



**PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
February 2, 2023**

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

CLOSED SESSION - 3:00 p.m.

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

WORK SESSION

4:15 p.m. - Transportation Planning Update

[Transportation Planning Staff Report](#)

[Exhibit A: PC Forward Vision Summary and Priority Projects](#)

[Exhibit B: 2023 Winter TDM Progress Report](#)

5:15 p.m. - Break

REGULAR MEETING - 5:30 p.m.

I. ROLL CALL

II. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments

Staff Communications Reports

1. IT Overview in Response to Decentralized versus Centralized Concept
[IT Role in Funding Strategies Staff Report](#)
2. Community Engagement 2022 Fourth Quarter Update
[Community Engagement Staff Report](#)
[Exhibit A: Social Media Quarterly Report](#)
3. 2022-23 Snow Removal Operational and Financial Update
[Snow Removal Staff Report](#)

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

IV. CONSIDERATION OF MINUTES

1. Consideration to Approve the City Council Meeting Minutes from January 5 and 17, 2023
[January 5, 2023 Minutes](#)
[January 17, 2023 Minutes](#)

V. CONSENT AGENDA

1. Request to Approve the First Addendum to Avail Technologies Professional Services Agreement for Additional Support to Replace and Upgrade Transit Bus Stop Digital Signs in an Amount not to Exceed \$14,328 for a New Total Amount of \$394,744
[Bus Stop Upgrade Contract Staff Report](#)

VI. OLD BUSINESS

1. Discuss the Potential Expansion of Recreational Capital Facilities Including the Summer Camp Building, Aquatics Facilities at PC MARC, and New Facilities at the Park City Sports Complex
(A) Public Input
[Recreation Capital Needs Staff Report](#)
[Exhibit A: Park City Municipal & Recreation Center and Park City Sports Complex Master Plan](#)
[Exhibit B: City Park Building Concept 2017](#)
2. Review the Lower Park Avenue Improvement Project Public Engagement Process
(A) Public Input
[Lower Park Avenue Improvement Project Staff Report](#)
[Exhibit A: Public Engagement Summary](#)
[Exhibit B: 2002 Old Town Improvement Study](#)
[Exhibit C: 2011 Old Town Improvement Study Alternatives Analysis](#)

VII. NEW BUSINESS

1. Consideration to Approve Three Easements to Rocky Mountain Power for Transmission Lines and Underground Distribution Lines Across City Property
(A) Public Input (B) Action
[Utility Easements Staff Report](#)
[Exhibit A: Map](#)
[Exhibit B: Easement - SA-224-X](#)
[Exhibit C: Easement - PCA-110-X, SCCS-C-X, CRKSD-2-X, PACA-900-A-X](#)
[Exhibit D: Easement - PCA-110-G-1-X](#)
2. 2023 Legislative Session Update
*Each week during the 2023 Legislative Session, the City Manager will provide an update and synopsis of the session to date. The Legislative Bill Tracking List will be updated 24-48 hours prior to the City Council Meeting and available [here](#).

VIII. ADJOURNMENT

PARK CITY WATER SERVICE DISTRICT MEETING

I. ROLL CALL

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

III. NEW BUSINESS

1. Consideration to Authorize the Mayor to Execute a Memorandum of Agreement, in a Form Approved by the City Attorney, to Continue Leasing Surplus Water to Weber Basin Concurrent with the Western Summit County Project Master Agreement
(A) Public Input (B) Action
[Water Lease Staff Report](#)

IV. ADJOURNMENT

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

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

Council Agenda Item Report

Meeting Date: February 2, 2023

Submitted by: Michelle Kellogg

Submitting Department: Transportation Planning

Item Type: Work Session

Agenda Section: WORK SESSION

Subject:

4:15 p.m. - Transportation Planning Update

Suggested Action:

Attachments:

[Transportation Planning Staff Report](#)

[Exhibit A: PC Forward Vision Summary and Priority Projects](#)

[Exhibit B: 2023 Winter TDM Progress Report](#)

City Council Staff Report

Subject: Transportation Planning Update
Authors: Julia Collins, Alex Roy, Gabriel Shields, and Hannah Pack
Departments: Transportation Planning
Date: February 2, 2023
Type of Item: Work Session

Summary

[Vision 2020](#), Park City's [long-range transportation plan – PC Forward](#), and discussions during City Council's [July Retreat](#) recognized traffic and transportation among the most critical issues facing Park City. Time is of the essence to advance programs, projects, and policies that help move the needle on our progress to mitigate impacts and improve and provide more viable alternatives to driving a car.

This work session will focus mainly on the SR-248 Corridor and the March 2022 Disruptive Idea list.

Council will also be provided an update on several transportation planning projects and programs, including the Snow Creek Walkability project, Transportation Demand Management programs, the Short Range Transit Plan, and the Bicycle and Pedestrian Plan.

SR-248 Transit Corridor

The SR-248 corridor serves as a gateway to Park City and the primary connection between eastern Summit County and Wasatch County. Over the past decade, several [studies were conducted](#) to determine solutions to ease traffic congestion, prioritize transit, and improve bike and pedestrian safety. Utah Department of Transportation (UDOT) is actively involved in jointly [developing solutions](#) with Park City. In 2019, the "Corridor Improvement Project" resulted in a concept to widen the entire corridor to five travel lanes. Expanding 248 to five travel lanes was ultimately not supported by the [Park City Council on July 12, 2019](#), and UDOT instead spent \$3.4 million to rehabilitate asphalt, add a westbound transit shoulder lane, enhance crosswalks, and create the Richardson Flat Road traffic signal.

During the recent long-range transportation planning process, public feedback supported exploring "high-capacity transit service and transit priority lanes along gateway corridors." Currently we are engaged in two important discussions with UDOT:

- How to quickly obtain an eastbound transit shoulder lane on SR-248
- An SR-248 transit analysis (comparable to the SR-224 BRT project [alternatives analysis](#)) to begin the alternatives review process and gain Federal Transit Administration recognition (funding eligibility).

Disruptive Idea List

At the [March 31, 2022, Council meeting](#), a "[disruptive ideas list](#)" was presented, focusing on controversial ideas that have the potential to alter the way people travel to and around Park City. Recently, Park City received an \$80,000 UDOT Emerging Technologies grant which will allow us to further explore a few of these ideas, including:

- Identify technology to implement dynamic parking pricing and parking reservations for on-street parking;
- Assess the viability of a tunnel beneath or parallel to SR-248;
- Explore congestion pricing and tolling along gateway corridors, including electronic collection and dynamic pricing;
- Examine the viability of a Rail Trail expansion for aerial along SR-248;
- Future management strategies to maximize curb usage, including allocation of rideshare, shuttles, automated vehicles, pickup/drop off zones, freight and delivery, etc.; and

- Expand intelligent transportation system (ITS) technologies, including the coordination and management of multiple transportation technologies deployed simultaneously.

Transportation technology has evolved rapidly in recent years, and this project will help ensure the City is prepared to adapt to and implement these innovations. This work will recommend potential costs, policy changes, timelines, and technology, which we anticipate completion in Spring/early Summer 2023.

Comprehensive Overhaul of Traffic Circulation “One-Way Loop”

One of the items on the Disruptive Idea list is the “One-Way Loop” around segments of SR-224/Deer Valley Drive/SR-248. Our Team began initial traffic modeling to understand the benefits and challenges associated with the idea of a major reorganization of traffic flow and circulation in Park City – a comprehensive one-way traffic circulation around the Bonanza Park Neighborhood. The State highway corridors experience high and predictable directional volumes inbound and outbound during peak periods, leaving crucial sections of the roadway underutilized while other segments are over capacity.

The one-way loop would reimagine the inbound and outbound corridors, converting two-way segments into four-lane, counter-clockwise one-way loops. The segments could feature, express transit only lanes (supporting BRT), expanded sidewalks for pedestrians, and dedicated/separated bike lanes. The initial findings indicate substantial benefit for traffic and transit prioritization, but also likely involve right-of-way acquisition and need for minor roadway widening. Additionally, major sections of the one-way circulating loop are state-owned facilities and would require UDOT support to move forward or a transition to PCMC ownership. Transferring ownership of the State highway facilities (248/224) within Park City requires careful consideration – there are major cost, labor, equipment, technology, and maintenance responsibilities. We are continuing to model the concept, and anticipate reporting back to Council on tradeoffs, considerations and next steps in the coming months.

Regional Parking Needs Assessment

In Fall 2022, Park City and Summit County jointly applied for a UDOT grant to conduct a regional parking needs assessment for remote parking locations. The grant would provide a County-wide parking evaluation of future demand for park & ride facilities; identify prospective properties; and examine current parking practices, such as remote or shared parking requirements for development. It will also ensure the proposal is paired with adequate transit, usage evaluation, and intergovernmental collaboration.

Included in the coordination is High Valley Transit, Summit County, UDOT, and the Utah Transit Authority. The Canyons Village, Deer Valley, and Park City Mountain support the planning effort as well. UDOT announces grant awards in Spring/Summer 2023, and we remain optimistic.

Snow Creek Walkability Project Update

The final uncompleted project in the 2006 Walkability project list is the bicycle and pedestrian tunnel at Snow Creek and SR-248. At the [May 12, 2022, Council meeting](#), bridge and tunnel options were presented and Council requested additional alternatives and cost information, including an at-grade crossing for consideration.

Additionally, Council directed a meeting with the Yarrow/Double-Tree hotel redevelopment team to identify any opportunity for private/public collaboration. Although a meeting was held, the redevelopment remains uncertain and likely does not provide an opportunity to site a tunnel portal on private property.

The procurement process will begin Spring 2023 to select a consulting firm and begin refining the design of the Snow Creek tunnel at the intersection of Kearns Boulevard and Snow Creek Drive. The consultant at this next stage will ultimately advance cost considerations to help Council refine the tunnel alternatives which will be presented in Summer 2023.

