council Annexation Policy Plan public hearing and possible approval

Council Agenda Item Report

Meeting Date: August 15, 2019

Submitted by: Michelle Kellogg

Submitting Department: Executive

Item Type: Minutes

Agenda Section:

Subject:

Consideration to Approve the City Council Meeting Minutes from July 18 and 31, 2019

Suggested Action:

Attachments:

[July 18, 2019 Minutes](#)

[July 31, 2019 Minutes](#)



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

July 18, 2019

The Council of Park City, Summit County, Utah, met in open meeting on July 18, 2019, at 3:00 p.m. in the City Council Chambers.

Council Member Ware Peek moved to close the meeting to discuss property and personnel at 3:00 p.m. Council Member Worel seconded the motion.

RESULT: APPROVED
AYES: Council Members Gerber, Henney, Joyce, Ware Peek and Worel

CLOSED SESSION

Council Member Worel moved to adjourn from Closed Meeting at 4:10 p.m. Council Member Joyce seconded the motion.

RESULT: APPROVED
AYES: Council Members Gerber, Henney, Joyce, Ware Peek and Worel

WORK SESSION

Interviews for Historic Preservation Board Vacancy:

Mayor Beerman and the City Council interviewed Dalton Gackle, Tana Toly, and Ivan Knauer for a vacancy on the Historic Preservation Board.

Discuss PCMC Financial Contribution for Friends of the Children’s Justice Center (CJC):

Jed Briggs, Budget Manager, presented this item and proposed the contribution for the Children's Justice Center. The funds would come from the contingency funds from last year's budget and Briggs noted the use of these funds would require an amendment to the budget. He indicated the CJC needed to pay down the mortgage on the facility before utilizing it, and therefore had started a capital campaign. He also noted that the City used this facility for some of its police investigations. Mayor Beerman reviewed that staff had suggested using these unused funds to help the CJC and indicated the funds were not restricted like the funds used for special service contracts.

Council Member Joyce stated there was a process where Council reviewed requests for other entities, referring to service contracts, and this appeared to be a one off. He

1 indicated staff did not have the opportunity to look at any other options for this money.
2 He noted the request was for a good cause, but he was struggling to know that it was
3 the right thing to do.
4

5 Council Member Ware Peek asked why this request didn't come before Council during
6 the budget process. Council Member Joyce reviewed the special services contract
7 process. With regard to the general contingency account, Council Member Worel asked
8 if there was flexibility to donate a higher amount. Briggs stated there was additional
9 money in that fund due to overages from other departments within the General Fund.
10

11 Council Member Gerber asked Mayor Beerman what the City did for Peace House.
12 Mayor Beerman stated the City waived building permit fees and also bought the old
13 Peace House facility. It was indicated the City also waived fees for the Park City
14 Museum when they were building a new education center. Council Member Gerber
15 stated that since this was not in the City limits, fees could not be waived but noted the
16 Council occasionally did one offs. She supported this as a one off.
17

18 Mayor Beerman opened the meeting for public input.
19

20 Cheryl Dejno, Summit County resident, responded to Council Member Joyce's question
21 on the benefit to Park City. She explained her 2.5 year old son was sexually abused and
22 reviewed the sexual abuse statistics for Park City and Summit County. She thought
23 there was a great benefit to having the CJC in Summit County.
24

25 Roger Armstrong stated he was passionate about the cause of the CJC and reviewed
26 the history behind it. He stated last year there were 60 cases in the Park City limits and
27 26 cases so far in 2019. He related a personal story with regard to his law career as he
28 was involved in children's rights to show the importance of the CJC. He indicated this
29 request was not for a building, but was to help children. The task of legislators was the
30 health, safety and welfare of their citizens.
31

32 Tracey Walton, Friends of CJC board member, stated \$37,000 had been raised so far
33 and they had received a \$50,000 grant. She appreciated any help the City could give.
34

35 Margaret Olson, Summit County attorney, stated this CJC would truly be a community
36 center, and she thought Park City Municipal would be proud to be a contributor.
37

38 Nicole Kennedy was a pediatric nurse for 14 years and was passionate about CJC. She
39 was molested as a teen and had spent her life trying to get over the trauma. CJC
40 provided medical care, counseling and other support for the entire family. It was
41 important that children know adults care.
42

43 Mayor Beerman closed the public input portion of the meeting.

1 Council Member Henney supported this contribution and was happy the funds were
2 available. Council Member Worel stated there was a moral obligation to protect the
3 vulnerable in the community. She requested to increase the donation amount to
4 \$100,000. Council Member Ware Peek agreed with the other comments.

5
6 Council Member Gerber favored supporting the CJC and increasing the donation to
7 \$100,000 as well. She also suggested the CJC apply for a special service contract in
8 the future. Council Member Joyce agreed. Mayor Beerman was supportive of this
9 donation. He stated the positive side of fundraising was to educate the community on
10 the need for this facility.

11
12 **Carbon Footprint Update- Buildings & Outdoor Lights:**

13 This item was moved to the regular agenda. See below.

14
15 **REGULAR MEETING - 6:00 p.m.**

16
17 **I) ROLL CALL**

18

Attendee Name	Status
Mayor Andy Beerman Council Member Becca Gerber Council Member Tim Henney Council Member Steve Joyce Council Member Lynn Ware Peek Council Member Nann Worel Diane Foster, City Manager Matt Dias, Assistant City Manager Mark Harrington, City Attorney Michelle Kellogg, City Recorder	Present
None	Excused

19
20 **II) APPOINTMENTS**

21
22 **1. Consideration to Appoint Eden Cooper, Emma Garrard and Meg Steele to the**
23 **Recreation Advisory Board (RAB) for a Term Expiring July 2022:**

24 Tate Shaw, Assistant Recreation Manager, presented this item and requested Council's
25 approval for the three appointees.

26
27 Council Member Ware Peek supported the appointment of all three and noted they
28 offered different talents and skills that were very diverse.
29

1 Mayor Beerman opened the public input portion of the meeting. No comments were
2 given. Mayor Beerman closed the public input portion of the meeting.
3

4 Council Member Ware Peek moved to appoint Eden Cooper, Emma Garrard and Meg
5 Steele to the Recreation Advisory Board (RAB) for a term expiring July 2022. Council
6 Member Gerber seconded the motion.

7 **RESULT: APPROVED**

8 **AYES:** Council Members Gerber, Henney, Joyce, Ware Peek and Worel

9
10 **III) COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF**

11
12 **Council Questions and Comments:**

13 The Council members reviewed the events and activities they participated in since the
14 last meeting. Mayor Beerman congratulated Council Member Worel for an award she
15 would be receiving for her work done with neurodiverse individuals from Utah
16 Development Disabilities Advocates.
17

18 **Staff Communications Report:**

19
20 **1. Free Wireless in City Park**

21 Mayor Beerman stated having free internet was a little thing the City could do that
22 helped with social equity.
23

24 **IV) PUBLIC INPUT (ANY MATTER OF CITY BUSINESS NOT SCHEDULED ON
25 THE AGENDA)**

26
27 Mayor Beerman opened the meeting for public input on matters not being addressed on
28 the agenda. No comments were given. Mayor Beerman closed the public input portion
29 of the meeting.
30

31 **VI) CONSENT AGENDA**

32
33 **1. Request to Authorize the City Manager to Execute Amendment No. 2 to the**
34 **Agreement, in a Form Approved by the City Attorney, with Alder Construction**
35 **Company for Design Support and Shop Drawing Process Services in an Amount**
36 **Not to Exceed \$61,336.00:**
37

38 **2. Request to Authorize the City Manager to Sign a Professional Service**
39 **Agreement, in a Form Approved by the City Attorney, with AJM & Associates for a**
40 **Summer On Board Transit Survey in an Amount Not to Exceed \$39,803.00:**
41

1 Council Member Joyce moved to remove Item Two from the Consent Agenda. Council
2 Member Ware Peek seconded the motion.

3 **RESULT: APPROVED**

4 **AYES:** Council Members Gerber, Henney, Joyce, Ware Peek and Worel

5
6 Council Member Ware Peek moved to approve Consent Agenda Item One. Council
7 Member Gerber seconded the motion.

8 **RESULT: APPROVED**

9 **AYES:** Council Members Gerber, Henney, Joyce, Ware Peek and Worel

10
11 **2. Request to Authorize the City Manager to Sign a Professional Service**
12 **Agreement, in a Form Approved by the City Attorney, with AJM & Associates for a**
13 **Summer On Board Transit Survey in an Amount Not to Exceed \$39,803.00:**

14 Council Member Joyce stated there was no problem with the requested money, and
15 asked when Council would see the list of changes resulting from the surveys. He also
16 referred to people that chose not to ride transit, and asked what it would take to get
17 them on the bus. Knotts stated changes had already been made, as seen in the
18 organizational structure, and noted the structure was intended to focus on the key
19 customer service areas as well as on-time performance. The survey also fulfilled Title
20 Six requirements. Currently within the organizational structure his team hired a Transit
21 assistant manager and was in the process of hiring a transportation community
22 outreach specialist, and both would be using the survey results in their jobs. In response
23 to the second question, Knotts stated that was a qualitative question and was harder to
24 capture, but it could happen through the HOA survey process. He noted the County
25 thought the surveys were very beneficial and wanted the HOA surveys expanded to the
26 County.

27
28 Mayor Beerman stated the survey information had been requested by the Joint
29 Transportation Advisory Board (JTAB) and was very beneficial. He also stated the HOA
30 responses were different from the ridership surveys and provided valuable information.
31 Council Member Henney stated Transit staff thought this was the first reliable data that
32 had been received.

33
34 Council Member Gerber asked about the Onboard survey in the appendix on Page 3
35 and asked what the difference was between the 36% of Transit users with a household
36 income under \$25,000 and the 42% who had a household income under \$25,000.
37 Knotts stated the 42% included residents and commuters. Verson stated there was
38 trouble with terminology so that would be cleared up in the future.
39

1 Mark Harrington requested the motion include verbiage to approve the addendum to the
2 existing contract and not to exceed a total of \$77,940, which was the combined cost of
3 both winter and summer surveys, approved by the City Attorney.
4

5 Council Member Joyce moved to authorize the City Manager to sign an addendum to
6 the professional service agreement, in a form approved by the City Attorney, with AJM
7 & Associates for a Summer On Board Transit Survey in an amount not to exceed a total
8 cost of \$77,940. Council Member Ware Peek seconded the motion.

9 **RESULT: APPROVED**

10 **AYES:** Council Members Gerber, Henney, Joyce, Ware Peek and Worel

11
12 **V) CONSIDERATION OF MINUTES**

13
14
15 **Consideration to Approve the City Council Meeting Minutes from June 27, 2019:**

16
17 Council Member Worel moved to approve the City Council Meeting minutes from June
18 27, 2019. Council Member Ware Peek seconded the motion.

19 **RESULT: APPROVED**

20 **AYES:** Council Members Gerber, Henney, Joyce, Ware Peek and Worel

21
22 **Carbon Footprint Update- Buildings & Outdoor Lights (From Work Session):**

23 Darcy Glenn and Luke Cartin presented this item. Glenn reviewed the scope definitions
24 and discussed outdoor lighting. She stated the LED upgrades on outdoor lighting helped
25 reduce the footprint. With regard to buildings, there were 23 new buildings, including
26 Mine Bench, Arts and Culture, Affordable/Transit housing, and Creekside Water
27 Treatment Plant, so electricity use increased. She noted 20% of the energy used at the
28 buildings came from solar power. Glenn asserted the Quinn's Water Treatment Plant
29 reduced its natural gas use by separating the building into zones, depending if humans
30 were working in those areas. She hoped to incorporate the same tactics as Quinn's for
31 the Mine Bench building. Glenn indicated City Hall needed a behavioral audit and noted
32 thermostats could be relocated to make the building more energy efficient.
33

34 Cartin reviewed the energy used for the MARC bubble covering the tennis court, and
35 indicated more energy was used the longer the bubble remained up. It was noted there
36 was a leak in the pool which increased the natural gas usage. Now that the repairs had
37 been made, the energy usage dropped significantly. The library was designed as an
38 energy efficient building, but some people left doors open which affected the heating
39 and cooling systems. Cartin stated the focus for this year was to send out the year over
40 year comparison to each building, focus on the Mine Bench, and review the behavioral
41 audit to see how users interacted with their respective buildings.

1 Council Member Ware Peek indicated the reduction of natural gas was important in
2 reaching the carbon neutral goal and she suggested temperatures be raised in the
3 summer since people wore fewer layers of clothing.

4
5 Council Member Gerber asked if there were smart thermostats. Cartin stated there were
6 advanced systems and Mike Lennon had control of those. The MARC was a unique
7 building, but efforts had been made to control various parts of that building so the entire
8 building was not lit or off.

9
10 Council Member Gerber asked if affordable housing units impacted the City's natural
11 gas use. Cartin stated Rocky Mountain Power would sign the contract when the
12 buildings were completed, and then the City would sign over the natural gas when the
13 owner moved into the unit.

14
15 Council Member Joyce stated the fuel, water, and energy use was up on City-owned
16 facilities and yet money was being spent to counter those increases. He hoped to see
17 the decrease beginning this year. Cartin indicated it was a tricky balance, things would
18 break and the process was reactive. He was prepared to fight the climb of energy use
19 by working on the additional buildings and with the City's ongoing expansion. Council
20 Member Joyce thought new projects should have an energy portion to the discussion,
21 and hoped energy would be considered in maintenance projects because they had
22 huge impacts.

23
24 Mayor Beerman stated last year he requested carbon impacts as well as financial
25 impacts on projects and hoped to see those in the future.

26 27 **VII) NEW BUSINESS**

28 29 **1. Consideration to Approve Ordinance 2019-40, an Ordinance Approving the 526** 30 **Park Avenue Plat Amendment Located at 526 Park Avenue, Park City, Utah:**

31 Liz Jackson, Planner I, stated there was a correction on Page Two of the staff report in
32 the Background section; the second sentence should state it was actually deemed
33 completed on July 10, 2019. She indicated these lots would be combined and the
34 interior lot line removed.

35
36 Council Member Gerber asked how a historic structure could be turned into a garage
37 and still retain the historic designation. Jackson stated it was a garage that was turned
38 into a house and now it would be restored to a garage. Council Member Gerber asked if
39 there was the same historical standard for a garage as there was for a house. Hannah
40 Tyler stated a house and a garage were given the same weight when being considered
41 historic.

1 Council Member Joyce stated there was no Exhibit H. Jackson stated Exhibit H was a
2 hyperlink to the Historic Site Inventory and was found in the staff report.

3
4 Mayor Beerman opened the public hearing. No comments were given. Mayor Beerman
5 closed the public hearing.

6
7 Council Member Worel moved to approve Ordinance 2019-40, an ordinance approving
8 the 526 Park Avenue Plat Amendment located at 526 Park Avenue, Park City, Utah.
9 Council Member Ware Peek seconded the motion.

10 **RESULT: APPROVED**

11 **AYES:** Council Members Gerber, Henney, Joyce, Ware Peek and Worel

12
13 **2. Consideration to Approve Ordinance 2019-41, an Ordinance Approving the**
14 **Hulbert Subdivision Located at 1503 Park Avenue, Park City, Utah:**

15 Liz Jackson, Planner I, stated this was a four-lot subdivision. Planning Commission
16 combined the review requirements for preliminary and final plat approvals so this would
17 be the final plat approval. She indicated the owner would be dedicating a portion of the
18 property to the 15th Street right-of-way.

19
20 Council Member Joyce asked about the original density. Jackson stated single family
21 dwellings could be on each lot. Council Member Joyce stated currently it was two
22 parcels and asked if only two houses could be there without the plat amendment.
23 Hannah Tyler, Senior Planner, stated it depended on the RC zoning district, which
24 allowed the owner to build whatever density they wanted within the zone guidelines.
25 She stated the larger lot would accommodate a larger building with a 1.0 Floor Area
26 Ratio (FAR). Since there was a landmark structure on one lot, having single family
27 dwellings on the other lots was more compatible than a large building.

28
29 Mayor Beerman opened the public hearing. No comments were given. Mayor Beerman
30 closed the public hearing.

31
32 Council Member Worel corrected part of the ordinance noting the Planning Commission
33 approved this on June 26, 2019, not July 26, 2019. Jackson made note of that typo.

34
35 Council Member Worel moved to approve Ordinance 2019-41, an ordinance approving
36 the Hulbert Subdivision located at 1503 Park Avenue, Park City, Utah. Council Member
37 Ware Peek seconded the motion.

38 **RESULT: APPROVED**

39 **AYES:** Council Members Gerber, Henney, Joyce, Ware Peek and Worel

1 **3. Consideration to Approve Resolution 16-2019, a Resolution Regarding Park**
2 **City's Position on the Preferred Alternative Identified in the State Route 248**
3 **Environmental Assessment:**

4 Alfred Knotts, Transportation Manager, related that SR248 was a project and asked
5 Council to keep an open mind because UDOT was not the bad guy. He indicated the
6 County Council approved the joint resolution last night. He reviewed the points of the
7 resolution and noted the City was already doing these improvements on its corridors.
8 He stated he would take the resolution to UDOT and work on incremental
9 improvements.

10
11 Mayor Beerman stated the working relationship with UDOT was excellent. When Park
12 City came to UDOT with the SR248 problem, UDOT evaluated it and gave the
13 alternatives. Most communities would welcome the preferred alternative, but Park City
14 wanted to go a different way. The resolution was carefully crafted to protect the process.
15

16 Council Member Henney stated there were parallels drawn from this process, and
17 referred to the City working with Rocky Mountain Power (RMP). At first, it was doubtful
18 that RMP would accommodate the City's need. But over time, the City worked in
19 harmony with RMP. He thought the same would be true with UDOT and was hopeful the
20 City would receive similar outcomes. Council Member Henney thought UDOT liked to
21 tout the use of electric buses.