Bicycle and Pedestrian Plan

The Park City Bicycle and Pedestrian Plan (PC BPP) was launched Fall 2021 to recommend new policies and infrastructure based on public safety, stakeholder input, and existing conditions. A comprehensive engagement effort was undertaken, as highlights include 7 neighborhood walking audits, Fall Projects Open House, and a 700-response bilingual survey (virtual and paper). In Fall 2022, the PC BPP was paused due to staffing changes and to prioritize the completion of PC Forward, the SRTP, and the Winter 2022/23 Transit Service Plan.

Over the last several months, PC BPP was restarted. We are conducting a series of community conversations in Winter 2023, completing network needs evaluation, and examining strategies. The Neighborhoods First (NF) groups and other community stakeholder organizations will be invited to the outreach events. The additional neighborhood engagement will produce a prioritized list of biking and walking capital projects. The findings will be presented to Council in April 2023.

Transportation Demand Management Program

In 2016, Council adopted the [Transportation Demand Management \(TDM\) Plan](#) to mitigate congestion and reduce the number of Vehicle Miles Traveled (VMT) in Park City. This included reducing Single-Occupant Vehicle (SOV) trips to, from, and within Park City. We continue to implement, capture, and change travel behavior using the following strategies:

- User and employee incentive programs ([Ride On Park City](#));
- Bicycle and pedestrian safety education programs (bike-to-school, public awareness campaigns, etc.);
- Regional Travel information tools ([TravelWise](#), [Summit County Road information](#), UDOT [Traffic app](#));
- Transit Oriented Development/Land Management Code Updates;
- Employee Shuttles, carpooling, and [vanpools](#);
- [Try Transit education](#) and incentive programs;
- Parking Management/Smart Parking/Remote Parking Solutions;
- [Guaranteed Ride Home Program](#); and
- [Summit County E-bike Share Program](#) (a partnership led by Summit County).

The TDM plan is mostly funded through Summit County's 3rd quarter transportation sales tax. Program adjustments occur collaboratively and based on effectiveness, resources, and cost.

Mid-Winter Ride-On Program:

[Ride On Park City](#) is an online platform that matches commuters to carpools and allows employers and organizations to reward employees for their transportation choices. We partner with the Canyons Resort Village Mountain Association (CVMA), Deer Valley, Park City Mountain, and the Park City Chamber of Commerce. An example of collaboration is the Winter Commuter Incentive Program, with over \$1,500 cash prizes available. Launched December 1, 2022, Park City logged more than 5,000 Ride-On trips, reducing CO₂ by more than 20 million pounds. The number of participants increased by 150% since winter 2021-2022!

Short-Range Transit Plan

Park City's Short Range Transit Plan (SRTP) is the five-year business plan for PC Transit. When High Valley Transit (HVT) began regional transit operations in 2021, PC Transit narrowed its focus to PCMC boundaries. The SRTP focuses on transit routing, schedules, frequency, performance metrics, technology, and vehicle and equipment. The SRTP also identifies future opportunities and federal funding to support operations and capital improvements. The SRTP was developed after significant community feedback, including stakeholder interviews, open houses, 15 informational pop-ins, and a 500-response community survey. The SRTP final report is underway, and we plan to return to Council with the final report in March.

SR-224 BRT

High Valley Transit Director, Caroline Rodriguez, presented an update to [Council on 1/12/2023](#). The [project's website](#) will continue to be updated as the project advances, providing additional opportunities for public input.

Discussion

Staff requests Council discussion on:

1. Strategies under consideration for SR-248;
2. Strategies under consideration for the Emerging Technologies Plan; and
3. Any other areas regarding comprehensive transportation planning?

Attachments

Exhibit A – PC Forward Vision Summary and Priority Projects

Exhibit B – 2023 Winter TDM Progress Exhibit



PARK CITY **FORWARD**



a comprehensive
transportation blueprint

VISION SUMMARY



VISION SUMMARY

Park City Forward is our community's long-range transportation plan. It articulates a forward-thinking vision and package of investments that will guide decisions on how to spend transportation funds that best serve our values. As the city's long-range transportation plan, Park City Forward plans for the next 30-year planning horizon. Park City Forward aims to implement the transportation vision of the community. It provides projects and policies that shape the transportation network, but is not rigid in approach to remain flexible in an evolving and quickly-developing environment.

Park City Forward builds on many prior projects including: Park City Vision 2020, the General Plan, and the Transportation and Trails Master Plan. It includes coordinated Nodal and Modal Plans to show how the Project List will be programmed by location and transportation type in a phased and fiscally justifiable manner.

Since 2018, we have talked with and heard from hundreds of people – their ideas, concerns, challenges, priorities, and goals. While the needs and opinions of community members vary, a shared set of values anchors this work.

Park City Forward is your plan.



Public support for several key themes and top project ideas emerged consistently throughout Park City Forward's public engagement activities and phases:

- Develop **high-capacity transit service** and/or **transit priority lanes** along gateway corridors
- Expand the network of **high-frequency transit service**
- Improvements to Main Street and Old Town to support business operations while balancing the need for **safe, comfortable walking and bicycling access**
- Develop commute **incentive programs** and update parking pricing and options to improve employee and visitor access at resort areas
- Improve sidewalks and crossings and develop **multimodal improvements** in Bonanza District and along Park Avenue, Kearns Boulevard, and Deer Valley Drive
- Complete the **sidewalk network** to make walking the default choice for short trips
- Develop new **park-and-ride facilities** and serve them with fast, **frequent transit connections**

Stakeholder and public feedback were a critical part of project evaluation criteria. For more information regarding outreach refer to Chapter 2 of the Park City Forward Report or the Park City Forward Community Engagement Report.

1,000+ views of project website

Over 900 survey participants

PARK CITY FORWARD



a comprehensive
transportation blueprint



OVER **1,700** COMMENTS
AND IDEAS RECEIVED

PRIORITY PROJECT PLAN

Park City Forward elevates the projects that will best help us reach our goals and fulfill our vision. The map on the next page shows some of the highest priority projects to keep Park City moving forward.

GETTING TO PARK CITY



Park City is working to decrease the amount of traffic coming into town by providing robust mobility options, including new regional services, parking areas outside of town via intercept lots, and enhanced transit service.

Priority Projects

- **SR-248 Corridor Mobility Improvement Project**
- **Support Regional Projects (PC-SLC Connect)**
- **SR-224 High-Capacity Transit**
- **SR-248 Transit Corridor Study**
- **Park-and-Ride Facilities**
- **Park City Mountain Resort (PCMR) Multimodal Hub**
- **Deer Valley Resort Multimodal Hub**
- **Peak Day Mitigations**
 - » Wayfinding, Real-time Information, and Data
 - » Marketing & Communications
 - » Real-time Travel Information

GETTING AROUND PARK CITY



When people are in Park City, we focus our investments in projects and modes that support parking once, using non-driving modes as able, and improving connections for the local community.

Priority Projects

- **Pedestrian Crossing Improvements**
- **Rail Trail Connections**
- **Park Avenue Complete Streets**
- **Old Town Circulation Plan**
- **Intersection Improvements**
- **Flexible Transit Zones**
- **Bus Stop Improvements**