22
23 Mayor Beerman opened the public hearing. No comments were given. Mayor Beerman
24 closed the public hearing.
25

26 Council Member Joyce moved to approve Resolution 16-2019, a resolution regarding
27 Park City's position on the Preferred Alternative identified in the State Route 248
28 Environmental Assessment. Council Member Gerber seconded the motion.

29 **RESULT: APPROVED**

30 **AYES:** Council Members Gerber, Henney, Joyce, Ware Peek and Worel

31
32 Council Member Worel moved to close the meeting to discuss personnel at 7:00 p.m.
33 Council Member Joyce seconded the motion.

34 **RESULT: APPROVED**

35 **AYES:** Council Members Gerber, Henney, Joyce, Ware Peek and Worel

36
37 **CLOSED SESSION**

38
39 Council Member Ware Peek moved to adjourn from Closed Meeting at 7:15 p.m.
40 Council Member Gerber seconded the motion.

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RESULT: APPROVED

AYES: Council Members Gerber, Henney, Joyce, Ware Peek and Worel

IX) ADJOURNMENT

With no further business, the meeting was adjourned.

Michelle Kellogg, City Recorder



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PARK CITY COUNCIL MEETING MINUTES - DRAFT
1255 PARK AVENUE
PARK CITY, SUMMIT COUNTY, UTAH 84060

July 31, 2019

The Council of Park City, Summit County, Utah, met in open meeting on July 31, 2019, at 9:45 a.m. in the Park City Library Community Room

CITY COUNCIL RETREAT

ROLL CALL

Attendee Name	Status
Mayor Andy Beerman Council Member Becca Gerber Council Member Tim Henney Council Member Steve Joyce Council Member Lynn Ware Peek Council Member Nann Worel Diane Foster, City Manager Matt Dias, Assistant City Manager Margaret Plane, Special Counsel Michelle Kellogg, City Recorder	Present
None	Excused

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Visioning 2020 Update, Survey Review, and Discussion:

David Beurle, Future IQ, stated the surveys and meetings would run through January 2020. He showed the responses received from the first survey and noted the challenges facing Park City in the next five to 10 years, which included transportation, sense of community, environmental issues, affordable housing, tourism destination, retaining the small town charm, etc. He reviewed the analysis that was being done with the responses. Beurle explained that a think tank was formed and the participants spent three hours developing different scenarios of what Park City might look like in the future. The scenarios included Staying the Same in a Smart Way, Embracing Radical Change, Amusement Park City (having very few locals), and the Lifts are Turning but No One's Home. The majority of the group favored the radical change category for the City, although the expected outcome was the Amusement Park City category. Council Member Henney asked about the diversity of the group since the overwhelming majority

1 was like-minded. Jager stated the group was very diverse in ethnicity, income levels,
2 etc. Council Member Henney was interested to how diverse they were philosophically.
3 Mayor Beerman stated he was in attendance and was surprised, yet pleased that the
4 focus was on radical change, and thought that was what the City needed.

5
6 Council Member Henney felt the City had pivoted to change and was now implementing
7 those changes. Council Member Gerber thought the group might hope for change, but
8 didn't trust that the City would accomplish its goals. It was indicated the group might not
9 have faith that the community could accept the radical change. Council Member Gerber
10 noted the Council had focused on keeping Park City Park City, but if the community
11 visioning reflected radical change was the desire, Council could react to that direction.
12 Mayor Beerman noted after the last visioning, the Council started making changes, but
13 those changes were pruned down due to the new General Plan, elections, and
14 response from the community. He cautioned that this new goal would be a reflection of
15 our best selves, but the reality might be different.

16
17 Jed Briggs, Budget Manager, and Linda Jager, Community Engagement Manager,
18 indicated they were working to get survey responses from all the groups in the
19 community. Myles Rademan, Think Tank member, compared this process to previous
20 visioning processes, and noted some in the group were thinking aspirationally and not
21 realistically. He was a little more cautious of actual outcomes because of fiscal
22 constraints. Chris Cherniak, Think Tank member, pointed out the feeling of the group
23 was that the community was already in the Amusement Park City category.

24
25 Selene Beurle discussed the Vision 2020 survey questions and indicated they included
26 both open ended and multiple choice questions. Jager stated outreach would continue
27 and Council would continue getting updates. Council Member Worel stated the matrix
28 was a sophisticated and complicated tool. She asked how this would be disseminated
29 into the community so the next survey based on the matrix would be understood and
30 responded to by all groups. It was indicated Future IQ had done this many times and
31 could explain it to the average person's understanding. Mayor Beerman thanked Future
32 IQ and stated the software for this process was outstanding. He was confident they
33 would glean and filter information in an efficient and grand way.

34
35 **Financial Presentation – Financial Impact Assessment Report (FIAR):**

36 Jed Briggs and Nate Rockwood, Budget Managers, presented this item. Rockwood
37 reviewed the financial strength of the City and indicated that bonding restricted cities to
38 4% of the assessed valuation of all property within the City limits. The City currently had
39 a 1% bond debt ratio.

1 Briggs stated the FIAR was built around the General Fund, and noted Transit, Fleet,
2 and Golf were Enterprise Funds and not included in the FIAR. Included in the FIAR was
3 a 4.5% General Fund increase per year, as well as an increase in property tax each
4 year. After the revenue was put into the graph, the Capital Improvement Projects (CIP)
5 expenses, debt service, operating level of service (LOS), inflation, and revenue was
6 added. Rockwood explained the different revenues and indicated it was good to cap the
7 projected 4.5% General Fund increase since sales tax and other revenues were not
8 stable year over year. He stated property tax was the most stable revenue, but over the
9 years the sales tax revenue had grown and property tax was now a smaller portion of
10 the City's overall revenue.

11
12 Rockwood explained the truth in taxation process for cities raising property taxes in
13 order to keep up with the level of service. Briggs noted if the projected revenue was
14 raised from 3% to 6% per year, there would not be a deficit in the graph. Rockwood
15 indicated when new growth was brought into the equation, the level of service expenses
16 had to be added as well. Council Member Joyce stated 3% revenue and 4.5% expenses
17 would surely bring a deficit to the graph, which made it useless. Rockwood stated the
18 graph was good for the City to use for forecasting so bonds or other revenue sources
19 for the City could be considered. He indicated when the deficit became a reality; Council
20 would need to decide if it should raise property taxes. Council Member Henney stated
21 the graph was helpful because it prepared him for a property tax conversation with the
22 community.

23
24 Briggs reviewed revenues by department and the consequent fluctuations during
25 economic downturns. Rockwood stated the City was aggressive with its spending, but
26 had very good fail-safes.

27
28 **Military Installation Development Authority (MIDA) Update:**
29 Paul Morris, MIDA Executive Director, reviewed the initiation of MIDA and stated the
30 government wanted a military recreation area and had land in Park City, known as the
31 Red Maple property. Park City didn't want a hotel on that open space, so MIDA found
32 property in Wasatch County, around the Jordanelle Reservoir. His team now needed
33 the consent from the owners of the properties making up the project area. He noted the
34 Red Maple property would eventually be sold to Park City for \$2 million, to be kept as
35 open space. He explained the layout of the village in the recreation area and noted
36 there would be six hotels, an ice rink, and shops.

37
38 A citizen asked what the negotiations were with Deer Valley. Morris stated there was a
39 non-disclosure agreement, but indicated things were going well and an agreement

1 should be in place by September. Rademan asked about the workforce housing for the
2 site. Morris stated they were complying with Wasatch County's requirements and they
3 would have on-site housing with differential pay for employees commuting. Council
4 Member Henney asked about the relationship between MIDA and Wasatch County.
5 Morris said they spoke continuously and were in sync with their goals.
6

7 **Video Presentation:**

8 Matt Dias showed a video about the results that had come from economic development
9 grants given over the years.
10

11 **Housing Discussion:**

12 Anne Laurent, Community Development Director, stated the City wasn't just building
13 affordable housing for cheap housing, but was building community and reinvesting in
14 neighborhoods. Government couldn't solve the housing problem, but the City was
15 working with private organizations to help improve the situation. She noted the
16 affordable housing units built by the City were units that anyone would be able to live in,
17 meaning they were nice, quality units.
18

19 Laurent displayed a graph showing the income range of residents from 1990 to 2016
20 and commented on the great disparity of wages now compared to 30 years ago. She
21 indicated the initial goal was to infill within the City limits. Now the housing goals kept in
22 mind historic preservation, sustainability and transportation, which were the City's
23 critical priorities. She reviewed the City's projects and potential projects.
24

25 Council Member Henney asked about the appeal of the Woodside II affordable housing
26 project. Laurent noted the appeal was denied except for the setbacks. This project was
27 going back to the Planning Commission to justify the reduced setbacks and discuss the
28 impacts to those setbacks. Based on the Planning Commission's decision, it could be
29 appealed again or go to District Court.
30

31 Laurent stated there was an affordable housing shortage and the middle income
32 families were taking the rentals from lower income families because of the
33 unaffordability of the market. Rockwood reviewed the City's housing model where the
34 proceeds from completed projects would go back into the fund for additional housing
35 projects. He crafted a rental model that was geared to affordable rentals and explained
36 the model. Twenty five year fixed rate bonds would be used for the construction of the
37 units. There would be an HOA fee that would include utilities, the management fee and
38 maintenance. Council Member Gerber asked if the lease could be tied to where they
39 were employed. Laurent affirmed that it could be tied to employer. Rockwood

1 recommended using this model in the Arts and Culture district and other properties in
2 the City. Council Member Worel asked if the units could be sold at market rate.
3 Rockwood stated the Housing Authority would issue the bonds. In 15 years, they could
4 sale these units with deed restrictions on them. He was excited to see this model
5 because the numbers worked to make this project truly affordable.

6
7 Council Member Joyce indicated the Arts and Culture District was planned to be vibrant
8 with a lot of night life, and requested the units be planned with a target audience in
9 mind. Rockwood stated an expectation would be set so renters would know what they
10 would encounter. It was indicated the Homestake parcel was more secluded. Mayor
11 Beerman stated this model accomplished a community goal, but he was concerned that
12 it would give the big employers less incentive to build their own affordable housing.
13 Rockwood stated there was potential to partner to work together to get this built. Council
14 Member Henney supported employers taking responsibility for seasonal workforce
15 housing, but stated this was community workforce housing. Further discussion ensued
16 on the makeup of the workforce.

17
18 Laurent indicated there were a few challenges with affordable housing. There were
19 fears from the community of losing the small town feel, the land was expensive and the
20 City was not looking at outside federal funding. Three policy questions were asked: Did
21 Council want to refine the affordable housing program policy, especially the quality vs.
22 quantity and opportunities? Did Council support implementing the rental funding model
23 for the Homestake Lot and Arts and Culture projects? Did Council support initiating and
24 broadening the intergovernmental regional housing conversations?

25
26 Council Member Joyce didn't want to be a landlord and hoped the City could work with
27 the private sector to accomplish its housing goal. Council Member Gerber indicated
28 Council could have a discussion on the housing authority, its responsibilities, etc. She
29 liked the quality of the affordable housing, and indicated she wanted to understand what
30 other entities were doing.

31
32 Council Member Ware Peek thought the quality of the housing was a bit spendy.
33 Laurent stated the for-sale units had more quality because they lasted longer. Since
34 rentals were abused a bit more, the materials wouldn't be as nice. Council Member
35 Ware Peek stated she would support broadening the intergovernmental regional
36 housing conversation.

37
38 Council Member Worel was skeptical of being a landlord and asked for more options.
39 Rockwood clarified that the City would contract with a management company for those

1 services. He noted the City would definitely be a landlord over the Arts and Culture
2 district. Council Member Joyce stated he liked rentals because the renters would have
3 to requalify when their leases expired.

4
5 Council Member Henney asked to define the last question. Laurent stated years ago the
6 City tried having a housing conversation with Summit County, but it didn't go well. She
7 hoped to have a housing discussion with surrounding entities since affordable housing
8 shortages were now felt by all entities. Rockwood indicated the State recognized there
9 was a housing problem and now a commission had been set up. Housing authorities
10 were being set up, so the City was involved with that. Council Member Henney
11 supported the City continuing in its involvement with other entities. He also supported
12 the quality of finishes that had been standard thus far in the units as well as
13 implementing the rental model that was proposed. Mayor Beerman felt quality was key
14 to integration and the City was fine on the quality. He was interested in proceeding with
15 Council Member Gerber's idea to expand the authority of the housing authority, and
16 working with regional entities.

17
18 **Transportation Discussion:**

19 Alfred Knotts shared Transit statistics from 2018. He reviewed the Transit organizational
20 chart and noted the new employees within this department. He reviewed costs and
21 indicated costs went up as service expanded. Council Member Joyce stated it would be
22 impressive only if ridership went up as well. Jerry Benson stated tracking hours helped
23 in measuring costs. Increased hours gave the benefit of increased service which would
24 eventually increase ridership. It was indicated this increase was necessary for federal
25 funding. Knotts acknowledged that the Homestake shuttle was an unproductive route
26 and it brought the numbers down system-wide. He stated the ridership this past May
27 compared to last May showed a great increase in ridership, which was a month that was
28 normally low for ridership. Council Member Gerber asked if weather affected ridership,
29 to which Knotts responded that weather could affect ridership a little, but noted year-
30 round, ridership was up 13%. Going forward, there would be work on the app, parking,
31 and more.

32
33 Knotts gave Council some considerations for Transit, including shifting to year-round
34 service, focusing on the resident/commuter market, etc. He stated 56% of riders used
35 Transit five to seven days per week. One proposed project was a neighborhood
36 connectivity project, where a vehicle would take a single individual to the hospital, the
37 Homestake lot, the Health Department, Peace House, Park City Heights and/or the
38 Christian Center/Senior Center. Knotts hoped to change the scope so the vehicle was
39 demand-based and not on a circulator route. He thought this would benefit the

1 community in a better way. Council Member Worel related an experience of trying to get
2 a bus route to the hospital and health department, and couldn't get the required
3 passengers needed to constitute a bus route. She thought there was potential in that
4 area for ridership. Mayor Beerman was in favor of this pilot project. Knotts noted if this
5 on-demand service replaced Homestake and Dial-a-Ride, there should be a cost
6 savings. Council Member Joyce stated the cost would range up to \$35 per ride, and
7 noted Uber could take that person for \$10, so he didn't understand why the City didn't
8 just pay for that person's Uber ride. He was concerned this option would prevent ride
9 sharing. Knotts stated the target areas would receive multiple calls and there would be
10 ride sharing. He thought the route would start small and grow into a permanent route.
11 Council Member Worel stated a challenge to getting people to their health appointments
12 was the varied appointment times, and she suggested having certain windows of time
13 reserved for appointments where the patient would be arriving via transit. Council
14 Member Henney asked to see a cost comparison of the service if it was performed by
15 the private sector. Benson stated it was hard to measure with so many variables, and
16 suggested implementing the program and then evaluating and contracting out if that
17 was a more feasible option. Knotts indicated this would come back in a future work
18 session.

19
20 **Adjournment**

21
22 With no further business, the meeting was adjourned.

23
24
25 _____
Michelle Kellogg, City Recorder

Council Agenda Item Report

Meeting Date: August 15, 2019

Submitted by: Jenny Diersen

Submitting Department: Sustainability

Item Type: Staff Report

Agenda Section:

Subject:

Request to Authorize the City Manager to Execute a Professional Services Agreement for Commissioned Art by Dana Kuglin of Dana B. LLC, in a Form Approved by the City Attorney to be Located at the Creekside Park in an Amount estimated at \$23,900, Not to Exceed \$25,000

Suggested Action:

Attachments:

[Creekside Water Treatment Plant Public Art Staff Report](#)

[Exhibit A: Dana Kuglin - DBK Productions Proposal for Artwork](#)



City Council Staff Report

Subject: Public Art Approval Creekside WTP Public Art
Author: Meghan Newsome, Water Quality Sampler
Jenny Diersen, Staff Liaison to the PAAB
Department: Public Utilities & Economic Development
Date: August 15, 2019
Type of Item: Consent

Summary Recommendation

Based on a recommendation from Park City Public Advisory Board (PAAB) and Water Department, staff recommends City Council approve a public art installation by Dana Kuglin of Dana B. LLC, to be located at the Creekside Park in accordance with the [Public Art Policy](#). If the artwork is approved, the City Manager will execute a Professional Services Agreement for Commissioned Art in a form approved by the City Attorney for an estimated amount of twenty three thousand, nine hundred dollars (\$23,900) not to exceed twenty-five thousand dollars (\$25,000).

Background

Public Utilities' vision of a Public Art Installation at Creekside Park was first proposed to City Council on [March 8, 2018](#) (pages 8 to 14). The intention of the project was to have an artist use the repurposed water distribution materials such as meters, pipe, yokes, and hydrants for the sake of entertaining and educating the public on the role of Park City's Public Water System, and to instill a sense of trust among the community in Park City Water Department's goals to move towards a more sustainable future.

The selection process has been drawn out for more than a year due to the lack of submissions during the first round of RFPs (2 submissions were received even after significant efforts to publicize the opportunity). After review of the first submissions, Public Utilities and PAAB recommended reissuing the RFP and increasing the budget from \$12,000 to \$25,000 and further publicizing the work gain interest a larger group of artists, as much feedback was received about the complexity of handling the materials. This project is fully funded with Public Utilities funds and Public Art Funds. Staff released the new RFP for Creekside WTP Public Art on April 29, 2019, which closed on Monday July 1, 2019 and received 4 submissions. The project requires artwork to be complete by October 15, 2019.

Analysis

This project was initially led by Public Utilities, which coordinated with PAAB throughout the process. Artwork selection took place on July 15 during the PAAB's regularly scheduled meeting. This project was scored by PAAB members based on the [Public Art Policy](#) (p. 6) as well as based on goals which were outlined in the RFP (pg 3 through 6), including:

- Completeness of application and clarity of proposal.
- Applicant demonstrated ability to create artwork appropriate in concept for this project; in originality, functionality, and durability.

- Demonstrated ability to meet and conform to demands of project.
- Met the goals stated in the RFP and reference checks.
 - The artist’s proposal specifically addresses the goals of the project which includes creating a piece that is interactive and appeals to a diverse range of viewership, adhering to the goal of 80% of installation being made from upcycled distribution material, and depicting the vital role of water quality in everyday life for all parts of the ecosystem. The artist’s proposal uses metal fabrication to melt down the meters and make fish that will be suspended along with pipes that cast a shadow on the ground to represent faces of park city from the past and present. The artist’s referrals have been astounded by the artist’s creative expertise to move from concept to installation while still holding true to the projects original vision.

The recommendations for artwork selection are as follows:

- PAAB – Unanimous vote in support of Dana Kuglin
- Staff recommendation (Public Utilities and Economic Development)– Dana Kuglin
- Arts Council recommendation – Dana Kuglin

It is important to note that City Council retains authority on all Public Art. While artwork was scored based on objective criteria, Public Art is subjective – some community members may wish to see alternate artwork. T

1. Recommended Alternative:

Based on a recommendation from Park City Public Advisory Board (PAAB) and Water Department, staff recommends City Council approve a public art installation by Dana Kuglin of Dana B. LLC, to be located at the Creekside Park in accordance with the [Public Art Policy](#). If the artwork is approved, the City Manager will execute a Professional Services Agreement for Commissioned Art in a form approved by the City Attorney for an estimated amount of twenty three thousand, nine hundred dollars (\$23,900) not to exceed twenty-five thousand dollars (\$25,000).

Pros

- a. Arts & Culture is one of City Council’s top priorities. Public Art creates a sense of community and place in our community, and specifically relates to the City’s Goals in the General Plan ([goals 11 & 13](#)). It is also one of Council’s strategic goals: [Complete Community that Values Historic Preservation, Economic Diversity and the Arts and Culture](#). Arts and Culture connects people and place, as well as, serves as an economic driver that adds vibrancy to the place we live and the destination market. Arts and Culture creates amenities for our local community as well as visitors, builds community connections.

2. Reissue Alternative: City Council could postpone this project and give direction to reissue an RFP for the project. If Council chooses this alternative, Council should be

clear on additional goals of reissuing the RFP. Staff does not recommend this alternative.

Pros

- a. Staff and PAAB would have time to reevaluate the project, and the RFP. Reissuing the RFP may or may not result in a more diverse group of proposals.

Cons

- a. This would push back the project timeline, delaying the project to next spring.

3. Deny Alternative: City Council could reject the proposed art Creekside WTP Public Art and decide to no longer pursue artwork in this location. Staff does not recommend this alternative.

Cons

- a. This project would not move forward.

Funding

\$6,000 of the funding for this project comes from Public Utilities building budget, and the other \$19,000 comes from the PAAB's CIP allocation.

Attachments

- A. DBK Productions Proposal for Creekside WTP Public Art

Dana Kuglin, dbk productions, llc

dbkart@gmail.com

June 29, 2019

RE: Creekside water Treatment Plant Public Art Opportunity

Meghan Newsome, Water Quality Sampler

Park City, UT 84060

To whom it may concern:

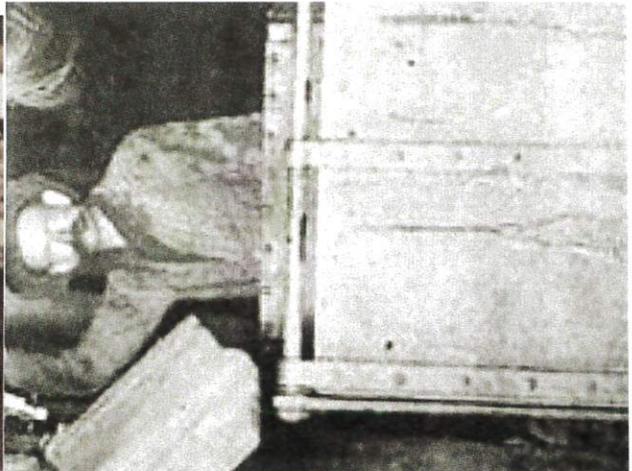
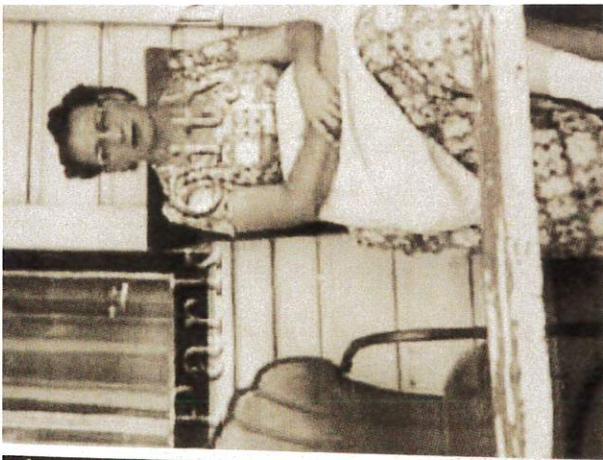
In my search for new creative endeavors, I was thrilled to find the public art installation opportunity with the Creekside Water Treatment Plant public art call for entry. As an ambitious professional with 30+ years of experience of creating work, I believe I would make an excellent addition to your team.

Identifying improved approaches and enhanced solutions to challenges are activities that drive and inspire me. I believe that fresh perspectives and trying new techniques, help public art evolve and grow. My approach to this project is to create, fabricate, cast and install with the help of my team of sub-contractors, a 3 dimensional sculpture made from the growing mound of residential meters, yokes, steel pipes and valves. My plan is to melt the residential meters down to molten bronze alloy and cast thru the lost foam/sand casting process an image of a flowing stream of native fish integrated with the existing steel pipe/valves that are to be used as visual attachments to the concrete bench on location. The layout of the suspended stream of fish and pipe parts are placed in a composition to cast the shadow of the people of Park City past and present that have a key role in the existance of all parts of the environment. This image is to depict the vital role of water quality in everyday life to all living things in the ecosystem , and each individuals responsibility to the connection of all parts. The interaction of the art piece, viewer, and materials of the public works department are to spark the imagination, growth, knowledge and emergence of new thoughts and innovations in all aspects of life.

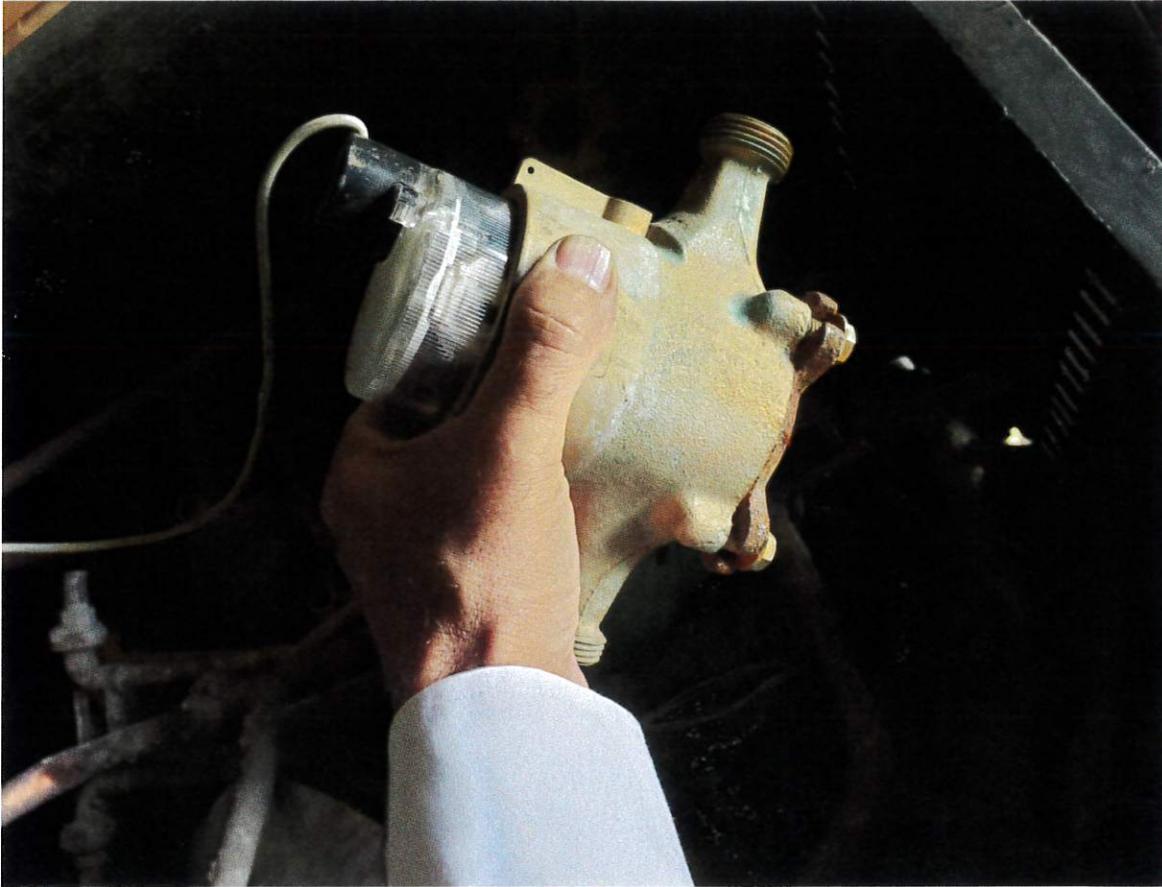
Sketch of proposed project:



Historical images used for shadow:



Materials to be used 80% provided by PCC



Lost foam casting process.





Schedule is to install final piece October 15th 2019

Budget numbers for prosal, proposal to include design, materials (80% provided by PCC) fabrication, casting, footings, color and installation. Numbers as I see them:

Numbers.	Design/layout		\$ 750.00
	casting of bronze elements .. foundry	5730.00	
	carving of foam elements	3870.00	fabrication
		8330.00	color application
		1120.00	materials 20%
970.00	installation		3130.00
	TOTAL	\$ 23,900.00	

Contributions to my former projects and this field at-large, revolve around my essential sculptural skills, concepts, and work ethics. I have developed strong leadership abilities and fostered a reputation as a key contributor through collaboration and communication skills. As a team player, I am collaborative with peers, searching for ways to integrate valuable insights. Through these qualities, I have confidence in my ability to facilitate positive change and collective effort.

Dana Kuglin, dbk productions, llc

dbkart@gmail.com

IMAGE PAGE

1. The Gilded Lily, 8' wide x 6' deep x 15' tall. 2016 re-purposed man made aluminum, steel and concrete found object and surplus materials. South Salt lake City, Utah.

2. Metamorphic Synergy. 15' wide x 15' deep x 45' tall. Aluminum, steel and fused glass. Westminster College, Meldrum Science building. 2012 Budget \$64,000.00

3. Metamorphic Synergy. 15' wide x 15' deep x 45' tall. Aluminum, steel and fused glass. Westminster College, Meldrum Science building. 2012 Budget \$64,000.00

4. Science thru Time. 18' wide x 1' deep x 6' tall wall mounted aluminum ,and science related objects. Westminster College, Meldrum Science building, 2012 Budget \$16,300.00

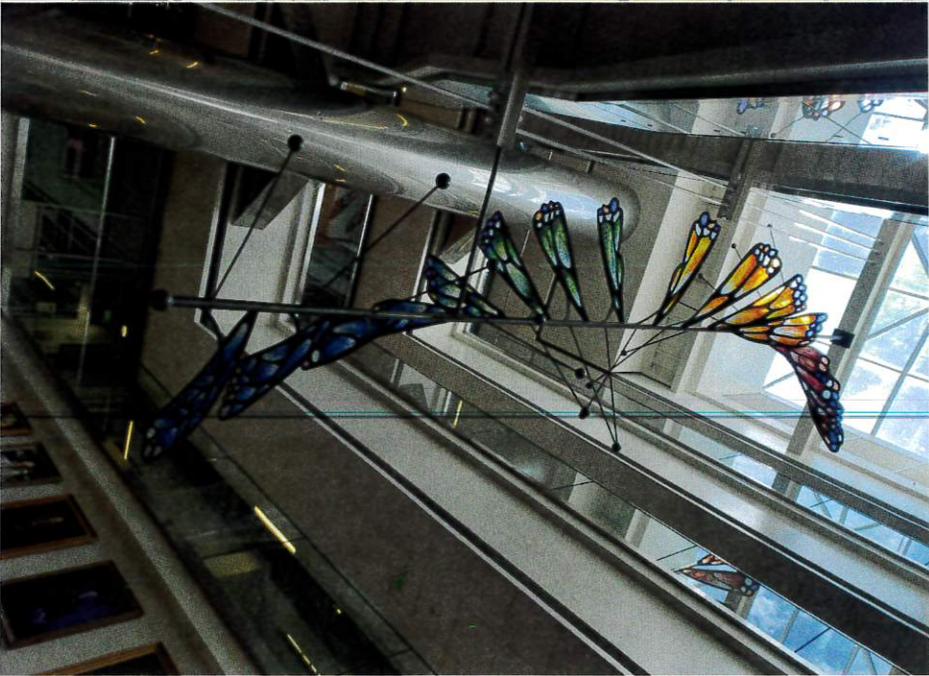
5. Saguaro Bloom, Moonrise at Sunset. 6' wide x 6' deep x 12' tall. re-purposed steel, aluminum with re-used cast glass telescope mirror. 2012 purchased by city of St. George, Utah. budget \$11,200.00

6. re balancing. 3' wide x 3' deep x 9' tall. Cast re-used aluminum and repurposed steel tanks. Gallatin Art Crossings, Bozeman, Mt 2015 \$17,700.00

For a greater illustration of my background and qualifications, please review my enclosed resume. I am eager to speak with you about this opportunity and thoroughly appreciate your consideration.

Sincerely,

Dana B. Kuglin



Dana B. Kuglin Professional Résumé

Public Art Commissions:

Co-contributor with Dan Cummings, Spectrum Studios, to produce two sculptures in Westminster College's Meldrum Science Center, Salt Lake City (SLC), UT—Metamorphic Synergy and Strata: Science thru Time. Commissioned by Westminster College in Sept. 2010; budget—\$80,000. Contact point: Marc J. Weyerstall, [HYPERLINK "mailto:mweyerstall@westminstercollege.edu"](mailto:mweyerstall@westminstercollege.edu) mweyerstall@westminstercollege.edu, 801.832.2739.

The McGillis School, SLC, UT—McGillis Logo Sculpture and other functional art pieces throughout the campus. Commissioned by the McGillis School, Oct. 2010; budget—\$15,000. Contact point: Kerry Steward, [HYPERLINK "mailto:ksteward@mcgillisschool.org"](mailto:ksteward@mcgillisschool.org) ksteward@mcgillisschool.org, 801.583.0094.

Subcontractor to Spectrum Studios on commission to produce Art in Transit, a Public Art Program for TRAX (light rail in SLC). Commissioned by the Salt Lake City Corporation in April 2005, for a \$70,000 contract. Work title was "The Faces of Our Neighborhood," at the new 900 South Utah Transit Authority TRAX Station. Contact point: Nancy Boskoff, SLC Arts Council, [HYPERLINK "mailto:nancy.boskoff@slcgov.com"](mailto:nancy.boskoff@slcgov.com) nancy.boskoff@slcgov.com, 801.596.5000.

Subcontractor to Jonnie Hartman on commission to produce Flying Objects, commissioned by Salt Lake City Arts Council. Budget \$3500. Also worked as subcontractor to Ric Blackerby on commission to produce Flying Objects, commissioned by SLC Arts Council. Budget \$3500. Contact point: Nancy Boskoff, SLC Arts Council, [HYPERLINK "mailto:nancy.boskoff@slcgov.com"](mailto:nancy.boskoff@slcgov.com) nancy.boskoff@slcgov.com, 801.596.5000.

Subcontractor to Darl Thomas on commission to produce The Diver Fairmont Aquatic Center, commissioned by SLC Arts Council. Budget \$1750. Fairmont Aquatic Center, 1044 E. Sugarmon Drive, SLC. Contact point: Nancy Boskoff, SLC Arts Council, [HYPERLINK "mailto:nancy.boskoff@slcgov.com"](mailto:nancy.boskoff@slcgov.com) nancy.boskoff@slcgov.com, 801.596.5000.

Design Team Experience:

I have had experience in working with numerous design teams, in working on the public art works above, and in working on numerous commissions for companies, including the following:

AFLAC, Lynn Barnson, West Territorial VP, Awards for National Recruiting Achievements.

HoytUSA, Mike Luper, Marketing Director, National Awards Design for Archery Tournaments.

Paradise Properties, Steve Jensen, Owner and Chad Huelett, Manager. Design, fabricate, and engineer functional art for the branding of the lodges. Budget \$75,000.

Timberlodge Collections. Ongoing working relations with design staff to create products to suit their clients' needs and instructions.

Costco. Worked with EMI Foundries and the buyers of Costco to design and produce a line of cast bronze products for retail sales.