Park City Forward - Highest Priority Projects

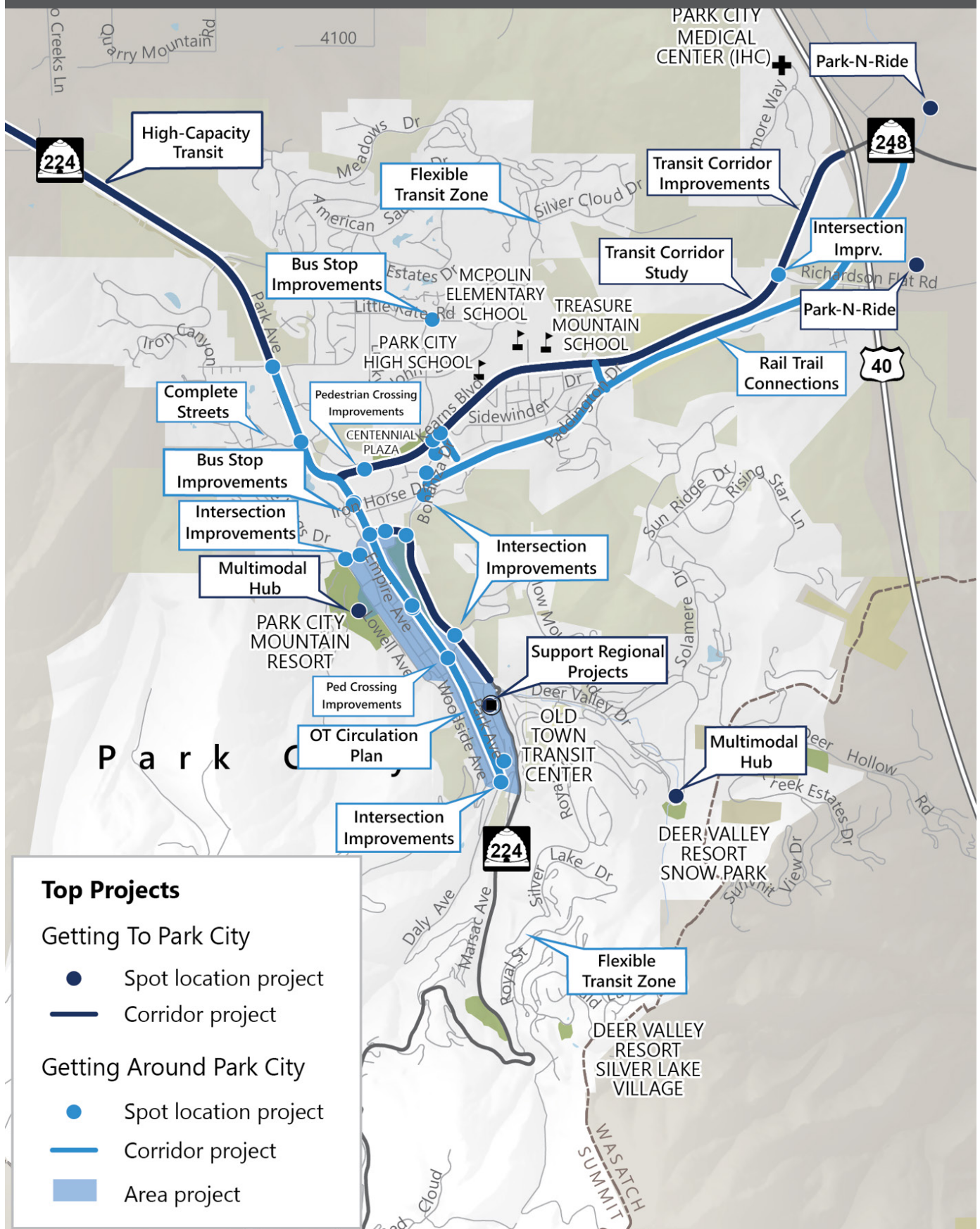


Exhibit B

Ride On Park City

Park City is partnering with Summit County, Park City Chamber of Commerce, and large employers to engage with the 'Ride-On Park City' platform to manage and implement many of the Transportation Demand Management strategies found in the 2016 TDM plan. The benefits of the [Ride On Park City](#) platform offers incentive gamification programs that are easy for large employers to run for employees, trip-reduction strategies through carpool matching, smart trips programs, coordination with other City initiatives for events like Try Transit Week, push notifications for transit and event operations, and transit trip planning for Park City Transit and High Valley Transit.

Progress this winter:

- **Commuter Incentives**
 - This ski season, program partners, Canyons Resort Village Mountain Association, Deer Valley Resort, Park City Mountain, and the Park City Chamber of Commerce have collaborated to provide a [Communitywide Winter Incentive Program](#) on Ride On Park City. This Program rewards users for rethinking their commuter behavior by providing incentives to utilize remote parking solutions, transit, carpooling, vanpooling, walking, and biking. The user with the most trips will win a \$1,500 cash prize provided by the Chamber of Commerce. The program encourages sustained behavior changes by offering monthly prizes to users who log one or more trips.
 - The Communitywide Winter Incentive Program was launched on December 1, 2022. During the first month, the Park City community logged more than five thousand trips, reducing the CO₂ in our air by more than 20 million pounds. Additionally, the number of participants has increased by 150% over the total number of users during the winter 2021-2022 program. The program concludes on March 31, 2023.
 - To help promote the event, Park City Trail Rangers set up a table at Old Town Transit Center on December 14, 2022, from 7 am until 9 am, to greet and thank morning commuters using transit. The Trail Rangers handed out breakfast items, tote bags, bike bells, buttons, stickers, and treat bags with information about Ride On Park City and the Communitywide Winter Incentive Program.
- **Try Transit Week Challenge**
 - Park City Transit held a Try Transit Week event from January 8, 2023, to January 14, 2023. Events included Commute with Coffee at several locations in partnership with Canyons Village Management Association (CVMA) and Deer Valley Resort. On



Instagram post promoting Ride On's impact



Park City Trail Rangers promoting Ride On at Old Town Transit Center on December 14, 2022

Wednesday evening, Council members joined Transit and Chamber staff by riding transit and meeting with riders onboard. Transit also held a weeklong Challenge on Ride On to help encourage and support transit use in Park City. The top three riders received prizes, including outdoor gear, insulated drinkware, Park City Transit branded beanies, and more.

- Carpool Matching
 - The Ride On Park City platform offers functionality to connect commuters to ride-sharing trips. Users can input their regular commute, and the platform will match them to neighbors who share a similar commute. Users can choose to match only with others in their organization or with any user on the platform. In December 2022, 31% of trips (2,100 trips) logged on Ride On Park City were carpool trips.
- Tailored Information for Work Trips
 - This platform offers push notification and communications features that allow for tailored information for work, event, and other trip types. This application is intended for PCMC employees and large employers, like the resorts, to use for their employees, initially with the goal of making this accessible publicly as support and familiarity with the application build.
 - Several resources are also posted on Ride On Park City, including remote parking locations, Park City Transit and High Valley Transit schedules, carpool parking pass information, and information about Guaranteed Ride Home.
 - Staff continues to use variable messaging signs to provide traffic updates before special events.
- Guaranteed Ride Home
 - The [Guaranteed Ride Home](#) (GRH) program allows all residents and employees in Summit County to take a variety of transportation modes for their commutes, including transit, carpool, vanpool, bicycle, walking, or employer-provided shuttle or van service, with peace of mind. Employees are eligible to receive reimbursement for rideshare expenses if unexpected circumstances prevent them from being able to return home as expected. The GRH program may be used in unexpected personal or family emergencies, unexpected illness, unscheduled overtime, or when the user's ridesharing vehicle breaks down. Users must be registered for the program before taking a rideshare. [Participation guidelines](#) and [more information](#) can be found online.

PCMC Employee Programs

- PCMC Employee Education
 - Park City offers several transportation resources and transportation subsidies for its employees. These help with employee retention and overall satisfaction in the workplace.
 - Staff have had multiple touchpoints with employees to inform them of available resources, subsidies, and options. These include emails, posting fliers, lunch sessions, and a presentation to department managers.
 - A Winter Incentive Program through Ride On Park City has been developed specifically for City employees. This Program rewards City employees for using other transportation options and being part of our traffic solutions.
- Free UTA Vanpool
 - Park City Municipal has partnered with Utah Transit Authority (UTA) to provide City employees with a [free vanpool service](#) from Salt Lake City. The van is operated by City employees who volunteer to drive and complete training from UTA.

- Free UTA Transit Passes
 - Park City Municipal employees can receive a free UTA transit pass. This pass covers the cost of the PC-SLC Connect, all regular UTA buses, TRAX (light rail), and the S-Line streetcar for employee commutes.

Eight Great Ways To Get Around Park City

Ride On

1 Find neighbors who live and work near you on Park City's carpool matching platform, Ride On! You can reduce your car maintenance, parking and gas costs by sharing a ride. You can also join our incentive programs which reward you for switching up your commute! Ride On also provides metrics of money saved and emissions reduced. So far, PCMC employees have reduced 6.8 tons of CO2 from our air!



Vanpool

2 Switch up your commute with a UTA Vanpool! Park City provides a **free vanpool** for PCMC employees from Salt Lake City. The vanpool meets M-F at **Olympus Cove Park & Ride** at 7:15 am and leaves Park City at 5 pm. For more information about our vanpool, and to get signed up, please contact Hannah Pack.

Commuter Bus

3 PCMC pays for every work trip you make on UTA services, including PC-SLC Connect! Eastern Summit County can take advantage of High Valley Transit's fare-free commuter service from Kamas. Pick up a **free fare pass** from HR today! Check out [HighValleyTransit.org](https://www.hvtransit.org) and [RideUTA.com](https://rideuta.com) for more information and schedules.

Park & Ride

4 Avoid traffic congestion and expensive parking fees by parking for free at a Park and Ride lot and taking free transit to your destination. Scan the QR code below to see locations and bus route information.



Park City Transit

5 Park City Transit is the stress-free way to get where you're going. Our **free transit system** helps give you transportation options that are affordable and convenient, while reducing traffic by getting cars off the road. You will also help reduce greenhouse gas emissions and fuel costs, while avoiding parking fees. View routes and plan your trip at ParkCityTransit.org.

Telework & Early Release

6 Some positions allow for more flexible working schedules. During peak days, employees who can telework are encouraged to do so. Other positions may allow for early release time to help offset peak traffic demands. Contact your department manager to find out if you are eligible for early release and a calendar of peak days.

Walking & Biking

7 Walking and biking are the most sustainable options for getting around town. As an added bonus, they can help keep you and our air healthy! PCMC has purchased several e-bikes distributed throughout city buildings. Each bike is managed by a different department and all users must take bike safety training.



Guaranteed Ride Home

8 Never worry about getting stranded in case of an emergency! PCMC employees who commuted without driving alone can get a **free ride home** in the event of unexpected situations, such as a sick family member or a schedule change.



Scan the QR Code for useful links or visit <https://linktr.ee/rideonparkcity>



Reach out with questions or for help planning your commute: Hannah.Pack@ParkCity.org

Flier promoting transportation alternatives

Council Agenda Item Report

Meeting Date: February 2, 2023

Submitted by: Michelle Kellogg

Submitting Department: Executive

Item Type: Information

Agenda Section: WORK SESSION

Subject:

5:15 p.m. - Break

Suggested Action:

Attachments:

Council Agenda Item Report

Meeting Date: February 2, 2023

Submitted by: Michelle Kellogg

Submitting Department: Information Technology

Item Type: Information

Agenda Section: COMMUNICATIONS AND DISCLOSURES FROM
COUNCIL AND STAFF

Subject:

IT Overview in Response to Decentralized versus Centralized Concept

Suggested Action:

Attachments:

[IT Role in Funding Strategies Staff Report](#)



City Council Staff Communications Report

Subject: IT Decentralized versus Centralized
Author: Scott W. Robertson
Department: Information Technology
Date: February 2, 2023

Background

The IT and Legal Department briefly summarized organizational software and technology funding and procurement during the FY23 budget process. At the time, a question emerged from Council about centralized IT management and procurement versus decentralized.

This summary aims to clarify the IT Department's role and relationship to organizational funding strategies and structures.

Executive Summary

Generally, the City remains focused on centralized IT processes, software, and security systems to ensure operational continuity. However, opportunities exist for improving processes to align with broader organizational needs while positioning Park City for the future.

Background Analysis

Information technology is an essential part of every business operation. Park City Municipal is no different. However, our service offerings are broad, implying a high operational complexity relative to our resident population. Department specialization is required to meet business requirements and regulations that our residents, businesses, and customer's desire. The IT Department supports these needs in addition to core functions such as network, cyber security, hardware and computer replacements, email, and many commonly used software and mobile applications.