Exhibitions and Public Installations:

- 2010—Gallatin Art Crossings, Bozeman, MT.
- 2010—Face of Utah Sculpture VI at Utah Cultural Celebration Center, West Valley City, UT.
- 2010—Art Around the Corner, St. George, UT.
- 2009—Face of Utah Sculpture V at Utah Cultural Celebration Center, West Valley City, UT.
- 2009—Art Around the Corner, St. George, UT.
- 2009—85th Annual Spring Salon, Springville, UT
- 2008—Face of Utah Sculpture IV at Utah Cultural Celebration Center, West Valley City, UT.
- 2008—Art Around the Corner, St. George, UT.
- 2007—Face of Utah Sculpture III at Utah Cultural Celebration Center, West Valley City, UT.
- 2007—Art Around the Corner, St. George, UT.
- 2006—Face of Utah Sculpture II at Utah Cultural Celebration Center, West Valley City, UT.
- 2006—World of the Wild, Hogle Zoo, SLC, UT.
- 2006—Across Utah at Davis County Art Center, Bountiful, UT.
- 2005—81st Annual Spring Salon, Springville, UT.
- 2005—Wildlife Show at Hogle Zoo, SLC, UT.
- 2005—2nd Annual Utah Contemporary Sculpture Show, SLC, UT.
- 2005—Face of Utah Sculpture Show at Utah Cultural Celebration Center, West Valley City, UT.
- 2003—One-Man Show, Once is Never Enough, at the Paris Gibson Art Center, Great Falls, MT (and traveled to numerous cities in Montana in 2003-2004).

My work also appears in many private collections.

Education:

I graduated in 1990 from Montana State University, Bozeman, MT, with a BFA in graphic design and a minor in marketing.

Artist's Biography and/or Artist's Statement:

I am a fourth generation Montana native artist. After graduating with a BFA in graphic design, I worked for nine years as a graphic designer. In 1997, I entered the sculpting career on a full-time basis. In 1986, I produced my first commercial sculpture, and have produced over 300 original 3-dimensional designs since then.

I have built a collector base of 112 individuals with 73 of these "art aficionados" having multiple pieces in their collections.

I have become an independent sculptor in order to satisfy my need for artistic expression as well as my needs for physical and mental health. I enjoy working with teams, either

with individual glass artists, integrating glass and metal into unique sculptures, or with teams of architects and contractors, integrating sculptures into architectural designs.

My style is based on the interaction of light and shadow. I use positive and negative space to cause the viewer to see an image rather than just look at one. If I am lucky, that viewer may have a connection with the subject or the object I have used, and this can cause the viewer to have an emotional response to a memory of his or her past.

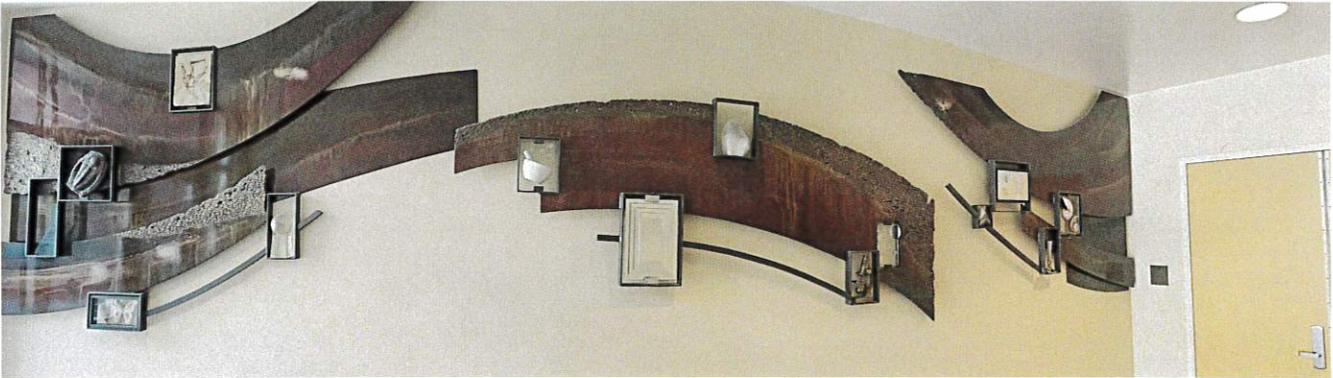
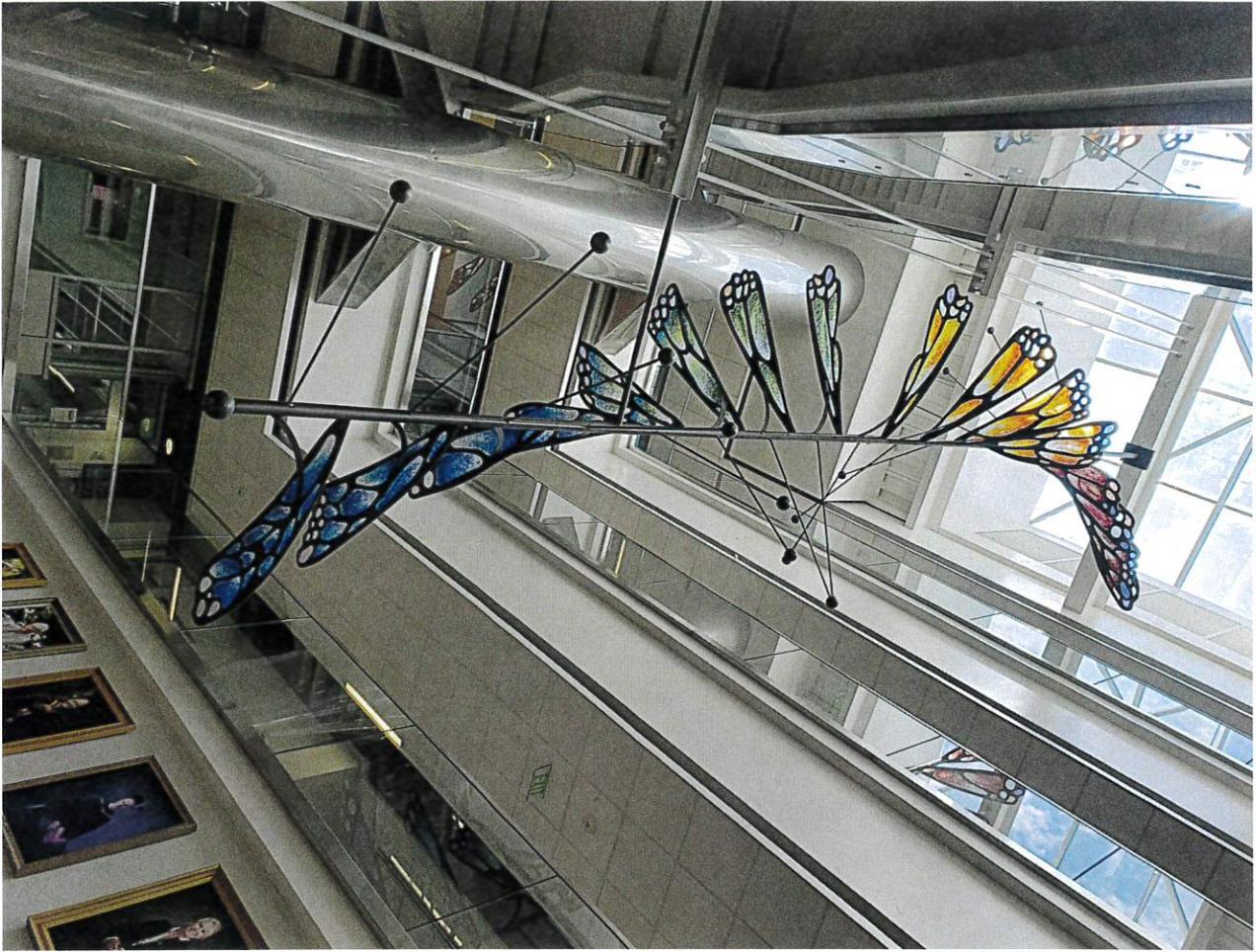
Since I was young, I have always been intrigued with nature and how things are put together. As far back as I can remember, my father has been collecting "junk" and refurbishing it to its original form. I realize now that I take what he does and my love of nature and mesh the two together. You could say that cutting simple shapes and patterns out of the surface of an object, then pounding, bending, raising, and casting them into another form, just comes naturally to me.

I have been working with the McGillis School in recent years, building fundraising art projects with their students, helping them create metal sculptures, and teaching them about marketing art.

For more information regarding my work, you may contact me at: Dana B. Kuglin, 5864 S. 157 West, Murray, UT 84107, 801.631.0736, or email him at [HYPERLINK "mailto:DBKArt@gmail.com" DBKArt@gmail.com](mailto:DBKArt@gmail.com).









Council Agenda Item Report

Meeting Date: August 15, 2019

Submitted by: Nate Rockwood

Submitting Department: Budget, Debt & Grants

Item Type: Staff Report

Agenda Section:

Subject:

Consideration of the Proposed Use of Space by PC MuSE, at 1685 Bonanza Drive, Park City, Utah
(A) Public Hearing (B) Action

Suggested Action:

Attachments:

[MuSE PC Staff Report](#)



City Council Staff Report

Subject: Use of City Space – Public Notice
Author: Nate Rockwood
Department: Budget, Debt and Grants Department
Date: August 15, 2019
Type of Item: Administrative

Summary Recommendation

City Council should hold a public hearing on the proposed use of space by PC MuSE of 1685 Bonanza Dr. according to Utah Code section 10-8-2 regarding the appropriation of City property. Following state law, a public notice was issued on July 17, 2019 indicating the City's intention to allow PC MuSE the temporary use of the space to facilitate gatherings of local and regional songwriters. These gatherings will be open and free to the public. *This report was first presented to City Council on August 1, 2019. New content is presented in green, below.*

Analysis

In May 2019, the City Council provided direction for staff to move forward on a temporary use agreement with the PC MuSE for the weekly use of space at 1685 Bonanza Dr. as a music incubator and songwriter development program, song circle.

[Link to staff report and PC MuSE proposal from May](#)

After further discussions, it has been determined that the use of space would fall broadly under Utah Code 10-8-2 which requires a public hearing on the use of the space and a public notice at least 14 days before the hearing (see attached public notice).

The City has determined that the temporary use of the space falls within the category of providing for the "...prosperity, moral well-being, peace, order, comfort or convenience of the inhabitants of the municipality". The City is offering this space on a weekly basis for the creative purposes described and approved by City Council in the PC MuSE proposal and to further the goals of the City to provide arts and cultural opportunities for the community. The song circles and music workshops will be free and open to all members of the public.

PUBLIC NOTICE IS HEREBY GIVEN that the Park City Council will consider a use agreement between MuSE PC and Park City Municipal Corporation for use of 1685 floor 1 North, for use as a creative community music space for facilitated gatherings of local and regional songwriters. This is based on a Study that finds the application is consistent with Section 10-8-2 of the Utah Code. The public hearing will be held in the Council Chambers at 445 Marsac Avenue, Park City, Utah, at 6:00 p.m. on Thursday, August 1, 2019. For further information,

including reviewing the Study, please contact Nate Rockwood, Director of Redevelopment and Capital Management, at 435-615-5179.

Update from August 1st City Council Meeting

When the PC MuSE proposal was initially presented to City Council in May, staff informed Council that staff had met with the current tenants of the 1685 Bonanza building to discuss concerns and work together on mitigation strategies. These concerns included, parking, security, noise and use of the bathrooms and common areas.

City Staff and the tenants worked to address each concern and were able to resolve all issues. The mitigation strategies were shared with PC MuSE who agreed to all the terms and assured the City they would put there strategy in place.

During the City Council meeting on August 1st, a tenant expressed concerns that he not received assurances that these mitigation strategies were being implemented before PC MuSE would begin use of the space. On August 6th, city staff, Nann Worel and Lynn Ware Peek, met with the tenants and reviewed the mitigation strategies and assured the tenants that these strategies would be put in place.

The City will include all the elements of the mitigation plan in the use agreement with PC MuSE; they will also be included the mitigation strategies for the PC MuSE Code of Conduct, where applicable. The tenants again agreed with the mitigation plan and were satisfied with the assurances from the City. The use agreement with PC MuSE, will be prepared in a form approved by the City Attorney's Office. A copy of the use agreement will be shared with the current tenants before it is finalized.

Study Conducted in the Use of 1685 Bonanza Dr. by PC MuSE per USC 10-8-2

The City has identified the cultivation of vibrant arts and culture as a top desired outcome for the community. The City is currently in the process of designing a new Arts and Culture district in Bonanza Park. The City purchased the Bonanza Park East property in 2018. The development will include a complete demolition and redevelopment of the entire property acquired by the City with a focus of creating vibrancy and arts and culture amenities in the area. The area will also include amenities which will improve and promote all of the City's Critical priorities of Transportation, Housing, Social Equity and Energy.

City staff has been working with different arts groups and organizations on potential uses of City spaces in the newly created arts and culture district. The Muse PC proposal would act as a good test of a potential arts and culture use in the community. Participation in the proposed programing would be helpful in understanding how music could play a role in the new district. The programing that is proposed is a community music incubator and songwriter development program. The use of City space would provide a consistent time and location for the proposed uses, which would increase

more consistent participation. All activities would be free and open to the public as outlined in the proposal. The activities meet the general City priority of creating vibrant arts and cultural activities for the City residents and the community. The programming meets the Utah code criteria under 10-8-2 by providing, "prosperity, moral well-being, peace, order, comfort or convenience of the inhabitants of the municipality." (USC 10-8-2).

This program will utilize current City own space in the arts and culture district redevelopment property, which is currently unoccupied. The space will be use up to 3 times per week in the evening for community songwriter development program. With the redevelopment of the area planning to begin in spring 2020, City Council has provided direction that City staff should not actively pursue a full time lease of the space for commercial use. Because PC MuSE will not have a lease or exclusive use of the space, but would instead have a use agreement for space, the space could be viewed in value similar value to the Library Community Room. This use would fall into the Group 1 category which is defined as "Activities which are free and open to the public during Library hours. Groups such as book clubs, support groups, government institutions, Library/City partners, HOAs, and other affiliated community organizations, as approved by the Library Director." Room use in the category, which is a free service to the public that do not promote or solicit business, are provided free of charge. Activities which are free to the public but are outside Library business hours fall into category 3, which includes a \$150/per hour charge for use. This is due to the fact that library staff would be provided to allow access to the facility. The estimated value of the space when compared to the library policy is between \$0 (Category 1) and \$6,000 (Category 3) per month. With the use of the 1685 Bonanza Dr. property, the facility will have a dedicated access and will be overseen by volunteers of the PC MuSE group, which would fall closer to a category 1 use.

It is proposed that the program will provide up to 3 days of open, free programming from 6pm to 10pm on Wednesday, Thursday and occasionally Friday nights. The estimated volunteer hour value is in excess of \$1,200 per month. Based on the estimated values, the current vacancy of the space and comparison to other community spaces, and the City's top priority of creating vibrancy and arts and culture amenities and programming in the community, it is the recommendation of this evaluation (study) that the allocation of the space is appropriate to accomplish the reasonable goals and objectives of the municipality in the area of vibrant arts and culture services (USC 10-8-2).

Council Agenda Item Report

Meeting Date: August 15, 2019

Submitted by: Michelle Kellogg

Submitting Department: Executive

Item Type: Staff Report

Agenda Section:

Subject:

Park City School District Master Planning Update

(A) Public Input

Suggested Action:

Attachments:

[School Board Presentation](#)

BOARD OF EDUCATION PRESENTATION

JUNE 4, 2019



THE FUTURE
OF LEARNING



AGENDA

+ PRE-K OPTIONS

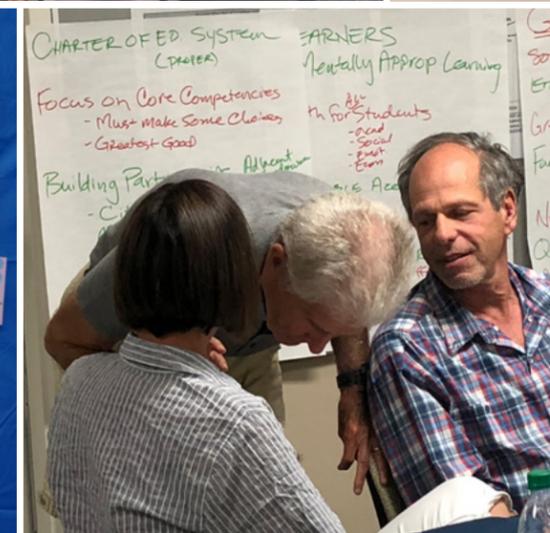
+ K-8 OPTIONS

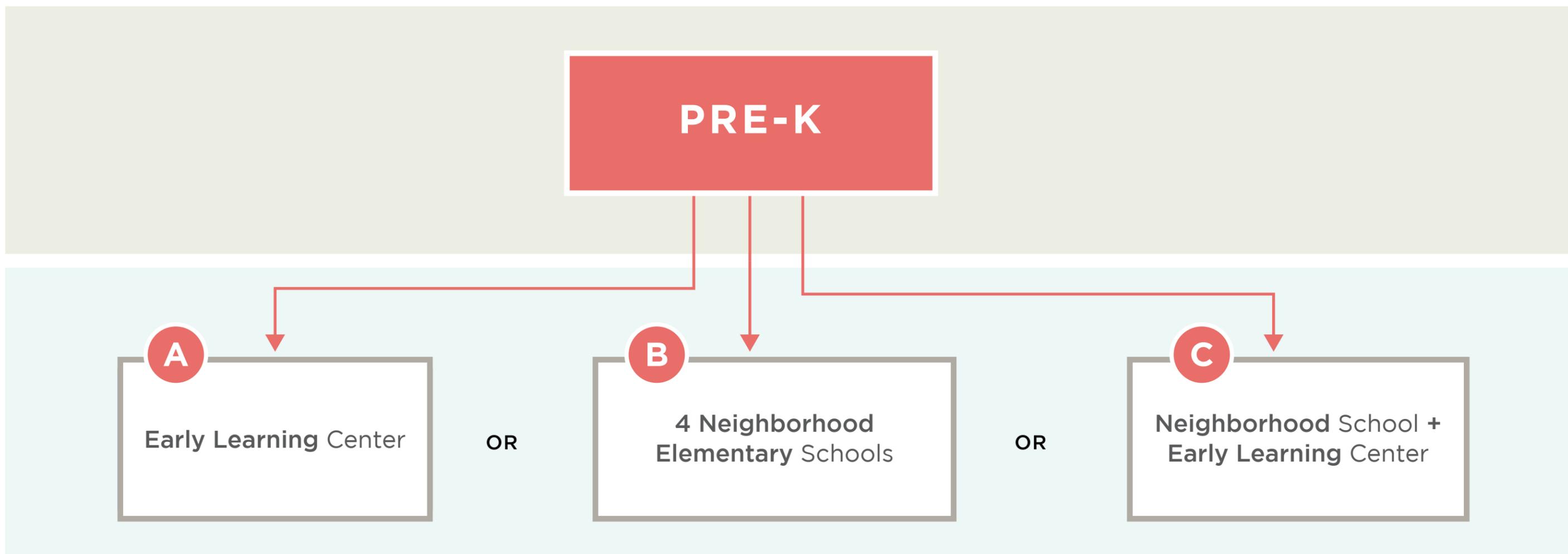
+ 9-12 OPTIONS

+ QUESTIONS

+ COST ESTIMATES

+ NEXT STEPS





OPTION A:

- + Collaboration between preschool teachers
- + Opportunity for wrap-around community services
- + Opportunity for community partnerships
- + Age appropriate design
- + Maximizes early identification of children with extra needs
- Requires a new building
- Requires busing of PK students

OPTION B:

- + Students in neighborhood schools
- + Additions to incorporate age appropriate design
- Requires additions at all elementary schools
- Limits partnership potential

OPTION C:

- + Opportunity for wrap-around services
- + Opportunity for community partnerships
- + Age appropriate design
- + Students in neighborhood schools
- + Maximizes early identification of children with extra needs
- Requires a new building

QUESTION

+ DOES PCSD WANT TO OFFER UNIVERSAL PRE-K AND HOW SHOULD THIS BE APPROACHED?



A Alignment Option A:
K-5, 6-8

4 Neighborhood Elementary Schools

K-5 = 2,183 TOTAL STUDENTS
(AVG. 545/SCHOOL)

- + Utilizes existing elementary schools
- + Does not require redistricting
- + Maintains current balance of DLI programs
- May require additions to two or more schools
- Limits opportunities for growth of PK in neighborhood schools

1 Middle School

6-8 = 1,349 TOTAL STUDENTS

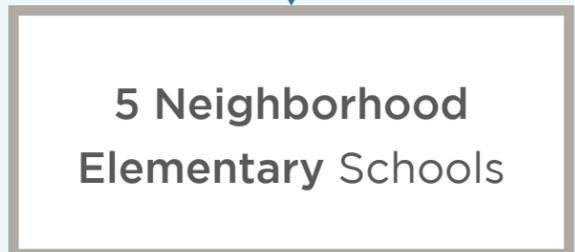
- + Reuses Ecker
- + Minimizes transitions
- + Builds community sense of belonging
- Addition to Ecker
- One year of additional busing
- Long distance busing for three years

OR

2 Middle Schools

6-8 = 1,349 TOTAL STUDENTS
(AVG. 674/SCHOOL)

- + Limits busing distance
- + Reuses Ecker
- + Could reuse Treasure location
- + Builds community sense of belonging
- + Minimizes transitions
- Middle School redistricting
- Potential remodel/replacement of Treasure or New Middle School

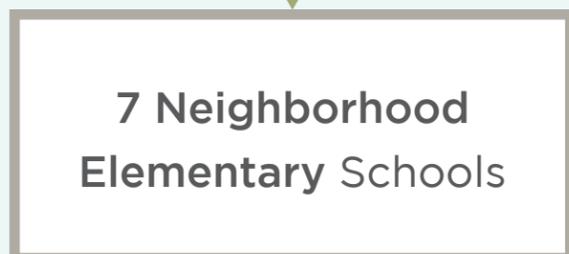


K-5 = 2,623 TOTAL STUDENTS
(AVG. 525/SCHOOL)



7/8 = 909 TOTAL STUDENTS

- + Reuses Ecker
- + Room for expansion of neighborhood PK
- + One fewer year of busing
- + Minimizes transitions
- Does not build community sense of belonging in Middle School
- One new elementary school
- Redistricting
- Imbalance in DLI program



K-8 = 3,532 TOTAL STUDENTS
(AVG. 504/SCHOOL)

- | | |
|---|---|
| <ul style="list-style-type: none"> + Students in neighborhood schools longer + Reuses Ecker as K-8 + Maintains DLI approach + Three fewer years of busing + Minimizes transitions + Builds community sense of belonging | <ul style="list-style-type: none"> - Two new elementary sites (if reuse Ecker) - Two new schools (if reuse Ecker) - Significant remodel of all schools including Ecker - Limits diversification to 9th grade - Significant redistricting |
|---|---|

D Alignment Option D:
K-4, 5/6, 7/8

4 Neighborhood Elementary Schools

K-4 = 1,802 TOTAL STUDENTS (AVG. 450/SCHOOL)

- + No new elementary schools
- + No additions to elementary schools
- + Room for expansion of neighborhood PK
- + Transition to diversity earlier
- + No redistricting

2 Middle Schools One Campus

5/6 = 832 TOTAL STUDENTS
7/8 = 909 TOTAL STUDENTS

- + Reuses Ecker
- New building on Ecker Site
- Additional transition
- Long distance busing for four years
- One year of additional busing
- Does not build community sense of belonging

OR

2 Middle Schools

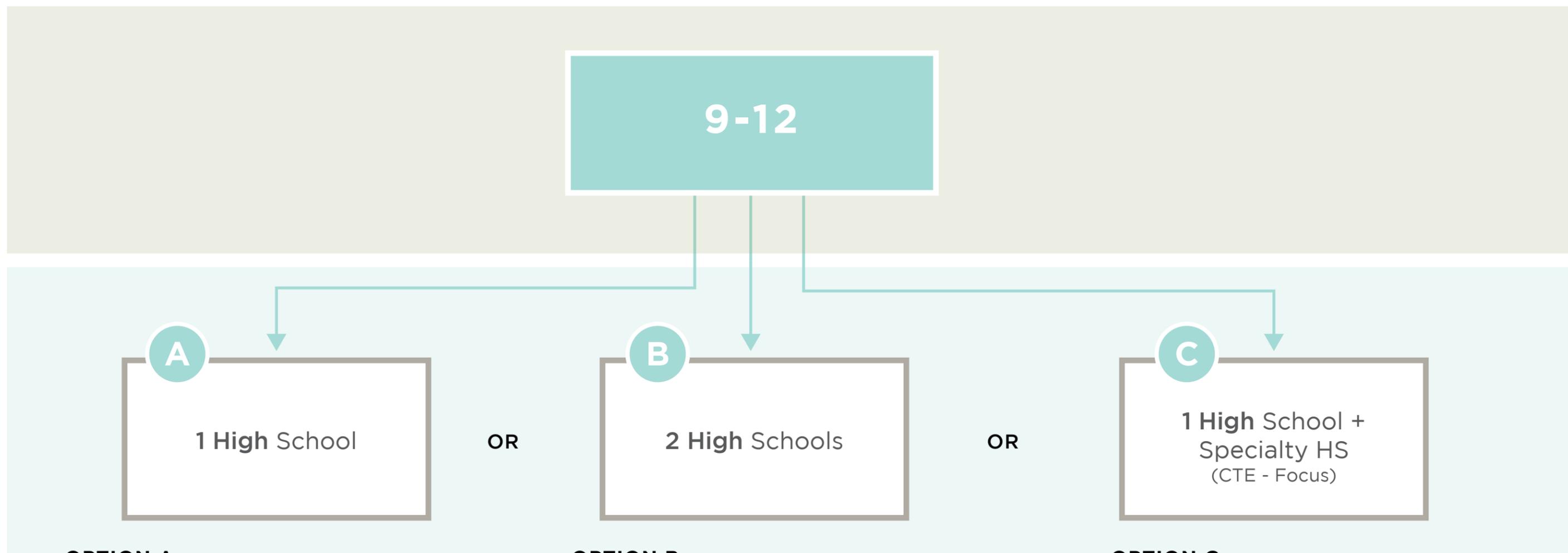
5-8 = 1,730 TOTAL STUDENTS (AVG. 865/SCHOOL)

- + Reuses Ecker
- + Minimizes transitions
- + Potential remodel/replacement of Treasure or New Middle School
- + Builds community sense of belonging
- Redistricting
- One additional year of busing
- Limits diversification

QUESTION

+ IS THERE A PREFERRED K-8 OPTION AND CAN ANY K-8 OPTIONS BE ELIMINATED?





OPTION A:

- + Promotes diversity and inclusion
- + Supports student choice
- + Centralizes all programs offered by PCSD
- Facilitates interdisciplinary teaming
- Requires transportation to a central location
- All traffic concentrated in one location

OPTION B:

- + Provides a school location closer to population density
- + Distributes traffic impact to two locations
- Requires a new building
- Divides programming between two schools
- Requires PCSD to manage and staff for two facilities
- Limits diversification

OPTION C:

- + Could utilize existing Treasure building/location
- + Could expand CTE offerings
- + Promotes partnerships
- + Could include 6-12 option
- Requires a new building/extensive remodel
- Requires PCSD to manage and staff for two facilities
- Limits diversification

QUESTION

**+ HOW EXTENSIVE SHOULD THE HIGH SCHOOL REMODEL BE
AND HOW SHOULD THE 9TH GRADE BE INTEGRATED?**



QUESTIONS

- + DOES PCSD WANT TO OFFER UNIVERSAL PRE-K AND HOW SHOULD THIS BE APPROACHED?
- + IS THERE A PREFERRED K-8 OPTION AND CAN ANY K-8 OPTIONS BE ELIMINATED?
- + HOW EXTENSIVE SHOULD THE HIGH SCHOOL REMODEL BE AND HOW SHOULD THE 9TH GRADE BE INTEGRATED?



School	New, Addition or Remodel	Size of Project (sqft)	High Estimated Construction Cost	Low Estimated Construction Cost	High Estimated Total Project Cost	Low Estimated Total Project Cost	Notes
Jeremy Ranch	A	7,640	\$4,953,820	\$1,987,461	\$6,384,114	\$2,561,291	K-5 Addition (6 Classrooms)
	A	9,000	\$5,261,873	\$2,111,051	\$6,796,763	\$2,726,845	Pre K Addition (5 Classrooms)
					\$13,180,877	\$5,288,136	
McPolin	A	3,200	\$2,094,367	\$840,255	\$2,722,461	\$1,092,245	K-5 Addition (2 Classrooms)
	A	7,200	\$4,384,759	\$1,759,155	\$5,672,848	\$2,275,933	Pre K Addition (4 Classrooms)
					\$8,395,309	\$3,368,178	
Parley's Park	A	3,200	\$2,094,367	\$840,255	\$2,722,461	\$1,092,245	K-5 Addition (2 Classrooms)
	A	7,200	\$4,384,759	\$1,759,155	\$5,672,848	\$2,275,933	Pre K Addition (4 Classrooms)
					\$8,395,309	\$3,368,178	
Trailside	A	6,400	\$4,146,944	\$1,663,744	\$5,456,505	\$2,189,137	K-5 Addition (4 Classrooms)
	A	9,000	\$5,261,873	\$2,111,051	\$6,796,763	\$2,726,845	Pre K Addition (5 Classrooms)
					\$12,253,268	\$4,915,982	
Ecker Hill	A	12,000	\$8,131,938	\$3,262,514	\$10,452,876	\$4,193,669	Gymnasium Addition
	A	6,380	\$5,418,706	\$2,173,972	\$6,976,111	\$2,798,799	Cafeteria Addition
	A	27,232	\$15,759,084	\$6,322,507	\$20,225,430	\$8,114,394	Classroom Wing
	R	191,750	\$60,520,578	\$24,280,711	\$77,703,173	\$31,174,327	Remodel
					\$115,357,590	\$46,281,189	
Park City High School	A	11,590	\$6,158,910	\$2,470,940	\$7,930,758	\$3,181,801	
	R	301,758	\$91,728,788	\$36,801,370	\$117,750,663	\$47,241,284	
					\$125,681,421	\$50,423,085	
New Elementary School	N	80,000	\$40,522,153	\$16,257,391	\$51,959,543	\$20,846,044	500 students, similar to TSES
New Middle School	N	160,000	\$78,106,645	\$31,336,199	\$100,124,282	\$40,169,622	700 students, similar to EHMS
New High School	N	280,000	\$141,881,188	\$56,922,393	\$181,825,422	\$72,947,924	1000 students, similar to PCHS-Eccles
New High School	N	400,000	\$191,481,798	\$76,822,039	\$245,412,971	\$98,459,096	2000 students, similar to PCHS-Eccles
Specialty High School	N	140,000	\$72,493,920	\$29,084,387	\$92,918,095	\$37,278,517	600 students w/ current CTE offerings from PCHS and welding, automotive, agriculture
Early Learning Center	N	50,000	\$24,066,726	\$9,655,513	\$30,896,914	\$12,395,768	350 students all day, no wrap around

**All estimates are planning level estimate based on assumptions and do not represent programmed projects. These numbers are to aid in the discussion of the options moving forward and more detailed estimates will be*

BOARD OF EDUCATION PRESENTATION

JUNE 4, 2019



THE FUTURE
OF LEARNING



Council Agenda Item Report

Meeting Date: August 15, 2019

Submitted by: Elizabeth Jackson

Submitting Department: Planning

Item Type: Ordinance

Agenda Section:

Subject:

Consideration to Approve Ordinance No. 2019-44, an Ordinance Approving an Extension of the July 12, 2018 Approval of the 1304 Park Avenue Plat Amendment Located at 1304 Park Avenue, Park City, Utah
(A) Public Hearing and (B) Action

Suggested Action:

Attachments:

[1304 Park Avenue Plat Extension Staff Report and Ordinance](#)

[Exhibit B: Written Request](#)



City Council Staff Report

Subject: 1304 Park Avenue Plat Amendment Extension
Author: Liz Jackson, Planner
Department: Planning Department
Date: 15 August 2019
Type of Item: Legislative - Plat Amendment

Summary Recommendation

Staff recommends that the City Council hold a Public Hearing and consider approving a Request for a one (1) year Extension for the 1304 Park Avenue Plat Amendment approval, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as found in the attached Ordinance.

Description

Applicant: Mary Grace LLC (Jeff Volmrich)
Location: 1304 Park Avenue
Zoning: Historic Residential-Medium Density (HRM) District
Adjacent Land Uses: Residential—single and multi-family development
Reason for Review: Extensions of Plat Amendment approvals require City Council action
Designation: Landmark Historic Site

Executive Summary

On July 12, 2018, the Park City Council approved the 1304 Park Avenue Plat Amendment, located at the same address. The Planning Department received the Request for Extension on July 2, 2019. There have been no modifications to the original request. The owner of the property is requesting an Extension to the Plat Amendment approval due to the length of time needed to complete the approved Plat's Conditions of Approval.

Background

The background of this application has been summarized in past reports:

- June 13, 2018 [See [Staff Report](#) (begins in [packet](#) on page 369) and [Minutes](#) (starting page 50)]: Planning Commission reviewed the Plat Amendment request and unanimously forwarded a positive recommendation to City Council.
- July 12, 2018 [See [Staff Report](#) (begins in [packet](#) on page 138) and [Minutes](#) (starting page 9)]: City Council approved the Plat Amendment request. A number of Conditions of Approval were included in [Ordinance 2018-40](#), including a requirement that the Plat Amendment needed to be recorded within one year of City Council's approval.

More recently:

- September 13, 2018: Redlines of the Plat Amendment were provided to the applicant for corrections.
- November 16, 2018: The applicant submitted an updated Plat Amendment for staff to review.
- November 19, 2018: Staff commences interdepartmental review for the newly submitted redlines. During this process the applicant was drafting encroachment agreements for the existing encroachments, which the City could review to ensure all pertinent information was included. The redline review was put on hold until the applicant could submit any encroachment agreements, for one total review, per confirmation from the applicant on November 30, 2018.
- June 27, 2019: Staff had followed up with the applicant several times after November 30th asking for status updates on the encroachment agreements. Finally, on June 27th, 2019, staff sent a final email explaining to them that the Plat would expire if not recorded at the County by July 12, 2019 and the applicant could request an Extension.
- July 12, 2019: City Council's Plat Amendment approval was set to expire.
- July 2, 2019: Applicant submitted a Request for Extension of the City Council's Plat Amendment approval.

Alternatives

- The City Council may approve the Request for Extension of Approval for the 1304 Park Avenue Plat Amendment as conditioned or amended; or
- The City Council may deny the Request for Extension of Approval and direct staff to make findings for this decision; or
- The City Council may continue discussion on the Request for Extension to a date certain and request additional information.
- There is not a "no action" option with this type of item.

Analysis

Per the Land Management Code (LMC) sections [LMC 15-7.1-3\(B\) Classification of Subdivision](#) and [LMC 15-7.1-6\(C\)\(5\) Final Subdivision Plat](#), applicants may request time extensions of the City Council approval by submitting a written request to the Planning Department prior to the expiration of approval; the applicant submitted a Request for Extension application to the Planning Department on July 2, 2019. The City Council may grant an Extension to the expiration date when the applicant is able to demonstrate no change in circumstance that would result in an unmitigated impact or finding of non-compliance with the General Plan or Land Management Code. Staff has reviewed the applicant's Request for Extension and found no changes in circumstance, including no physical changes to the property or surroundings.