Our policy, network, systems, and security architecture shape how technology is purchased and deployed. All technology acquisitions require formal vetting by the IT Department and City Attorney before reviewing actual contract negotiations and purchases. However, challenges exist, such as the desire to obtain highly specialized cloud-based services, individually tailored payment and customer service systems, and systems required for public safety (water, police, etc.).

The IT department is working to balance specialized department needs with efficiency and cost-effectiveness. Consolidating and centralizing operational software programs have advantages, including cost, data sharing, consolidated training and support, and managing cybersecurity risks.

The effort to sharpen how acquisitions are made requires time, deeper organization collaboration, advanced skills, and focused commitment. It also positions the City for the future. One near-term example of our centralized IT process is our work to replace Eden, our financial and enterprise management system. Providing organized workflow management with financial processes.

Once deployed, a new system will provide improved connectivity between various divisions, such as accounting, permitting, contracting, and other functions throughout the City. However, financial resources for technology purchases are not always centralized due to various funding sources. For example, IT systems for the new 3Kings water treatment plant are funded through the Public Utilities Enterprise Fund, and Golf expenses are through the Golf Enterprise Fund. The IT department draws against both departmental technology budget accounts to fulfill orders, maintenance, security functions, and physical computer equipment replacements.

On the other hand, the IT Department's General Fund budget is the primary funding source for most administrative department needs. Despite a desire for centralization, there are departments, such as the Police, that require shared software with Summit County, State of Utah, and supplement with outside grant funding. Notwithstanding this complex system, the IT Department supports the Police systems.

Conclusions

A centralized management approach is best to gain efficiencies, leverage data, and protect our infrastructure. However, as technology complexity and adoption grow, we must consider the impacts and risks while adapting to a new operational framework that supports these realities.

Council Agenda Item Report

Meeting Date: February 2, 2023

Submitted by: Michelle Kellogg

Submitting Department: Community & Public Affairs

Item Type: Information

Agenda Section: COMMUNICATIONS AND DISCLOSURES FROM
COUNCIL AND STAFF

Subject:

Community Engagement 2022 Fourth Quarter Update

Suggested Action:

Attachments:

[Community Engagement Staff Report](#)

[Exhibit A: Social Media Quarterly Report](#)

City Council

Staff Communications Report



Subject: Community Engagement Quarterly Update
Authors: Linda Jager, Tanzi Propst, Emma Prysunka, Clayton Scrivner
Department: Community Engagement
Date: February 2, 2023
Type of Item: Informational

Executive Summary

The Community Engagement Team has had an active quarter fulfilling its mission of “fostering communication and connection between the community and Park City Municipal.” This overview is the second in a series of quarterly updates highlighting the Team’s activity from October – December 2022. As always, we remain open to Council input and suggestions regarding how to fulfill our mission in support of Council and community goals.

Progress Overview and Highlights

The Community Engagement Team continues to expand and enhance services offered in strategic communications, stakeholder outreach, digital content development, and community events. The following are selected highlights of recent department activities.

Strategic Communications

Proactive media relations and coordination resulted in significant coverage across a variety of media outlets in Park City and along the Wasatch Front. The Team also developed and executed public service announcements, citywide mailings, webpage updates, and [Engage Park City](#) campaigns to promote the following programs and initiatives:



- *Slow Your Roll* - citywide speed limit reduction program;
- [Equity](#) and [Human Resources](#) webpage design;
- [Future of Empire Creek](#);
- [Human Rights Commission 2022 Municipal Equality Index \(MEI\)](#);
- Launch of PCMC updates on KPCW’s [Cada Domingo](#) and [Minuto Hispano](#);
- [Live Park City Lite Deed Restriction Program](#);
- [Lower Park Avenue Improvement Project](#);
- [Park City Transit Winter Service](#);
- Promotional support of TODAY’s Merriest Main Street in America;

- [Ride On commuter incentive program](#);
- [Ski Wax Takeback program](#);
- [Special meeting of the Planning Commission \(Snow Park\)](#);
- [Utah Olympic Bid Community Conversation Series](#);
- Winter 2022-23 snow plowing and snow hauling program; and
- [Winter Transit to Trails service](#).

Stakeholder Outreach

Working in-house with all City departments and programs, the Community Engagement Team continues to provide professional communications and stakeholder engagement support services. A sample of recent projects includes:

- 2023 Sundance special event impact outreach and collateral;
- Halloween special event impact outreach;
- Landscaping and water conservation [survey](#);
- Lower Park Avenue Improvements [survey](#);
- [National Community Survey](#);
- Peak Day traffic and transit messaging, text/social alerts, and communications strategy;
- Upper Main Street Intersection Improvements project [webpage](#) and focus group facilitation; and
- Wildfire Risk community [survey](#).

Digital Content and Strategy

Park City's digital communication tools and content suite continues to reach, engage, and inform our residents and community stakeholders. These tools include Facebook, Instagram, Twitter, Nextdoor, Park City Municipal Newsletter, e-mail marketing, Engage Park City, and the City's website. The Team recently launched video highlight series, which aims to highlight city initiatives and the people behind the City's projects and programs. The Team also facilitates a quarterly PCMC Social Media internal workgroup to coordinate digital campaigns. Below are high-level metrics of our digital communications activity. An extended report can be found in Exhibit A.

- 17,081 followers (Facebook, Instagram, Nextdoor, and Twitter);
- 1,051 social media posts;
- 42,693 video views;
- Social media follower demographics:
 - Facebook: 63.4% women, 31.5% men, 5.2% nonbinary/unspecified; 35-44 top age group of followers
 - Instagram: 48% women, 29.2% men, 22.8% nonbinary/unspecified; 35-44 top age group of followers;
- 123,031 website visitors - 40% of visitors are between 18-34;
- Top website landing pages: PC Transit Routes & Schedules, PC Ice Arena, and PC MARC;
- 3,892 Engage Park City webpage visitors; and

- 14 newsletters and e-blasts sent to 6,321 recipients, 50.67% open rate (current industry average for local government is 19.4%).

Upon review of these metrics, we plan to make the following changes or enhancements:

- Our open e-mail rate for newsletters and updates is strong. We will continue strategizing and prioritizing our messaging to share our stories and increase engagement effectively.
- NextDoor engagement is gaining traction. We will utilize this platform to push informational polls and surveys, which will continue to increase engagement metrics.
- Our social media audience loves visuals. We will continue to feature high-quality photos, graphics, and videos in our content strategy.
- We plan to grow the frequency of [staff spotlights and behind-the-scenes video](#) content to connect the community with the great people and work of the Park City Municipal team.
- We will utilize our new [Polco](#) online community engagement polling platform to enhance the quality of our community survey methodology and reporting.

Community Events

The Community Engagement Team leads the development, planning, promotion, and activation of various in-person and virtual events. The Team collaborates with the Resident Advocate and Mayor's Office to co-host events, and the following were hosted and supported October – December 2022:



- Cookies and storytime with the Mayor at the Park City Library;
- Fall City infrastructure projects open house;
- Future of Empire Creek open house;
- Live Park City Deed Restriction information sessions;
- Lower Park Avenue Improvements open house and stakeholder sessions;
- Mayor & Council in the Neighborhood – Thaynes Canyon/Aspen Springs;
- Meet Up with the Mayor series;
- Park City Brownie Troop 863 City Council visit;
- Park City High School Latinos in Action City Hall tour and visit;
- Park City Seniors MOU signing celebration; and
- Saluting our Veterans virtual event.

Upcoming Initiatives and Events

Based on the Community Engagement Team's strategic initiatives for FY23, we will focus on planning and implementing the following programs and initiatives over the next few months:

- 2023 State of Park City event and community gathering on March 6, 2023;
- 3Kings Water Treatment Plant Grand Opening planning;
- Advertising Planning Commission agendas in the Park Record;
- Creating a printed quarterly news brief to be distributed as an insert in Park City Municipal water customers' bills and attached to online billing notices;
- Evaluating Customer Relationship Management (CRM) and text alert platforms to enhance our stakeholder database and customize messaging based on geographic location(s) and areas of interest;
- Future of Empire Creek information events; and
- Park City Municipal Annual Report.

Exhibits

Exhibit A: Park City Municipal Quarterly Social Media Report



Park City Municipal Corporation

SOCIAL MEDIA REPORT

[QUARTERLY: OCTOBER-DECEMBER 2022]

AUDIENCE

13,076

An increase of 3.4% from
July–September.

PUBLISHED POSTS

769

Compared to 739 posts
throughout July–September.

ENGAGEMENTS

27,445

Up 43.9% from
July–September.

The number of times users
clicked on/viewed our
content.

VIDEO VIEWS

42,693

An increase of 22.7% from
July–September.

Top Performing Posts

The Best Performing Posts throughout October–December

HIGHEST REACH / HIGHEST ENGAGEMENT



6,377 unique users saw this post.

Users engaged with this post 2,230 times.

MOST VIDEO VIEWS



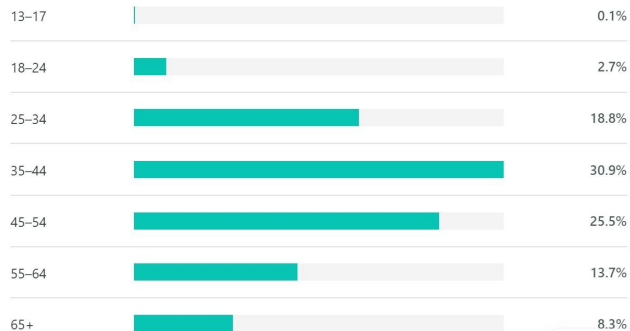
4,457 views on a 32 second Reel on Instagram.

Social Media Audience

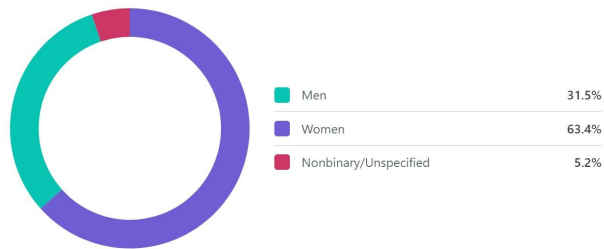
Our audience throughout October–December

FACEBOOK

Audience by Age



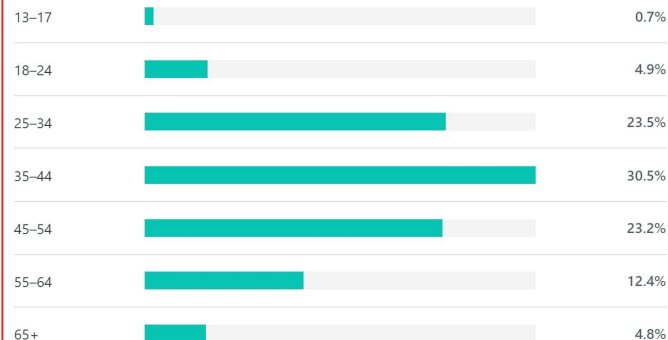
Audience by Gender



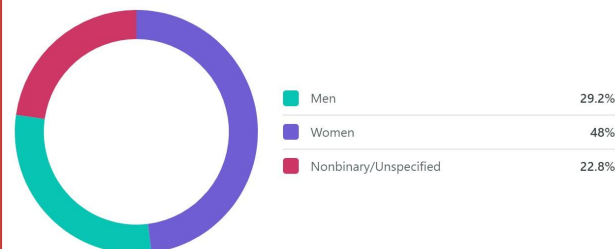
Mostly women, ages 35–44.

INSTAGRAM

Audience by Age



Audience by Gender



Mostly women, ages 35–44.

Quarterly Performance Breakdown


Organic

CHANNEL	NEW FOLLOWERS	# OF POSTS PUBLISHED	ENGAGEMENT	LINK CLICKS	VIDEO VIEWS
Instagram (Posts + Reels)	285 (6,613 total)	334 (203 Stories)	7,967	432	33,494
Facebook	122 (4,307 total)	225	18,393	839	7,794
Twitter	6 (2,156 total)	210	1,085	177	1,405
TOTAL	413	972	19,072	1,448	42,693

Quarterly Update

Snapshot Report of our Progress
October–December on **NextDoor**

Search Nextdoor



City of Park City

A former silver mining town, Park City is now home to ~8,500 residents, two world-class ski resorts, and many special and cultural events. Park City is a proud alpine host for the 2002 Olympic Winter Games. PCMC Social Media Commenting See more...

Edit page description

Share

Post

Poll


Alert

Viewing posts from your agency. Filter ...

City of Park City

Digital Communications Coordinator Tanzi Propst • 2 days ago

High five to our snow plow crews! 🙌 to our plow drivers working around the clock to keep the City's streets cleared! <https://townlift.com/2022/12/weathering-the-storm-winters-daily-challenges-for-park-city-snow-plow-crews/>

Weathering the storm: winter's daily challenges for park city s... townlift.com

Posted to Subscribers of City of Park City

8

 · 355 Impressions

Like

Comment

Share


Add a comment...

City of Park City

Digital Communications Coordinator Tanzi Propst • 5 days ago

HOLIDAY HOURS

Jeremy Hanch



City of Park City

4,005 members
2,613 claimed households
35 neighborhoods

Invite

Details

Edit

City of Park City

445 Marsac Ave
Park City, UT 84060

Get directions

(435) 615-5000

media@parkcity.org

parkcity.org

FOLLOWERS

4,005

IMPRESSIONS

29,025

The number of times our content was displayed to users.

PUBLISHED POSTS

79

USERS

123,031

A decrease of 14% from
October–December 2021.

PAGEVIEWS

343,801

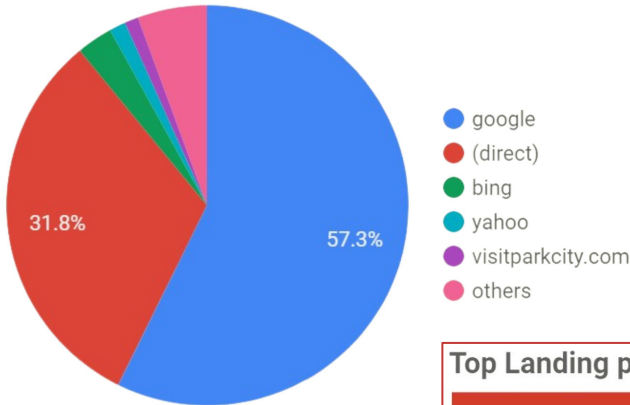
A decrease of 4% from
October–December 2021.

AVERAGE SESSION DURATION

1:24 minutes

An increase of 10.9% from October–December 2021.

Where is traffic coming from?



Top Landing pages and stats

	Page Title	Pageviews	Bounce Rate	Avg. Time on Page	Avg. Session Duration
1.	Park City, UT Home	48,557	49.33%	00:00:55	00:01:26
2.	Routes & Schedules Park City, UT	43,793	78.01%	00:03:49	00:01:26
3.	PARK CITY TRANSIT Park City, UT	17,544	46.68%	00:01:12	00:01:44
4.	Park City Ice Arena Park City, UT	17,462	77.67%	00:02:25	00:00:55
5.	Park City MARC & Recreation Home Park City, UT	14,557	60.5%	00:01:36	00:01:32

Quarterly Check-In

Snapshot Report of our Progress from October-December
On [EngageParkCity.org](https://engageparkcity.org)

TOTAL VISITS

3,892

INFORMED VISITORS

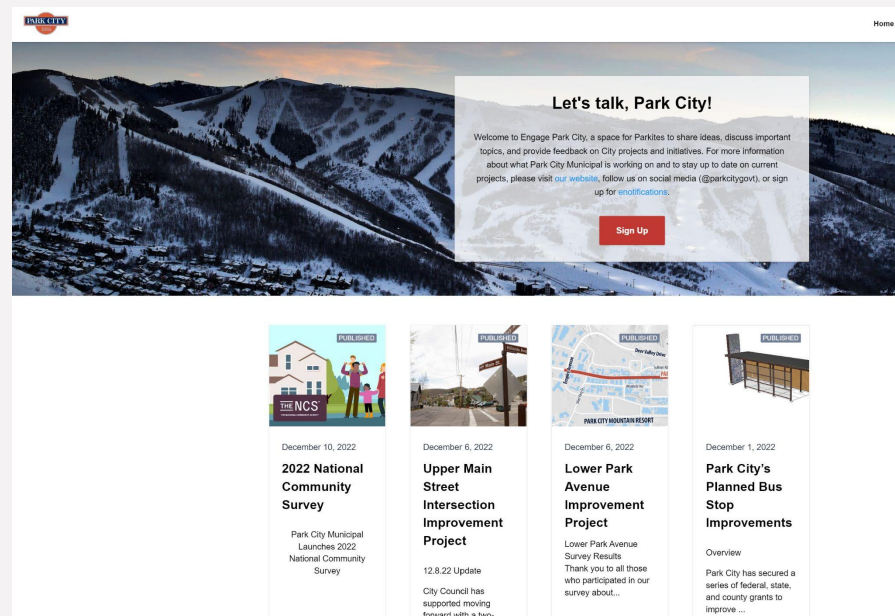
589

Users that have taken some sort of action on our project page(s).

TOP PAGE

1,369
participants

*Park City Transit Approved
Winter 2022-2023 Service*



OPEN RATE

50.67%

17,009 opens.

Industry standard for local governments is 19.4%.

CLICK RATE

2.74%

978 clicks.

Industry standard for local governments is 2.8%.

CAMPAIGNS SENT

14

A 6.67% decrease from October-December 2021.

RECIPIENTS

6,321

The number of people that received our emails October-December 2022.

Key Learnings

What worked? What didn't work? Anything major to note?

Wins

- * We saw an increase in our audience numbers, amount of published posts, engagements, and video views from July-September to October-December.
- * **HUGE jump (7,900+ more than July-September) in video views on our platforms October-December.**
- * **HUGE jump (15,700+ more than July-September) in impressions on NextDoor October-December.**
 - We posted 11 times *more* during this time period.
- * We continue to see a great open rate and click rate on our MyEmma newsletters and e-blasts, soaring high above the industry standards.

Challenges

- * Twitter is still not reporting demographics information.
- * **With the Twitter kerfuffle in November, we lost a handful of followers (reported -17 net followers that month) which helps to explain why our net follower increase is only 6 this past quarter.**
- * ParkCity.org stats are reporting decreases across the board (users, pageviews, and average session duration) from 2022.

Key Takeaways / Opportunities

- * **Our open rate for MyEmma is great! Let's strategize/prioritize our messaging to effectively share our stories and push for engagement.**
- * Our audience loves visuals. Let's keep offering high quality photos/videos.
 - Current implementations:
 - Staff Spotlights
 - Behind-the-Scenes videos
 - Event recaps
- * NextDoor seems to be gaining traction...let's use this attention to push informational polls, surveys, and drive up engagement numbers.

Council Agenda Item Report

Meeting Date: February 2, 2023

Submitted by: Michelle Kellogg

Submitting Department: Budget, Debt & Grants

Item Type: Staff Report

Agenda Section: COMMUNICATIONS AND DISCLOSURES FROM
COUNCIL AND STAFF

Subject:

2022-23 Snow Removal Operational and Financial Update

Suggested Action:

Attachments:

[Snow Removal Staff Report](#)



City Council Staff Communications Report

Subject: Snow Removal

Author: Troy Dayley and Jed Briggs

Department: Street Maintenance and Budget Department

Date: January 24, 2023

Public Works provides safe roads and walkways in all weather conditions for the health and safety of residents. We also offer access to commercial and recreational areas, especially for emergency vehicles throughout Park City. We take great pride in our efforts to continue making Park City a great place to live, work, and play.