The analysis of this Plat Amendment was included in the June 13, 2018 [See [Staff Report](#) (starting page 2)]. The Minutes and Ordinance 2018-40 are linked above in the Background section of this report. The Conditions of Approval in said report need to be addressed prior to the Plat being recorded. The attached Draft Ordinance includes an

updated copy of the Plat Amendment to reflect the redlines that were submitted to the Planning Department on November 16, 2018.

Department Review

- This project has gone through an interdepartmental review. No further issues were brought up at that time.
- There have also been no changes of circumstance of either the property, the Land Management Code, or the zoning map, since the date of approval, that create the need to make changes to the proposed Plat.

Notice

On July 30, 2019, the property was posted and notice was mailed to property owners within 300 feet in accordance with the requirements in the LMC. Legal notice was also published in the Park Record on July 27, 2019, in accordance with the requirements of the LMC.

Public Input

No public input was received at the time of writing this report. Public input may be taken at the regularly scheduled Council meeting on August 15, 2019.

Process

Approval of the Extension application by the City Council constitutes Final Action that may be appealed following the procedures found in LMC 1-18. The Extension provides an additional year for the applicant to record the Plat Amendment at Summit County. Recordation shall occur prior to July 12, 2020 or the approval will expire, unless the applicant submits a written request for an additional Extension.

Significant Impacts

There are no significant fiscal or environmental impacts from this application which is an Extension of approval of the Plat Amendment. Potential environmental impacts will be mitigated by the fact that there is no new construction proposed on the property.

Consequences of not taking the Suggested Recommendation

The Plat will have expired and the applicant will have to begin the Plat Amendment process anew.

Recommendation

Staff recommends that the City Council hold a public hearing and consider approving a request for a one (1) year Extension for the 1304 Park Avenue Plat Amendment approval, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as found in the attached Ordinance.

Attachments

Exhibit A- Ordinance and proposed Plat Amendment
Exhibit B- Written request from applicant

Exhibit A – Draft Ordinance

Ordinance No. 2019-44

AN ORDINANCE APPROVING AN EXTENSION OF THE JULY 12, 2018 APPROVAL OF THE 1304 PARK AVENUE PLAT AMENDMENT LOCATED AT 1304 PARK AVENUE, PARK CITY, UTAH.

WHEREAS, the owner of property located at 1304 Park Avenue have petitioned the City Council for approval of an Extension of the 1304 Park Avenue Plat Amendment approval;

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

WHEREAS, proper Legal Notice was sent to all affected property owners;

WHEREAS, the Planning Commission held a public hearing on June 13, 2018, to receive input on Plat Amendment located at the aforementioned address;

WHEREAS, the Planning Commission, on the aforementioned date, forwarded a positive recommendation to the City Council to approve the proposed Plat according to the Findings of Fact, Conclusions of Law and Conditions of approval as stated herein;

WHEREAS; the City Council, held a public hearing on July 12, 2018, and approved the 1304 Park Avenue Plat Amendment;

WHEREAS; the City Council, held a public hearing on August 15, 2019 and approved an Extension of the Plat approval to July 12, 2020;

WHEREAS, it is in the best interest of Park City, Utah to approve the Extension of the 1304 Park Avenue Plat Amendment approval to allow time to resolve issues of interest to the City that are also required to be complied with prior to Plat recordation.

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

SECTION 1. APPROVAL. The above recitals are hereby incorporated as Findings of Fact. The 1304 Park Avenue Plat Amendment as shown in Exhibit A 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 1304 Park Avenue.
2. The property consists of a metes and bounds parcel of Snyder’s Addition to Park City.
3. The property is in the Historic Residential – Medium Density (HRM) District.
4. This site is listed on Park City’s Historic Sites Inventory (HSI) and is designated as

Landmark.

5. The Plat Amendment removes one (1) block line that runs through the existing house.
6. The proposed Plat Amendment converts the metes and bounds parcel into one (1) Lot of record, which will include 4,125 square feet.
7. The minimum Lot Area for a single-family dwelling is 1,875 square feet in the HRM zone. The proposed Lot meets the minimum Lot Area for single-family dwellings.
8. A single-family dwelling is an allowed Use in the District.
9. The minimum width of a Lot is thirty seven and a half feet (37.50') measured fifteen feet (15') back from the Front Lot Line. The proposed Lot meets the minimum Lot width requirement with width at fifty five feet (55').
10. LMC § 15-2.4-6 indicates that Historic structures that do not comply with building setbacks are valid Non-Complying Structures.
11. The Applicant proposes to maintain and renovate the Historic house at 1304 Park Avenue.
12. The minimum Front/Rear Yard Setbacks are 10 feet (10'); the minimum total Front plus Rear Yard Setbacks are twenty feet (20'). The Historic house is encroaching over the Front Property Line approximately one foot (1'), and is valid Non-Complying. There is an existing non-historic shed which has one foot (1') Rear Setback.
13. The minimum Side Yard Setbacks for the Site are five feet (5'). The house is setback fourteen and a half feet (14.5') from the south Side Yard and four feet (4') from the north Side Yard, which is valid Non-Complying.
14. There are several existing encroachments on site. The existing Historic home, constructed in 1885, encroaches approximately one foot (1') over the Front Property Line. There is an existing fence that runs along both Sides and the Rear Property Lines, which crosses over the Property Line into the Cottages on the Park property. There is a concrete retaining wall that encroaches seven feet (7') into the City Right-of-Way in front of the 1304 Park Avenue Property Line (southwest corner, adjacent to the gravel driveway) and onto the Coalition Lodge Condominium property at 1300 Park Avenue.
15. The application was complete on April 28, 2017.
16. All Findings within the Analysis section and the recitals above are incorporated herein as Findings of Fact.
17. City Council approved the 1304 Park Avenue Plat Amendment as Ordinance 2018-40 on July 12, 2018.
18. On July 2, 2019, the applicant submitted a written request for an Extension of the Plat approval to allow additional time to address the required Conditions of Approval that have to be completed prior to Plat recordation.
19. There have been no changes of circumstance of either the property, the Land Management Code, or the zoning map, since the date of approval, that create the need to make additional changes to the proposed Plat prior to action on the Extension request.
20. The Land Management Code allows for the City Council to approve Extensions of Plat approvals.

21. All findings within the Analysis section and the recitals above are incorporated herein as Findings of Fact.

Conclusions of Law:

1. There is good cause for this Plat Amendment.
2. The Plat Amendment is consistent with the Park City Land Management Code and applicable State law regarding Lot combinations.
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 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 will record the Plat at the County within one (1) year from the date of City Council approval for Extension (July 12, 2020). If recordation has not occurred within one (1) year's time, this approval for the Plat will be void, unless a complete Request for Extension is made in writing prior to the expiration date and an Extension is granted by the City Council.
3. Ten foot (10') public snow storage easement shall be granted along the Park Avenue Right-of-Way.
4. The fence encroaches at multiple points over the Property Line into the neighboring Cottages on the Park Subdivision. The applicant shall either remove the existing fence or enter into an encroachment agreement with the neighbor if the fence is to remain in its existing location. To be completed prior to recordation of this Plat Amendment.
5. The existing concrete retaining wall encroaches approximately seven feet (7') into the Right-of-Way. The applicant shall remove the encroachment of the existing retaining wall prior to recordation of this Plat Amendment.
6. The existing main building and front porch encroach approximately one foot (1') into the Right-of-Way. The applicant will work with the City Engineer to enter into an encroachment agreement for this structure, given the Historic designation.
7. Residential fire sprinklers will be required for all new construction per the requirements of the Chief Building Official.

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

PASSED AND ADOPTED this 15th day of August, 2019.

PARK CITY MUNICIPAL CORPORATION

Andy Beerman, MAYOR

ATTEST:

Michelle Kellogg, City Recorder

APPROVED AS TO FORM:

Mark Harrington, City Attorney

Exhibit B

1304 Park Ave.
Park City, Utah
Tax Number: SA-275-A
Owners – Jeff & Fiona Volmrich
Request for Extension
July 17, 2019

Reason(s) for Extension Request:

Turns out that fences, 75 year old trees, lot lines, neighbors, encroachment agreements with neighbors, encroachment agreements with Home Owners Associations and miscellaneous concrete walls are not all easily negotiated, removed, navigated around or agreed upon.

Estimates to remove trees, rebuild the fence and remove the concrete in the City Right of Way, on the South lot line, which I share with the Coalition Lodge, are in the \$15,000 to \$20,000 range. It looks like I'll be spending \$30,000 to \$50,000 to remove a Block Line.

The Plat Amendment project is more involved, and more costly, than I imagined.
For that reason alone, the project has taken much longer than I anticipated.

I would appreciate being granted an extension.

Thank you,

Jeff Volmrich

Council Agenda Item Report

Meeting Date: August 15, 2019

Submitted by: Holly Lopez

Submitting Department: Public Utilities

Item Type: Staff Report

Agenda Section:

Subject:

Introduction to Public Utilities Items

Suggested Action:

Staff recommends Council review this staff report

Attachments:

[Public Utilities Projects Staff Report](#)

City Council Staff Report

Subject: Introduction of August 15, 2019
Public Utilities Items
Author: Roger McClain
Department: Public Utilities
Date: August 15, 2019
Type of Item: Administrative

Recommendation

The Public Utilities Department has several items on this Council meeting agenda. The purpose of this report is to introduce these items and provide Council with context of each agenda item as it relates to the overall master plan for the treatment of water draining from the Judge and Spiro Tunnels. Staff recommends Council review this staff report.

Background

Park City must comply with Utah Pollutant Discharge Elimination System (UPDES) Permits for the Judge and Spiro Tunnel water discharges. In order to accomplish this, staff has developed a Mining Influenced Water (MIW) collection, treatment, and distribution master plan which involves over \$100M of infrastructure constructed over the next 5 years. It is important to note that as a result of a successful negotiation with the Utah Division of Water Quality, the capital cost of the 3Kings WTP was reduced by approximately \$30M and the operations cost of the WTP was reduced by several million dollars per year. Park City must also meet surplus delivery obligations to Weber Basin starting May 1, 2019, which will require an interconnection between Park City's water system in Quinns Junction to Weber Basin's infrastructure near the film studio. The information below provides a summary of the major infrastructure to be constructed and how various items on today's agenda relate to the overall master plan.

3Kings Water Treatment Plant (3KWTP) – reconstruction of the existing Spiro WTP to treat water draining from Judge and Spiro Tunnels.

- 3Kings Water Treatment Plant ECI Pre-construction and Construction Services – Amendment No. 3, Alder Construction Company
 - Initial contract amount: \$183,500.00
 - Current contract amount (revised by approved amendments): \$244,836.00
 - Recommended Amendment No. 3: \$82,374.00.
- 3Kings Water Treatment Plant, ECI Pre-Construction and Construction Services – Amendment No. 4 Off-Site Utilities Phase 1 GMP, Alder Construction Company
 - Initial contract amount: \$183,500.00
 - Current contract amount (revised by approved amendments): \$244,836.00
 - Recommended Amendment No. 4: \$2,400,000.00
- Anticipated future major contracts/contract amendments
 - 3KWTP Construction Mitigation and Demolition GMP
 - 3KWTP Construction GMP
 - Construction Engineering Services
 - Construction Testing and Special Inspections
 - Building Commissioning

Quinns Junction WTP Improvements – capacity and reliability improvements to ensure adequate water supply during the construction of 3KWTP. Office and material storage facilities to relocate the Water Distribution Division from Spiro WTP to Quinns WTP.

- QJWTP Upgrades Project – Construction Agreement, Alder Construction, Inc. – Amendment No. 6, Alder Construction
 - Initial contract amount: \$3,878,465.00
 - Current contract amount (revised by approved amendments): \$3,878,465.00
 - Recommended Amendment No. 6: \$6,188,000.00
 - No anticipated future contract amendments
- 3Kings Water Treatment Plant Off-Site Improvements - Engineering Services Bowen, Collins and Associates – First Addendum to the Design Professional Services Agreement
 - Initial contract amount: \$755,000.00
 - Current contract amount (revised by approved amendments): \$755,000.00
 - Recommended First Addendum: \$205,000.00
- No anticipated future QJWTP amendments

New Operational Facilities – includes facilities to accommodate staff that will be displaced by the demolition of the existing Spiro campus. This includes the Golf Maintenance Facility, Iron Horse Bus Barn remodel, and improvements at Quinns WTP.

- Public Works Building “Bus Barn” Renovation - Construction Manager at Risk (CMAR) Amendment One Award
 - CMAR Pre-construction contract amount: \$16,000
 - Recommended Amendment 1: \$1,650,000
 - Anticipated future recommendation – approximately \$100,000 for solar panels

Spiro Tunnel Improvements – reconstruction of the first 400 feet of the Spiro Tunnel to address failing tunnel water collection and tunnel access infrastructure.

- No agenda item this week
- Anticipated future staff report – Spiro Tunnel Reconstruction

Major Water Conveyance and Storage – this includes installation of new water pipelines to convey water from the Spiro Tunnel to the new 3KWTP, 3KWTP to Boothill Tank, Boothill Tanks to Wyatt Earp Drive. This also includes the extension of a raw water line from Wyatt Earp to 3KWTP which will facilitate treatment of additional mine tunnel water by augmenting McLeod Creek with water imported from Rockport Reservoir. Storage improvements include the replacement of the Empire Tank in Empire Canyon and the dredging of several ponds on the Park City Municipal Golf Course.

- No agenda item this week
- Anticipated future staff reports
 - 3KWTP & SR-248 Water Transmission Lines
 - Off-site Improvements Phase 2 (golf course pipe work and pond dredging)
 - WBWCD Interconnect Pipeline
 - Empire Canyon Raw Water Tank Replacement

Funding

Funding sources for each agenda item are summarized in each staff report.

Council Agenda Item Report

Meeting Date: August 15, 2019

Submitted by: Roger McClain

Submitting Department: Public Utilities

Item Type: Staff Report

Agenda Section:

Subject:

Consideration to Authorize the City Manager to Execute Amendment No. 3 to the Professional Services Agreement with Alder Construction Company, in a Form Approved by the City Attorney, in an Amount Not to Exceed \$82,374.0

(A) Public Input (B) Action

Suggested Action:

Staff recommends Council authorize the City Manager to execute the Amendment No. 3 to the Agreement, in a form approved by the City Attorney, with Alder Construction Company for design support and shop drawing process services for UV Disinfection System equipment, Backwash Waste Clarification Skid equipment, and Filter Press system equipment for an amount not to exceed \$82,374.00.

Attachments:

[Alder Preconstruction Services Amendment No. 3 Staff Report](#)



City Council Staff Report

Subject: 3Kings Water Treatment Plant ECI Pre-construction and Construction Services – Amendment No. 3, Alder Construction Company
Author: Roger McClain, Public Utilities Engineering Manager
Department: Public Utilities
Date: August 15, 2019
Type of Item: Administrative

Recommendation

Staff is seeking City Council's authorization for supplemental Early Contractor Involvement (ECI) Contractor pre-construction services to support the 3Kings Water Treatment Plant (3KWTP) design work.

Staff recommends Council authorize the City Manager to execute the Amendment No. 3 to the Agreement, in a form approved by the City Attorney, with Alder Construction Company for design support and shop drawing process services for UV Disinfection System equipment, Backwash Waste Clarification Skid equipment, and Filter Press system equipment for an amount not to exceed \$82,374.00.

Amendment No. 3 includes only the described design support services and does not commit the City to the purchase of the equipment. Any equipment purchase is subject to the future successful GMP negotiation and award of a construction agreement with Alder Construction for the construction of the 3KWTP.

Background

- On January 31, 2018, Council authorized the execution of the Agreement and Amendment No. 1 to the Agreement for the 3Kings Water Treatment Plant Project Early Contractor Involvement Pre-construction Services with Alder Construction Company for in an amount not to exceed \$183,500.00.
- To support the 3KWTP design development by Jacobs Engineering and reduce post-design services and construction time (by providing the AE Team the opportunity to tailor the design to selected equipment) the City, in conjunction with the ECI Contractor, on February 15, 2019, publically advertised requests for proposals to prequalify suppliers for key treatment process equipment. Through a subsequent process of prequalifying suppliers based on statements of qualifications, requesting proposals from prequalified suppliers, and a cost proposal and value based selection process, the City, AE Team, and ECI Contractor have selected suppliers for two specific equipment systems
- Previously Council approved, July 18, 2019, Amendment No 2 addressed two other key equipment elements.

Related Upcoming Council Action Requests

One additional ECI Contractor Preconstruction Services amendment, for identified key treatment process equipment items (Micro Hydro Power Generation System), is anticipated to be presented to City Council within the next 60 days.

Council Agenda Item Report

Meeting Date: August 15, 2019

Submitted by: Roger McClain

Submitting Department: Public Utilities

Item Type: Staff Report

Agenda Section:

Subject:

Consideration to Authorize the City Manager to Execute Amendment No. 4 to the Professional Services Agreement with Alder Construction Company, in a Form Approved by the City Attorney, in an Amount Not to Exceed \$2,915,000.00

(A) Public Input (B) Action

Suggested Action:

Staff recommends Council authorize the City Manager to execute the Amendment No. 4 to the Agreement, in a form approved by the City Attorney, with Alder Construction Company for 3KWTP Off-Site Utilities Phase 1 GMP for construction services for an amount not to exceed \$2,915,000.00.