We understand this winter's snow accumulation is unprecedented for many of our new residents. While challenging for those of us working the front lines and focused on providing essential services, this winter offers the opportunity to test operational procedures and planning and strengthen the resiliency of our light- and heavy-duty equipment.

To enhance our level of public-facing customer service, Public Works deploys an interactive ["Find My Plow"](#) system, boosting the ability of residents, businesses, and visitors to plan for winter travel. This relatively new system can be found on our [web page](#), showing the details of current and past snow removal efforts from the last 24 hours.

Even before the snow flies in Park City, we closely monitor the weather and storm systems using multiple weather applications to prepare adequate supplies, equipment, and labor. Once a storm hits, Public Works spends 24 hours a day using multiple shifts and overtime to plow, salt, sand, and clear the way for safer roads and sidewalks. Weather-related response times for individual streets depend upon several factors, including land use, snow moisture, storm duration, public safety, and timing.

During high commuting times, crews prioritize clearing snow and ice from major roadways. Top priority is given to heavily traveled roads and bus routes to ensure public and emergency access safety. Teams then move to clear secondary and side streets. When possible, snow is removed from the roadway to a width of twenty feet within a period of eight hours from the end of each snowstorm that deposits an accumulation of four inches of snow or more.

When storms hit during the evening and early morning, Public Works typically has time to prepare the roads for commuting hours. However, the duration of a storm and traffic congestion plays a vital role in snow-plowing operations, as crews may need to revisit previously plowed areas for repeated removal efforts or get behind due to traffic.

Storms of extended duration require all available labor and personnel resources to keep roads open. Plows continue to clean, treat and widen roadways until reasonably safe

conditions are met. Know that our plows are still hard at work long after the snow stops falling!

Once a storm is over and streets and sidewalks have been plowed, crews begin hauling and widening operations. In most cases, pushing and blowing snow adjacent to roads with adequate easements does not require hauling. Narrower streets require loading snow into dump trucks and hauling it to snow storage sites.

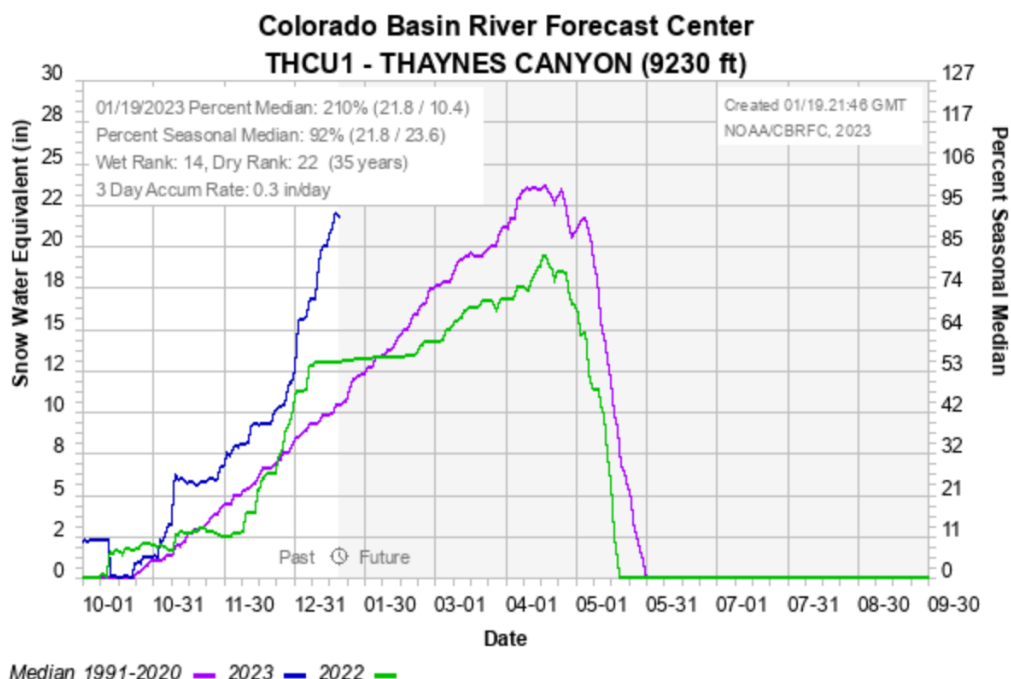
In addition to roadway efforts, we also maintain 18 Miles of sidewalks and paths, 26 flights of old town stairs, and the walks surrounding 14 City facilities. When snowbanks get high, we equip skid steers and specialized sidewalk plows with snowblowers and begin widening walks and paths in anticipation of the next storm.

Our snow plowing and hauling plans have been tested this year. Still, we remain upbeat and confident in our ability to provide quality public services to our residents, businesses, and visitors.

Latest Conditions

As of January 19, 2023, the [Thaynes Canyon SNOTEL](#) site is reporting 210% above median snowfall amounts! So far, Public Works has plowed over 31,000 miles of roadway, and we have contracted the removal of over 2,500 truckloads of snow to our remote snow storage site.

These services have depleted the snow removal budget in Streets Maintenance. We spent over 40% of the seasonal labor budget in just six weeks, not including our most recent storm system, and exhausted our maintenance equipment budget.



Financial

Historically, PCMC maintains a \$50k Snow Removal Contingency fund for expenses incurred in higher-than-average snowfall years. This reoccurring and proactive budget was approved during the FY23 budget approval process. A decade ago, a previous Mayor and Council directed us to create a Snow Removal Contingency Fund to eliminate the need to return to Council for additional approvals during Winter. They felt our focus was better spent on snow removal duties and ensuring public safety.

Depending on storm cycles in the coming months, a budget adjustment is likely in order to continue providing the required service levels, even after using the \$50K contingency. Additional funds would maintain heavy equipment, replenish supplies, and cover additional labor costs, including overtime, as we work around the clock to clear roadways, sidewalks, and public areas.

Streets Maintenance expenses are tracking 11% over last year through the end of December. 51% of the total budget has been spent YTD. In addition, we plan to request an additional \$50k in Snow Removal Contingency for the FY24 budget due to inflationary cost pressures. It has been almost ten years since the line item was adjusted

Additional Community Resources:

- **Priority Levels** - City snow plowing and hauling efforts are prioritized using our snow plowing and hauling plan, which prioritizes public areas and roadways first, then moves to residential and commercial spaces. Specifically, the priority levels of service under the plan are as follows:
 1. Public safety amenities, bus routes, main parking areas, upper elevation streets, business core areas, and public parking areas;
 2. Through streets within residential areas, business core parking areas; and
 3. Cul-de-sacs within residential areas.
- It is extremely important to keep fire hydrants accessible to assist fire crews in the event of an emergency. It is the responsibility of the homeowner who has a hydrant on the perimeter of their property to keep the area clear at all times.
- The 2023 [Park City Snow Removal Brochure](#), mailed to all residents and businesses within City limits in December, and displayed on our [website](#), demonstrates the priority of plowing residential streets.
- ["Find My Plow"](#) link.
- [Municipal Code](#) pertaining to snow removal

Council Agenda Item Report

Meeting Date: February 2, 2023

Submitted by: Michelle Kellogg

Submitting Department: Executive

Item Type: Staff Report

Agenda Section: CONSIDERATION OF MINUTES

Subject:

Consideration to Approve the City Council Meeting Minutes from January 5 and 17, 2023

Suggested Action:

Attachments:

[January 5, 2023 Minutes](#)

[January 17, 2023 Minutes](#)



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

January 5, 2023

The Council of Park City, Summit County, Utah, met in open meeting on January 5, 2023, at 3:00 p.m. in the City Council Chambers.

Council Member Gerber moved to close the meeting to discuss property and advice of counsel at 3:04 p.m. Council Member Doilney seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, and Toly

EXCUSED: Council Member Rubell

CLOSED SESSION

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

Council Member Dickey moved to adjourn from Closed Meeting at 3:44 p.m. Council Member Doilney seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

WORK SESSION

Continuation of Discussion of Budgeting For Outcomes (BFO), Economic Update, and Resource Options:

Jed Briggs and Erik Daenitz, Budget Department, presented this item. Briggs indicated it was important to get Council feedback in order to implement the new budget strategy. Daenitz discussed the economic outlook and predicted growth would taper off. He stated the October 2022 sales tax was received and it was up 10% from last year. He looked at cellphone data from December and noted the beginning of the month had more visitors than last year, but over the holidays the visitor volume was down 10%-30%. He noted the visitor volume did not necessarily equal sales tax. He thought this was not just a Park City trend, but it was a national trend. Daenitz indicated staff projected a downturn and that was budgeted for this year.

Briggs stated Budgeting for Outcomes (BFO) would capture Council's values, goals and priorities. He stated the scoring would relate to the different City services. He stressed the scoring wasn't related to the requests but it was a guide to determine if the services

1 were what Council wanted to achieve. He indicated there were different committees that
2 reviewed all the budget requests. They would score and prioritize each request and it
3 would be evaluated with all the other requests. He displayed a chart and explained the
4 scoring process with requests receiving a score of One to Four. He indicated most of
5 the funding was in Quartiles One and Two. If programs aligned with Council priorities,
6 the budget requests would score high. Programs that impacted the community would
7 score high as well. If the program relied on the City, it would score high. Council
8 Member Toly asked if special service contracts (SSC) fell into this category. Briggs
9 stated it depended on which SSC was talked about. He indicated if there was a change
10 in demand for a program, there could be higher scoring. If the City was mandated to
11 provide a service, a program would score high. The effectiveness of a program was also
12 taken into consideration during the scoring process. Cost recovery of a program, cost
13 savings, innovation, or collaboration would receive higher scoring. He asked Council if
14 they were comfortable with the criteria and the weighting.

15
16 Council Member Doilney asserted this was an in-depth process and he thought the way
17 it was set up made sense. He stated the most weight was on critical priorities and he
18 expressed concern that this Council had not given clear direction on critical priorities.
19 Briggs stated the priorities could be defined during the Council Retreat. Council Member
20 Toly asked if each critical priority was weighted equally, to which Briggs affirmed. Dias
21 stated the critical priorities could be manipulated by Council at any time. Daenitz stated
22 the scores did not equal money, but were used to prioritize projects.

23
24 Council Member Dickey agreed the critical priorities were unclear and he thought it
25 would be wise to have a future discussion to agree on priorities. He thought the Change
26 of Demand scoring of -4 to 4 might be overweighting. He was generally comfortable with
27 the approach.

28
29 Council Member Rubell questioned the mandate to provide the program category since
30 it was already required. Briggs stated the weight could be increased on that. Council
31 Member Rubell stated the mandated items should be tagged. Briggs stated a mandated
32 program could be funded at different levels. Dias indicated staff could test this category
33 and tag the requests.

34
35 Council Member Gerber appreciated the process and knew it was difficult to weigh
36 projects against each other.

37
38 Briggs stated the City had different funding sources and the it would function well even if
39 there was an economic downturn. Mayor Worel asked if outside requests would be
40 considered, to which Briggs affirmed.

41
42 Briggs displayed a chart of existing funding tools and new funding tools that could be
43 used and explained each one. Daenitz reviewed the sources of sales tax revenues. He
44 stated the two taxes that could be used more were Additional Resort Sales Tax

(ARCST) and Transient Room Tax (TRT). Those taxes were designated for certain projects by policy, but those weren't exhaustive. He stated over the coming weeks, there would be project requests with funding gaps. Council could choose to increase debt capacity with these tools. Council Member Dickey asked what bonding capacity remained for those revenues. Daenitz stated even with a low projected growth rate, there was room for more debt. He projected a hypothetical bond up to \$100 million. His proposal would be \$70 million to give future Councils flexibility. Briggs noted the 65% debt cap on revenues was self-imposed by previous Councils, but that policy could be changed as well. Dias summarized there was great opportunity in years past to purchase big open space parcels. This Council could make big decisions as well, and the financial tools were available. Council Member Doilney asked what the last big purchase was that wasn't for open space, to which Daenitz stated there was a walkability bond in 2013. There was also a bond to purchase the Bonanza District. Dias requested Briggs bring back a timeline of the major purchases from previous years.

Presentation by Stuart Adams, Utah Senate President:

Mayor Worel stated the Utah League of Cities and Towns (ULCT) looked out for Park City and all cities and towns in Utah. Cameron Diehl, ULCT Executive Director, spoke about their role in advocating for cities during the legislative session and year round.

Mayor Worel thanked Senator Adams for coming and for his role in having Military Installation Development Authority (MIDA) present to the Council in December. Senator Adams stated Park City was a great asset to Utah for its recreational features, the Sundance Film Festival, and more. He indicated Utah had been the number one state for economic outlook and one scoring component was the quality of life. He stated there were two advantages to having a great economy. One was a tax cut, and he stated this would be the second year the legislature would cut taxes. They would also increase education funding, including a direct appropriation to teacher salaries. Senator Adams shared investments were being made to maintain the Olympic facilities. Because of the great maintenance, Utah could host the Olympics tomorrow if needed. Regarding water, Adams stated because of the snow in November and December, the state was 170%-180% of normal snowpack. They were also cloud seeding and they were promoting subsurface drip irrigation, and he noted they had resources for this.

Council Member Doilney thanked Senator Adams for coming. He stated the City worked with ULCT as they worked with the legislature. He asked about a Development Improvement District (DID) and stated the Council was concerned about controlling development in the City. Senator Adams stated anyone could file the bill, but it took a majority to pass the bill. City Councils had a responsibility to balance the rights of property owners with the rights of others in the community. Diehl stated Adams was a supporter of local control. He explained the history of DID. The Unified Economic Opportunity Commission (UEOC) discussed the challenges of growth and the quality of life. Then they formed committees to tackle the challenges. They looked at public infrastructure districts (PID). This would allow a city/county to enter into an agreement

with a developer to bond for a district and it would be paid back through property taxes of those within the district. There was discussion on having districts where there would be conditions where it could be paid back, but not with property taxes, and cities and counties were not required to pass it. This was still being developed and there were changes still being made. Council Member Doilney explained his concern with these districts.

Senator Adams discussed the challenge of affordable housing and stated he was concerned the state was losing its middle class. He was working to bring back a financing cap for first time home buyers. He noted this topic would be a top priority during this legislative session. He stated transparency was necessary since over 1,000 bills were proposed each year and indicated it was important to stay involved so the best outcomes would be achieved.

Diehl encouraged the City officials to engage in the legislative process. He knew Park City's challenges were unique in the state, and he wanted to be a voice for the City during the legislative session.

REGULAR MEETING

I. ROLL CALL

Attendee Name	Status
Mayor Nann Worel Council Member Ryan Dickey Council Member Max Doilney Council Member Becca Gerber Council Member Jeremy Rubell Council Member Tana Toly Matt Dias, City Manager Margaret Plane, City Attorney Michelle Kellogg, City Recorder	Present
None	Absent

OLD BUSINESS

1. Review Thaynes Canyon Drive/Hotel Park City Parking Study:

Mayor Worel recommended postponing this item. The Council members agreed.

Council Member Dickey moved to continue the review of Thaynes Canyon Drive/Hotel Park City Parking Study to a date uncertain. Council Member Doilney seconded the motion.

RESULT: CONTINUED TO A DATE UNCERTAIN

AYES: Council Members Dickey, Doilney, Gerber, and Toly

ABSTAIN: Council Member Rubell

II. APPOINTMENTS

1. Appointment of a Mayor Pro Tem and Alternate for Calendar Year 2023:

Mayor Worel recommended Council Member Gerber as Mayor Pro Tem and Council Member Toly as Alternate Mayor Pro Tem.

Council Member Doilney moved to appoint Council Member Gerber as Mayor Pro Tem and Council Member Toly as Alternate Mayor Pro Tem for 2023. Council Member Gerber seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

III. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments:

Council Member Gerber thanked staff who worked to clear snow and worked over the holidays to keep the City safe and businesses running.

Council Member Toly indicated she attended the Lodging Association meeting and announced Sundance would be in person in Park City, although some venues would be smaller. She also stated Transit Week was January 8-14, and the Legislative Session would begin at the end of the month.

Council Member Rubell attended the Fire District Board Meeting and noted calls were up 10%. He noted service levels were well maintained.

Mayor Worel stated she and the Council members would be on City buses during Transit Week distributing prizes. She echoed thanks to staff for keeping roads clear. She also expressed sympathy for the passing of a Park City ski patroller, Christian Helger, and also Park City resident Ken Block.

Staff Communications Reports:

1. Legacy Mine Soil Roundtable:

2. 2023 Courchevel, France - Sister City Update:

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

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

Gene DeSantis stated pickleball court times were so limited compared to tennis and when he approached Ken Fisher, he was told it was because tennis generated more revenue. He advocated for more pickleball reservation time at reasonable times during the day.

William Beckman played pickleball and seconded the previous speaker's comments.

Mell Gallahue was on the Kimball Art Center Board. She asked for the Council's support to develop the arts and culture district in the Bonanza Park area.

Tim LePage endorsed the speakers on pickleball. He quoted Council Member Doilney's email that noted the Council approved of the current tennis and pickleball schedule. LePage asked Council to reconsider this since there were thousands of people wanting to play pickleball. He stated the bubble had dual purpose courts. He asked for equal opportunity to book in the bubble at any time.

Bill Leon supported DeSantis' statement. He grew up playing tennis and stated other communities allowed tennis and pickleball to be played side by side.

Elliot Ledner stated he played pickleball from 6:00 a.m.-8:00 a.m. and then nobody was on the courts until 9:15 a.m. He asked a tennis player if he minded playing tennis next to pickleball and the player said no.

Christine LaPointe wanted to find a way to play together.

Dory Ugall stated she liked pickleball. She thought the City was not getting the revenue they should from pickleball. Players were going to Sandy and Orem to play. The early and late hours did not work for the majority of people. She indicated the highest usage was 9:00 a.m.-3:00 p.m. She asked that pickleball be played in the bubble during prime hours.

Cal Regan supported the comments from the other speakers regarding pickleball. He looked to the elected officials to solve the problem. He stated the pickleball group would be voting in November.

Fred DeSantis repeated what other players were saying. He noted Ken Fisher stated the MARC would always be a tennis-first facility. He didn't understand that since pickleball was such a fast-growing activity. He received last minute emails for court

1 availability which meant all three courts were empty. These emails were a sign there
2 was an error in the way time was being allocated.