Attachments:

[Alder Construction Services Amendment No. 4 Staff Report](#)



City Council Staff Report

Subject: 3Kings Water Treatment Plant, ECI Pre-Construction and Construction Services – Amendment No. 4 Off-Site Utilities Phase 1 GMP, Alder Construction Company
Author: Roger McClain, Public Utilities Engineering Manager
Department: Public Utilities
Date: August 15, 2019
Type of Item: Administrative

Recommendation

Staff is seeking City Council's authorization for Early Contractor Involvement (ECI) Contractor construction services for the 3KWTP Off-site Utilities Phase 1 GMP to support the 3Kings Water Treatment Plant (3KWTP). Staff recommends Council authorize the City Manager to execute the Amendment No. 4 to the Agreement, in a form approved by the City Attorney, with Alder Construction Company for 3KWTP Off-Site Utilities Phase 1 GMP for construction services for an amount not to exceed \$2,400,000.00.

Off-site utility construction within Three Kings Drive and in the vicinity of the Spiro Tunnel is required to facilitate the demolition of the existing Spiro Water Treatment Plant and the subsequent construction of the 3KWTP. In accordance with the Construction Agreement, Alder Construction, the selected ECI Contractor, has submitted a Guaranteed Maximum Price (GMP) Proposal to complete the identified work. Amendment No. 3 incorporates these construction services into the ECI Contractor's existing contract.

Construction generally includes the construction of utilities to serve 3KWTP (within the Three Kings Drive r-o-w limits) and includes; 30" and 36" diameter raw water piping from Spiro Tunnel to the 3KWTP, rebuild of existing Spiro Tunnel raw water diversion vaults, 12" diameter water supply piping from Thiriot Spring to existing piping at Silver Star Drive, fiber optic cable from 3KWTP to the Spiro Tunnel, and utility stubs to serve 3KWTP.

Construction is scheduled to occur beginning late August and continuing through October 2019.

Background

- On January 31, 2018, Council authorized the execution of the Agreement and Amendment No. 1 to the Agreement for the 3Kings Water Treatment Plant Project Early Contractor Involvement Pre-construction Services with Alder Construction Company for in an amount not to exceed \$183,500.00.
- On December 3, 2018, Council authorized the execution of the Design Professional Services Agreement with Bowen Collins and Associates (BCA) for the design of 3KWTP related off-site utilities and improvements.

Funding

The funding for Amendment No. 4 is from water service fees, is included in the approved FY2020 Water CIP budget, and costs are included in the Water Department's long term comprehensive financial model.

Continued Public Engagement

The proposed work will impact travel along Three Kings Drive. To mitigate impacts:

1. One lane of traffic will be maintained during construction and full road closures are not anticipated.
2. Staff is working with Transit to address impacts to the bus service route along Three Kings Drive.
3. Consistent with the 3KWTP Public Outreach Plan presented to Council on March 8, 2018, using a variety of outreach tools staff will communicate and inform neighbors and the public throughout the project construction.
 - A neighborhood "Meet the Contractor" is being scheduled to be held in advance of the start of construction
 - Public Service Announcements will be issued prior to start of construction, upon any changes to traffic patterns, and in advance of any significant work items impacting the community.
 - Contractor and City Staff contact information will be provided to the neighborhood residents and HOA's.

Related Upcoming Council Action Requests

Anticipated requests for Council action within the next 30 days related to this work are:

- Materials and soils testing services; and
- Construction engineering/inspection support services. Amendment to existing professional services agreement with Bowen Collins and Associates (for Council consideration and included in August 15, 2019 Council agenda).

Council Agenda Item Report

Meeting Date: August 15, 2019

Submitted by: Roger McClain

Submitting Department: Public Utilities

Item Type: Staff Report

Agenda Section:

Subject:

Consideration to Authorize the City Manager to Execute Amendment No. 6 to the Professional Services Agreement with Alder Construction Company, in a Form Approved by the City Attorney, for a Guaranteed Maximum Price Not to Exceed \$6,275,000.00

(A) Public Input (B) Action

Suggested Action:

Staff recommends Council authorize the City Manager to execute the Amendment No. 6 to the Agreement, in a form approved by the City Attorney, with Alder Construction Company for a Guaranteed Maximum Price not to exceed \$6,275,000.00.

Attachments:

[Alder Upgrades Construction Services Amendment No. 6 Staff Report](#)

City Council Staff Report

Subject: QJWTP Upgrades Project – Construction Agreement, Alder Construction, Inc. – Amendment No. 6, Alder Construction
Author: Roger McClain, Public Utilities Engineering Manager
Department: Public Utilities
Date: August 15, 2019
Type of Item: Administrative

Recommendation

Staff is seeking City Council's authorization for construction services for the Quinns Junction Water Treatment Plant 2019 Upgrades. Staff recommends Council authorize the City Manager to execute the Amendment No. 6 to the Agreement, in a form approved by the City Attorney, with Alder Construction Company for a Guaranteed Maximum Price not to exceed \$6,188,000.00.

Initial upgrades to the Quinns Junction Water Treatment Plant (QJWTP) to improve the reliability and energy efficiency have recently been completed by Alder Construction. Staff and the design consultant have identified additional treatment improvements required to further address:

- the ability to effectively treat source water
- treatment impacts related to the raw water conveyance system
- treatment capacity during the demolition of the Spiro Water Treatment Plant and construction of the 3Kings Water Treatment Plant
- the relocation of Water Distribution staff to the QJWTP

These improvements include:

- **Construction Management and General Requirements**
- **Membrane Building 2nd Floor Remodel**, including additional parking and landscaping
- **Treatment Upgrades**, including:
 - Add raw water line pigging basin expansion & pig receiving station
 - Upgrade water softening capacity
 - Add acid feed system
 - Add process air receiver
 - Modify influent piping and controls
 - Add surge (pressure) vessel
- **Asset Replacement**, Replace/Upgrade existing washwater tank
- **Capacity Upgrades**, Install City purchased membrane rack
- **New Storage Building**, Add new 2,400 sf building
- **New Interconnect Vault**, Measurement and control equipment for conveyance of potable water supply to or from Weber Basin Water Conservancy District

Amendment No. 6 incorporates the construction of these improvements into the Construction Agreement with Alder Construction.

Background

- On October 20, 2016, Council authorized the execution of the Construction Agreement for the QJWTP Upgrades Project with Alder Construction Company for an amount not to exceed \$3,878,465.00. Expenditures to date total \$3,677,778.49 (5.2% below the GMP).
- Subsequent Amendments No. 1 through No. 5 have been executed. These amendments addressed time extensions to address the long-lead times for specialized equipment and the need to schedule construction around treatment operations.
- A Conditional Use Permit application for the proposed improvements was submitted to Planning Commission and is scheduled for consideration at the August 14, 2019 meeting.

Funding

The funding for Amendment No. 6 is from water service fees and is included in the approved FY2020 Water CIP budget and costs are included in the Water Department's long term comprehensive financial model.

Park City is acting as the project manager for the water interconnect vault portion of the project on behalf of the Weber Basin Water Conservancy District (WBWCD). Funding for the regional interconnect work will be administered by the WBWCD consistent with the Western Summit County Project Master Agreement.

Related Upcoming Council Action Requests

Anticipated requests for Council action within the next 60 days related to this work are:

- Special inspection and testing; and
- Construction inspection and engineering support services. Amendments to existing professional services agreements, with Jacobs and Bowen Collins and Associates.

Council Agenda Item Report

Meeting Date: August 15, 2019

Submitted by: Roger McClain

Submitting Department: Public Utilities

Item Type: Staff Report

Agenda Section:

Subject:

Consideration to Authorize the City Manager to Execute the First Addendum to the Design Professional Services Agreement with Bowen, Collins and Associates, Inc., in a Form Approved by the City Attorney, in an Amount Not to Exceed \$205,000.00

(A) Public Input (B) Action

Suggested Action:

Staff recommends Council authorize the City Manager to execute the First Addendum to the Design Professional Services Agreement, in a form approved by the City Attorney, with Bowen, Collins and Associates, Inc., for the 3Kings Water Treatment Plant Off-Site Improvements - Engineering Services in an amount not to exceed \$205,000.00.

Attachments:

[Offsite Engineering Services-Addendum No. 1 Staff Report](#)



City Council Staff Report

Subject: 3Kings Water Treatment Plant Off-Site Improvements - Engineering Services
Bowen, Collins and Associates – First Addendum to the Design Professional Services Agreement

Author: Roger McClain, Public Utilities Engineering Manager

Department: Public Utilities

Date: August 15, 2019

Type of Item: Administrative

Recommendation

Staff recommends Council authorize the City Manager to execute the First Addendum to the Design Professional Services Agreement, in a form approved by the City Attorney, with Bowen, Collins and Associates, Inc., for the 3Kings Water Treatment Plant Off-Site Improvements - Engineering Services in an amount not to exceed \$205,000.00.

Services included in the proposed First Addendum for the Bowen Collins and Associates (BCA) are construction engineering/inspection services related to the 3KWTP Off-site Improvements located within Three Kings Drive and a portion of the QJWTP 2019 Upgrades work contained in Amendment No. 6 to Alder Construction's construction agreement. These items generally include:

- water conveyance from the Spiro Tunnel to the 3KWTP
- utility services to the 3KWTP
- raw water pig receiving facilities
- parking and landscaping improvements
- new materials storage building
- WBWCD interconnect vault
- ACOE wetland disturbance permit post construction reporting

Park City Water staff will provide construction administration and support BCA during the construction.

Schedule. It is anticipated that the work will be completed by summer of 2020.

Background

- On November 8, 2018, Council authorized the execution of the Design Professional Services Agreement;
- On August 15, 2019 Council authorized (pending August 15th action) the execution of the Construction Agreement for the QJWTP Upgrades Project with Alder Construction Company; and
- As Engineer of Record and to support BCA's design related to the 3KWTP and QJWTP Upgrades Project work by Alder Construction, City staff and BCA have developed and negotiated a scope and fee for construction engineering services.

Funding Source

The funding for the addendum is from water service fees and is included in the approved FY2020 Water CIP budget and costs are included in the Water Department's long term comprehensive financial model.

Park City is acting as the project manager for the water interconnect vault portion of the project on behalf of the Weber Basin Water Conservancy District (WBWCD). Funding for the regional interconnect will be administered by the WBWCD consistent with the Western Summit County Project Master Agreement.

Related Upcoming Council Action Requests

Anticipated requests for Council action within the next 60 days related to this work are:

- Special inspection and testing

Council Agenda Item Report

Meeting Date: August 15, 2019

Submitted by: Matt Twombly

Submitting Department: Sustainability

Item Type: Staff Report

Agenda Section:

Subject:

Consideration to Authorize the City Manager to Execute Amendment 1 to the Construction Manager at Risk (CMAR) Agreement with North Ridge Construction, Inc., in a Form Approved by the City Attorney's Office for the Guaranteed Maximum Price (GMP) of \$1,650,000

(A) Public Input (B) Action

Suggested Action:

Attachments:

[North Ridge CMAR Amendment 1 Staff Report](#)

[Exhibit A - Bus Barn GMP](#)



City Council Staff Report

Subject: Public Works Building Renovation
- Construction Manager at Risk Amendment One Award

Author: Matthew A. Twombly

Department: Sustainability

Date: August 15, 2019

Type of Item: Administrative – Award of Contract

Recommendation

The future demolition of the current Parks and Building Maintenance building on the Spiro Campus requires an immediate building remodel to accommodate the Public Works department personnel. The Old Bus Barn located on the east side of the Iron Horse facility will be converted to office, break-room, meeting and storage space for the Streets, Parks, Storm-water and Building Maintenance Divisions of Public Works.

Staff requests authorization to proceed with the Bus Barn Remodel project and authorize the City Manager to enter into Amendment 1 to the Construction Manager at Risk (CMAR) agreement in a form approved by the City Attorney's Office with North Ridge Construction, Inc., for the Guaranteed Maximum Price (GMP), in the amount not to exceed One Million Six Hundred Fifty Thousand Dollars (\$1,650,000).

Background

- On November 8, 2018 City Council awarded the Design Professional Services Agreement to Archiplex Group for the design of Public Utilities and Public Works Building Renovations – Architectural Services ([Staff Report](#) (Agenda Item 8)).
- On April 4, 2019 City Council awarded the CMAR agreement to North Ridge Construction, Inc., for preconstruction Services for the Bus Barn Remodel project ([Staff Report](#) (V. Consent Agenda Item 4)).
- On May 2, 2019 City Council awarded the Design Professional Service agreement ([Staff Report](#) (V. Consent Agenda Item 3) with Utah New Vision Construction, LLC for the Building Envelope Commissioning Agent (BECxA) and Mechanical Engineer/Commissioning Agent (CxA) consistent with the City's net-zero resolution ([link](#)).
- Consistent with State code and PCMC procurement policy North Ridge Construction received subcontractor bids and competitive quotes on July 22, 2019 at 3:00 PM and the Sustainability Senior Project Manager was in attendance.
- The prequalification of subcontractors and vendors was advertised in the Park Record on May 21st and 25th, 2019; in the Tribune on May 21st and 22nd, 2019; in the Utah Legals; and on the City's website.
- The invitation to prequalified bidders was advertised in the Park Record on June 22nd and 26th, 2019; then again on July 13th and 17th, 2019; and in the Tribune on

June 21st and 22nd, 2019; then again on July 12th and 13th, 2019; in the Utah Legals; and on the City's website.

Staff estimated the total project budget including soft costs for architecture, engineering, energy modeling, commissioning, testing, fees, fixtures, furnishings and equipment (FF&E) and owner's contingency to be one million eight hundred sixty one thousand dollars (\$1,861,000) using the conceptual design construction cost estimate of \$1.4 million. The City received two estimates for construction costs based on the schematic drawings from May 31, 2019. One by the design team's cost estimator and one by North Ridge Construction during pre-construction. The estimates ranged from \$1.37 million to \$1.46 million.

The project team advertised for and had a bid opening on July 8, 2019. There were not enough bids received to develop a GMP for the project. North Ridge re-advertised and re-bid the construction project for a July 22, bid opening. The majority of the trades only had one pre-qualified bidder submitting. The total construction costs were \$1.95 million. Since that time the project team performed value engineering (VE) for many items of work in order to bring the construction costs down as much as possible. The net result was approximately \$300,000 in savings for a GMP of \$1,650,000. Much of the cost increases over the estimated costs can be attributed to the late time of year for bidding where most trades are busy, and industry wide increases in labor and materials costs, especially steel.

The GMP includes the general conditions, the cost of the bonds, all the subcontract costs, the Construction Manager's (CM) fee of 7%, allowances (for items such as soils) and a construction contingency (for unknown costs such as subsurface utilities). The general conditions are the costs associated with the CM's on-site personnel (superintendent, project engineer, project manager, site manager) including vehicles, travel, wages, as well as other expenses to manage the site such as an office trailer, construction fencing, toilets, equipment and other direct expenses.

The total project budget including the GMP and all soft costs is \$2,031,000. The costs are outlined below. The project was originally budgeted at \$1,835,000. There is an anticipated shortfall of \$196,000.

GMP	\$1,650,000
Architect/Engineering	\$85,000
Energy Modeling	\$10,000
Commissioning	\$40,000
CM Pre-construction	\$16,000
FFE	\$150,000
Testing/Fees	\$20,000
Misc.	\$10,000
Owner's Contingency	\$50,000
Total	\$2,031,000

Consistent with the Net-zero Energy Performance Requirement Resolution energy modeling and building envelope and mechanical systems commissioning agents have designed the building including building envelope, mechanical, lighting and electrical systems as energy efficient as possible (without diminishing returns). The building as designed is Net-zero ready. The GMP does not include the construction of solar panels. Staff is recommending to delay the construction of the solar panels to meet net-zero because the timing of construction (December/January) would likely delay the occupancy of the building. The project is currently over budget. It would be less expensive for the City to contract the project separately. Delaying the panels will also allow time to strategize other funding mechanisms and budget for the 2021 Capital Improvement Budget.

Staff is recommending that the City Council award the GMP to North Ridge Construction and proceed with the project, because costs of construction will likely only continue to increase, the Public Works staff require office and breakroom space as soon as possible, and delay will push the construction into the winter and cause further expense and delays.

Funding

There is \$1,835,000 budgeted for the project from the General Fund. Staff is analyzing the most appropriate source for the balance of the funding needed. Staff will report on the source of funding during the Council meeting.

Attachments

Exhibit A – North Ridge Construction GMP Proposal



Matt Twombly –
Senior Project Manager
Park City Municipal Corporation
P.O. Box 1480
Park City, Utah 84060

Date August 7, 2019

Re: Public Utilities & Public Works Building Renovations “Bus Barn”
Guaranteed Maximum Price Amendment

Matt,

Pursuant to receiving and favorably reviewing subcontractor bids that have been received on July 22nd 2019, and has since been Value Engineered after the bid date to August 6th 2019, in partnership with yourself and Archiplex Group, We offer the amount of \$1,650,000.00 as the Guaranteed Maximum Price to construct and complete the project.

The Guaranteed Maximum Price is to provide the scope of work as described in the Archiplex Group plans and specs for the “Iron Horse Bus Barn Remodel” dated May, 2019, along with Addendum #1, 2, & 3. The Guaranteed Maximum Price also includes various Value Engineered items that have been produced to help to reduce budget cost. These items have been evaluated and coordinated with the design team and the owner.

Attached are Exhibit 1 – GMP Summary, Exhibit 2 – Specification Table of Contents & Exhibit 3 Cover Page of Archiplex Group’s Iron Horse Bus Barn Remodel drawings for your review and acceptance.

The anticipated date of Substantial Completion shall be December 20th, 2019, and Final Completion will be January 17th, 2020.

We thank you and Park City for the opportunity to work with you and your team on this project and look forward to working with you throughout the completion.

Respectfully
North Ridge Construction, Inc



Ross Barrell
Senior Manager



Exhibit 1

Public Utilities & Public Works Building Renovations "Bus Barn"

Date 8/7/19

Spec	Description		VE Amount
010000	General Conditions		149,010
022000	Survey		1,550
024000	Selective Demolition	T.I.D.	23,895
032000	Rebar		6,713
033000	Concrete		71,238
033511	Concrete Floor Finishes		In Flooring
051000	Structural Steel	Amfab	195,362 *
055200	Ornamental Metal	Amfab	In Struct. Steel
061000	Rough Carpentry		31,585
064000	Architectural Woodwork	Great Basin	25,130
072100	Thermal Insulation	U.S.I.	34,346
072726	Fluid-Applied Membrane Air Barriers	Tritex	6,300
073000	Roofing	North Face	102,300
074200	Wall Panels	North Face	55,000 *
074400	Concrete Faced Insulation Panels	U.S.I.	18,470
074800	Rainscreen Attachment System		In Metal Wall Panels
079000	Joint Sealants		1,500
081100	Doors & Frames	A.B.S.	20,053
083600	Sectional Panel Doors	Crawford	15,250
083400	Special Function Partition Doors	B & B	16,830
084229	Sliding Automatic Entrances		In Storefronts
084100	Aluminum Entrances & Storefronts	Valley	45,482
092900	Gyp Board/Steel Stud Framing	Tritex	113,661 *
093000	Tile	Westech	9,689
095100	Acoustic Ceiling	All Star	8,104
096000	Flooring	C & L / Flooring Services	21,923
099000	Painting	Hidden Valley	17,874
101419	Signage		2,000
102800	Toilet & Bath Accessories	Cannon	2,440
104400	Fire Extinguishers	Cannon	985
105100	Lockers	Cannon	8,735
124800	Entrance Floor Mats & Frames	Flooring Services	800
210000	Fire Protection Specialties	Preffered Fire	18,995
220000	Plumbing	Broderick	46,750
230000	Mechanical	West Tech	135,603
260000	Electrical	T.S.	210,997 *
280000	Electrical Safety & Security		In Electrical
312000	Earthwork/Utilities		27,215 *
321216	Asphalt Paving		14,994 *
321313	Landscaping		2,000
323113	Fencing		2,500
		Subtotal	\$1,465,278
		O H & P	\$102,569
		Liability Insurance	\$14,653
		Bond	\$17,500
		Estimate	\$1,600,000
		Contingency	\$50,000
		Total Estimate	\$1,650,000

Notes

- Excludes cost for permit of fees.
- Excludes cost for utility connection fees
- Excludes builder's risk insurance
- Excludes cost of special inspection or material testing
- GMP Based on Archiplex Group's Iron Horse Bus Barn Remodel Drawings & Specifications Dated May, 2019
- GMP Based on Value Engineering items as noted below

VE Options Included in GMP Number

- 051000 * Eliminate one of the two "C" channels on the Existing Roof Structure Z-Purlins. We will install one "C" channel bolted through the Z Purlin.
- 074200 * Change from specified "Dri-Design" metal wall panels to a VE "Pac-Clad" Reveal Wall Panel using a 22 Ga Panel.
- 092900 * Change from the specified 16 Ga metal studs at the exterior framing to a 18 Ga metal stud.
- 260000 * Various changes have been applied to the electrical portion of this project. These changes have been coordinated through the electrician, electrical engineer, architect & owners.
- 312000 * We are planning to change the location of the sewer tie-in and eliminate 145 LF of sewer pipe.
- 321216 * We are planning to change the location of the sewer tie-in and eliminate 1,345 SF of asphalt & road base.

Exhibit 2

SECTION 00 0110 – TABLE OF CONTENTS

DIVISION 00 – PROCUREMENT AND CONTRACTING REQUIREMENTS

- 00 0101 PROJECT TITLE PAGE
- 00 0102 PROJECT DIRECTORY
- 00 0107 SEALS PAGE
- 00 0110 TABLE OF CONTENTS

DIVISION 01 – GENERAL REQUIREMENTS

- 01 1000 SUMMARY
- 01 2000 PRICE AND PAYMENT PROCEDURES
- 01 2500 SUBSTITUTION PROCEDURES
- 01 3000 ADMINISTRATIVE REQUIREMENTS
- 01 3216 CONSTRUCTION PROGRESS SCHEDULE
- 01 4000 QUALITY REQUIREMENTS
- 01 4100 REGULATORY REQUIREMENTS
- 01 5000 TEMPORARY FACILITIES AND CONTROLS
- 01 5100 TEMPORARY UTILITIES
- 01 5713 TEMPORARY EROSION AND SEDIMENT CONTROL
- 01 6000 PRODUCT REQUIREMENTS
- 01 7000 EXECUTION AND CLOSEOUT REQUIREMENTS
- 01 7800 CLOSEOUT SUBMITTALS
- 01 7900 DEMONSTRATION AND TRAINING
- 01 9113 GENERAL COMMISSIONING REQUIREMENTS
- 01 9115 BUILDING ENCLOSURE COMMISSIONING REQUIREMENTS
- 01 9116 BUILDING ENCLOSURE FUNCTIONAL PERFORMANCE TESTING

DIVISION 02 – EXISTING CONDITIONS

- 02 4119 DEMOLITION

DIVISION 03 - CONCRETE

- 03 1000 CONCRETE FORMING AND ACCESSORIES
- 03 2000 CONCRETE REINFORCING
- 03 3000 CAST-IN-PLACE CONCRETE
- 03 3511 CONCRETE FLOOR FINISHES

DIVISION 04 - MASONRY

(NOT USED)

DIVISION 05 - METALS

- 05 1200 STRUCTURAL STEEL FRAMING
- 05 5119 METAL GRATING STAIRS
- 05 5210 PIPE AND TUBE RAILINGS

DIVISION 06 – WOOD, PLASTICS, AND COMPOSITES

- 06 1000 MISCELLANEOUS ROUGH CARPENTRY
- 06 4113 ARCHITECTURAL WOOD CASEWORK
- 06 6116 SOLID SURFACE MATERIALS

DIVISION 07 – THERMAL AND MOISTURE PROTECTION

- 07 2100 THERMAL INSULATION
- 07 2726 FLUID-APPLIED MEMBRANE AIR BARRIERS
- 07 3010 ROOFING UNDERLAYMENT
- 07 4111 METAL ROOF PANELS
- 07 4213 ZINC ALLOY METAL PLATE WALL PANELS
- 07 4400 CONCRETE FACED INSULATION PANELS
- 07 4800 RAINSCREEN ATTACHMENT SYSTEM
- 07 6200 SHEET METAL FLASHING AND TRIM
- 07 9200 JOINT SEALANTS

DIVISION 08 - OPENINGS

- 08 1113 HOLLOW METAL DOORS AND FRAMES
- 08 1416 FLUSH WOOD DOORS
- 08 3613 SECTIONAL DOORS
- 08 3815 DOUBLE-ACTING TRAFFIC DOORS
- 08 4229 SLIDING AUTOMATIC ENTRANCES
- 08 4313 ALUMINUM-FRAMED STOREFRONT
- 08 7100 DOOR HARDWARE AND SCHEDULE
- 08 8000 GLAZING

DIVISION 09 - FINISHES

- 09 2116 GYPSUM BOARD ASSEMBLIES
- 09 3000 TILING
- 09 5100 ACOUSTICAL CEILINGS
- 09 6500 RESILIENT FLOORING
- 09 6813 TILE CARPETING
- 09 9000 PAINTING AND COATINGS

DIVISION 10 - SPECIALTIES

- 10 1400 SIGNAGE
- 10 2800 TOILET, BATH, AND UTILITY ACCESSORIES
- 10 4400 FIRE PROTECTION SPECIALTIES
- 10 5100 LOCKERS

DIVISION 11 - EQUIPMENT

(NOT USED)

DIVISION 12 - FURNISHINGS

- 12 4813 ENTRANCE FLOOR MATS AND FRAMES

DIVISION 21 - FIRE PROTECTION

- 211313 FIRE SPRINKLER PERFORMANCE SPECIFICATION

DIVISION 22 - PLUMBING

- 22 0100 GENERAL REQUIREMENTS
- 22 0500 COMMON WORK RESULTS FOR PLUMBING
- 22 0513 COMMON MOTOR REQUIREMENTS FOR PLUMBING EQUIPMENT
- 22 0548 VIBRATION AND SEISMIC CONTROLS FOR PLUMBING PIPING AND EQUIPMENT
- 22 0553 IDENTIFICATION FOR PLUMBING PIPING AND EQUIPMENT
- 22 0700 PLUMBING INSULATION
- 22 1116 DOMESTIC WATER PIPING
- 22 1119 DOMESTIC WATER PIPING SPECIALTIES
- 22 1123 DOMESTIC WATER PUMPS
- 22 1316 SANITARY WASTE AND VENT PIPING
- 22 1319 SANITARY WASTE PIPING SPECIALTIES
- 22 3300 ELECTRIC DOMESTIC WATER HEATERS
- 22 3400 FUEL-FIRED DOMESTIC WATER HEATERS
- 22 4000 PLUMBING FIXTURES
- 22 4500 EMERGENCY PLUMBING FIXTURES
- 22 4700 DRINKING FOUNTAINS AND WATER COOLERS

DIVISION 23 - HEATING VENTILATING AND AIR CONDITIONING

- 23 0100 GENERAL REQUIREMENTS FOR HVAC
- 23 0500 COMMON WORK RESULTS FOR HVAC
- 23 0513 COMMON MOTOR REQUIREMENTS FOR HVAC EQUIPMENT
- 23 0548 VIBRATION AND SEISMIC CONTROLS FOR HVAC PIPING AND EQUIPMENT
- 23 0553 IDENTIFICATION FOR HVAC PIPING AND EQUIPMENT
- 23 0593 TESTING, ADJUSTING, AND BALANCING FOR HVAC

- 23 0700 HVAC INSULATION
- 23 0900 INSTRUMENTATION AND CONTROL FOR HVAC
- 23 1123 FACILITY NATURAL-GAS PIPING
- 23 2300 REFRIGERANT PIPING
- 23 2500 HVAC WATER TREATMENT
- 23 3113 METAL DUCTS
- 23 3300 AIR DUCT ACCESSORIES
- 23 3423 EXHAUST FANS
- 23 3600 AIR TERMINAL UNITS
- 23 3713 DIFFUSERS, REGISTERS, AND GRILLES
- 23 3714 LOUVERS AND VENTS
- 23 5400 FURNACES
- 23 5513 FUEL-FIRED DUCT HEATERS
- 23 5523 GAS-FIRED RADIANT HEATERS
- 23 7200 AIR-TO-AIR ENERGY RECOVERY EQUIPMENT
- 23 8127 VARIABLE VOLUME REFRIGERANT SPLIT SYSTEMS
- 23 8219 FAN COIL UNITS
- 23 8232 ELECTRIC BASEBOARD HEATERS
- 23 8238 ELECTRIC UNIT HEATERS

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- 26 0500 COMMON WORK RESULTS FOR ELECTRICAL
- 26 0519 LOW-VOLTAGE ELECTRICAL POWER CONDUCTORS AND CABLES
- 26 0526 GROUNDING AND BONDING FOR ELECTRICAL SYSTEMS
- 26 0529 HANGERS AND SUPPORTS FOR ELECTRICAL SYSTEMS
- 26 0533 RACEWAY AND BOXES FOR ELECTRICAL SYSTEMS
- 26 0548 VIBRATION AND SEISMIC CONTROLS FOR ELECTRICAL SYSTEMS
- 26 0553 IDENTIFICATION FOR ELECTRICAL SYSTEMS
- 26 0573 OVERCURRENT PROTECTIVE DEVICE COORDINATION STUDY
- 26 0574 ELECTRICAL TESTING
- 26 0923 LIGHTING CONTROL DEVICES
- 26 2413 SWITCHBOARDS
- 26 2416 PANELBOARDS
- 26 2726 WIRING DEVICES
- 26 2813 FUSES
- 26 2816 ENCLOSED SWITCHES AND CIRCUIT BREAKERS
- 26 4313 TRANSIENT-VOLTAGE SUPPRESSION FOR LOW-VOLTAGE
ELECTRICAL POWER CIRCUITS
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26 5600 EXTERIOR LIGHTING

DIVISION 28 – ELECTRICAL SAFETY AND SECURITY

28 0500 COMMON WORKS RESULTS FOR ELECTRONIC SAFETY AND SECURITY

28 0519 CONDUCTORS AND CABLES FOR ELECTRONIC SAFETY AND SECURITY

28 3111 DIGITAL, ADDRESSABLE FIRE-ALARM SYSTEM

APPENDIX

END OF SECTION

CODE ANALYSIS

APPLICABLE CODES

Year	Code
2011	National Electrical Code
2015	International Building Code
2015	International Plumbing Code
2015	International Fire Code
2015	ADA Accessibility Guidelines

A. Occupancy and Group: B. S2 A2
 Change in Use: Yes No Mead Occupancy Yes No
 Special Use and Occupancy (if High Risk, Covered Path): N.A.
 Seismic Design Category: D Design Wind Speed: 115 mph
 C. Type of Construction (circle one):
 I II III IV V VI VII VIII
 Fire Resistance Rating: Requirements for the Exterior Walls based on the fire separation distance (in hours):
 North: 0 South: 0 East: 0 West: 0
 Mixed Occupancies: YES Nonseparated Units: YES
 Sprinklers: Required: YES provided: YES Type of Sprinkler System: NFPA 13 (MET PIPE)
 Number of Stories: 1 Building Height: 20'5"
 Actual Area per Floor (square feet): 2,213 SF 2,787 SF
 Total Area: 2,213 SF (A2 SPRENGLED)
 Area Modifications: N.A.
 Fire Resistance Rating Requirements for Building Elements (hours):
 Element: Hours Assembly Element Hours
 Exterior Cladding Walls: 1 U-060 Floors: Ceiling/Floor: 0
 Interior Cladding Walls: 0 U-060 Exterior Doors and Windows: 0
 Interior Partitions: 0 U-060 Glass Enclosures: 0
 Structural Members: 0 U-060 Fire Protection: 0
 Other Elements: 0 U-060 Fire Protection: 0
 Other Elements: 0 U-060 Fire Protection: 0

IRON HORSE BUS BARN REMODEL

1053 IRON HORSE DR,
 PARK CITY, UT 84060

MAY, 2019
 PERMIT SET

PREPARED BY

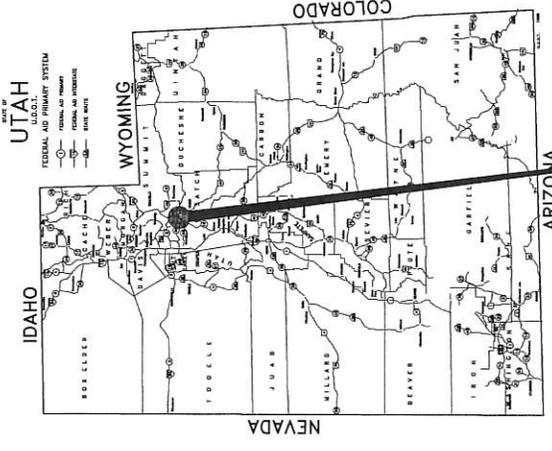
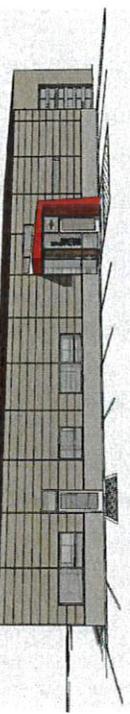


architecture • sustainability • design services

255 Crossroad Square
 Salt Lake City, UT 84115
 P:(801) 961-7070
 F:(801) 961-7373
 Ralph Stanislaw

CONSULTANTS:

STRUCTURAL	MECHANICAL/PLUMBING	ELECTRICAL	CIVIL	FIRE PROTECTION
JIM BUCHANAN 541 LAKELAND BLVD SALT LAKE CITY, UTAH 84115 P: (801) 261-5004	WIP ENGINEERING 800 WEST 1000 SOUTH SALT LAKE CITY, UTAH 84119 P: (801) 467-6611	ECE, Electrical Consulting Engineers, Inc. 515 WEST 1000 SOUTH SALT LAKE CITY, UTAH 84119 P: (801) 467-6611	GARY BOSS ENGINEERS, INC. 515 WEST 1000 SOUTH SALT LAKE CITY, UTAH 84119 P: (801) 467-6611	GREG BURN ENGINEERING, INC. 5000 WEST 1000 SOUTH WEST VALLEY CITY, UT 84119 P: (801) 984-3473



LOCATION MAP
 PARK CITY, UTAH
 NOT TO SCALE

CLIENT



Park City Public Works
 595 Iron Horse Dr
 Park City, UT 84060

DESIGNER



255 Crossroad Square
 Salt Lake City, UT 84115
 P:(801) 961-7373

CONSULTANTS

STRUCTURAL	ELECTRICAL
JIM BUCHANAN 541 LAKELAND BLVD SALT LAKE CITY, UTAH 84115 P: (801) 261-5004	GREG BURN ENGINEERING, INC. 5000 WEST 1000 SOUTH WEST VALLEY CITY, UT 84119 P: (801) 984-3473

MECHANICAL/PLUMBING

FIRE PROTECTION
GREG BURN ENGINEERING, INC. 5000 WEST 1000 SOUTH WEST VALLEY CITY, UT 84119 P: (801) 984-3473

PROFESSIONAL SEAL



ISSUE

MARK	DATE	DESCRIPTION
ARCHIPEX PROJECT NO:	1815.01A	
DRAWN BY:	M. TURNER	
CHECKED BY:	R. CHILDS	
SCALE:	AS NOTED	
DATE:	MAY, 2019	

KEY PLAN

SHEET TITLE

COVER SHEET

G000