3
4 Tia Cottey eComment: "I reside at 2749 Estates Drive, Park City, Utah 84060. My
5 spouse and I purchased our residence in March, 2022 and have enjoyed our experience
6 in Park City during the summer months. During the winter months, however, I was
7 extremely disappointed to discover the inequitable allocation of court time in the MARC
8 bubble indoor facilities with respect to pickleball players. The MARC's current policies
9 of allocating time to pickleball players in the MARC bubble displace the entire pickleball
10 user group in favor of the tennis user group. There are currently 4 permanent indoor
11 tennis court at the MARC where pickleball players are not ever allowed and for which
12 tennis players have exclusive access. There are 3 additional tennis courts in the MARC
13 bubble which can be converted to 6 pickleball courts; however, pickleball players are
14 only allowed to book courts in the bubble from 6 a.m. to 8 a.m. Monday through Friday;
15 Friday nights from 7 p.m. to 10 p.m. and Saturday and Sundays from 5 to 9 p.m. Also,
16 there is open play allowed in the bubble for pickleball Tuesdays and Thursdays from 7
17 to 10 p.m. The entire prime time for play inside the bubble at the MARC (from 8 A.M. to
18 7 p.m.) is allocated exclusively to tennis players and pickleball players have no ability to
19 book court time during prime time. Because the MARC is a public facility whose
20 mission statement states that it is "Enriching the lives of our community through
21 exceptional people, programs and facilities," the MARC should be taking steps to
22 ensure that no user group dominates specific time blocks at the MARC to the detriment
23 of another use group. Unfortunately, the current MARC policies for time allocation in
24 the bubble to pickleball is in fact allowing the tennis user groups to dominate the prime
25 time reservation blocks to the detriment of the pickleball user group, which is relegated
26 to non-prime, unfavorable time blocks. The MARC's goal, as a public facility serving the
27 entire Park City community, should be to balance the needs of the tennis and pickleball
28 user groups to ensure that both user groups have fair and equal access to prime and
29 non-prime court time in the MARC bubble. This ensures that the taxpayers supporting
30 the MARC, whether they are tennis players or pickleball players, have fair and balanced
31 access to the City facilities for their use and enjoyment. The MARC, as a public facility,
32 should implement policies that provide the greatest benefit for the entire community and
33 fair and balanced access for all user groups. The current MARC policies for allocating
34 time in the bubble are not allowing the maximum opportunities for participation by the
35 pickleball user group. The MARC is a public facility which by its own mission statement
36 is a resource for use by the entire community; however, the pickleball user group is not
37 receiving a similar ratio of prime and non-prime bubble court time as the tennis user
38 group under the current MARC policies. On a personal note, I am a long-time tennis
39 player, having played tennis for 30 years and I played college tennis for Duke from 1978
40 to 1982. I took pickleball up 5 years ago due to a serious shoulder injury that required
41 me to stop playing tennis. As both a tennis and pickleball player, I do not believe there
42 is any rational basis for the inequitable allocation of court time in the bubble as between
43 tennis (which has exclusive rights to book time during prime-time blocks) and pickleball
44 (relegated to non-prime time only). I would strongly recommend to the City Council that

they consider the MARC's stated mission statement and reverse the current policies which are allowing the tennis user group to dominate the bubble reservation system to the detriment of the pickleball user group. The current policies for the MARC bubble court time cannot be justified for a public facility which should be focused on providing the greatest benefit for the entire community, not favoring a single taxpaying user group over another taxpaying user group."

Amelia Walden eComment: "As a 13-year resident of Park City and current Main Street employee, I am appalled at the lack of consideration the city has for its residents and employees who are the backbone of the city's tourism industry. I am specifically frustrated with the issues of parking availability and enforcement. Enforcers seem to disproportionately target lots where employees park as opposed to those where tourists/visitors are parking, and there is no free parking area for nighttime Main Street employees unless they intend to walk in the dark (which I personally am not comfortable with due to prior experiences walking to and from the Sandridge Lots). While I understand that the city has permits and shuttles available, it seems completely unnecessary to force valued employees to "jump through hoops" just to park where they work. I personally find myself feeling less and less valued by the city every day in comparison with the tourists and second-home owners, which contributes greatly to my desire to live and work somewhere else."

Mayor Worel closed the public input portion of the meeting.

V. CONSIDERATION OF MINUTES

1. Consideration to Approve the City Council Meeting Minutes from December 8 and 15, 2022:

Council Member Gerber moved to approve the City Council meeting minutes from December 8 and 15, 2022. Council Member Toly seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

VI. CONSENT AGENDA

1. Request to Approve Special Event Temporary Alcoholic Beverage Licenses during the 2023 Sundance Film Festival:

2. Request to Approve Type 2 Convention Sales Licenses for Operation during the 2023 Sundance Film Festival:

Council Member Rubell moved to approve the Consent Agenda. Council Member Gerber seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

VII. OLD BUSINESS

1. Review Thaynes Canyon Drive/Hotel Park City Parking Study:

This item was discussed at the beginning of the regular meeting.

2. Consideration to Approve the Extension of the Park Silly Sunday Market (PSSM) City Service Agreement for One Year:

Jenny Diersen, Special Event Manager, and Kate McChesney, PSSM Executive Director, presented this item. Diersen requested a one-year extension for PSSM for the upcoming season. They would return in the spring to discuss a long-term contract. She noted the event had been running for 16 years. Council asked for community feedback and she displayed the results. Some in the community opposed the market and some wanted the market to stay. Diersen reviewed the proposal, which included holding the event 11 Sundays, located on Lower Main and eliminating 5th Street, open hours 10:00 a.m.- 5:00 p.m., no amplified noise until noon and then 75 decibels, eliminating all importers, continuing the farmers market, allowing all Wasatch Back vendors into the market, having additional shuttles on the two busiest days, having an 80% food diversion rate, and having the City service fee waiver of 61,311. McChesney related an experience of a vendor that had expanded from PSSM to a brick-and-mortar store and thought this was a reason to continue the market.

Council Member Rubell asked for the net change in the previous contract versus the proposed contract. Diersen reviewed the analysis section of the staff report and noted changing the day had other challenges so Sunday was proposed, there were now 11 days instead of 14 days, the area was reduced, noise reduction, and vendor reduction. McChesney explained Wasatch Back vendors could not currently fill all the booths, and she hoped to work on filling all booths with Wasatch Back vendors as she looked to 2024.

Diersen reviewed the transportation changes. Council Member Rubell asked if the bike valet was a change. McChesney stated last year there were problems, but they had been resolved and it would be offered this year. Diersen noted the City fees were reduced because there were fewer Sundays. Council Member Rubell asked if this was cost neutral for the City, to which Diersen affirmed. Council Member Toly asked why they took out September 24th instead of another date. Diersen stated having the market dates together in blocks helped them.

Mayor Worel opened the public hearing.

1 Diersen read the following comment from Sara Werbelow: "I love my community I have
2 lived in and around Park City since 1998. I have lived in two counties and been actively
3 selling real estate working with many community nonprofits and raising a family during
4 my time in our special community. No matter where I have lived weekly I have had a
5 draw be it with my kids with friends with clients with neighbors to go up and check out
6 the silly market. It's always a different experience. You never know who you're going to
7 see or who you might meet there's always laughs and I always walk home with newly
8 acquired purchases from the silly market and from Main Street. I'm a frequent shopper
9 on Main Street. I love the tenant mix. The silly market is not a competitor to the retailers
10 on Main. In my opinion the silly market is a gathering place and a base camp place to
11 spring board and adventure around the town. I want to thank the organizers of the silly
12 market, all of their volunteers and all of the many people's live they have affected over
13 their long stay on Main Street. My business is also a sponsor of the silly market. We
14 choose to sponsor the silly market because it's something we are proud of and want to
15 introduce our clients to. It's a way to become an instant local. Kudos to you silly market
16 team for all the great adventures and impeccable organization with your zero waste
17 policy, Bike valet, kids activities, , fresh offerings at the farmers market, live
18 entertainment, which is so special these days, to name a few... City Council I am
19 hopeful there will be ways to mitigate any community concerns, so that we can see this
20 gem of a gathering place and major community contributor to remain in what feels like
21 its home on our historic Main Street as the glorious backdrop. The two go hand-in-hand
22 together showcasing our special town."

23
24 Mitch Bedke stated he was president of the Park City Artists Association and sales from
25 PSSM made up 80% of their revenues. They would like to keep PSSM on Main Street
26 to sell their wares in their hometown.

27
28 William Young listened the previous discussion on this last month where PSSM had
29 proposed 12 dates then, and he felt this wasn't much of a compromise. He thought
30 residents lost Main Street every weekend and he suggested PSSM look at other
31 locations. This was a big burden for the residents.

32
33 Dana Williams reviewed City officials lamented the town was losing its funk when PSSM
34 began. He felt PSSM was an event that had funk. He thought downtown should be
35 noisy and vibrant. He thought 75 decibels was low. The group proved that regardless of
36 socio-economic background, people were welcome. He supported this event and he
37 didn't think they should give up any time.

38
39 Ryann Satz, Mustang Restaurant, stated the Lower Main businesses had concern with
40 theft from the crowds. She thought it would be hard to market Lower Main only on some
41 Sundays because of the market. Diners on her patio had to listen to the market being
42 broken down, which deteriorated the experience. She requested they find another
43 location.
44

1 Karen Kendall wrote a letter about the PSSM benefit for artists. She agreed with Dana
2 Williams that the market was unique. She thought it should be okay to come to Main
3 Street even if you didn't spend money.

4
5 Anna Moore reviewed the public comments from the community and the opinion of the
6 Historic Park City Alliance (HPCA) and she thought the issue was inconvenience versus
7 people's livelihoods. She stated she struggled to live here, but PSSM allowed her to sell
8 enough merchandise to live here. Much of the market's charm was the location. She
9 thought the businesses would not have to close as a result of having the market on
10 Main Street. She thought homeowners in downtown signed up for the experience. She
11 noted she was on the City's Arts and Culture pillar group and she stated it was hard to
12 define arts and culture in the changing community.

13
14 Ryann Satz stated her business was only open in the summer and she had a limited
15 time to make her revenue.

16
17 Jocelyn Scudder, Director of Park City Summit County Arts Council, congratulated
18 McChesney for the impact they had on the community. The market helped 150 vendors
19 become business owners in the community. She felt PSSM was needed to help artists
20 grow and thrive. This was an important event for the community. She asked Council to
21 approve the one-year extension. She noted PSSM worked hard to accommodate the
22 feedback they received.

23
24 Sandy Yelhop knew there was feedback regarding event fatigue, but people missed the
25 ski bums and funky feel. She supported the market and the sense of community from
26 having PSSM. She thought there was a ripple effect and businesses benefited at other
27 times of the year.

28
29 Rachal Bono, Collie's BBQ, stated they never had an issue of theft. They had many
30 return customers because they had first come during PSSM.

31
32 Chris Fewell, a vendor at PSSM, stated his business wouldn't be as big as it was today
33 without the market. He thought it was well run and efficient, and he supported it. He
34 thought PSSM brought a different shopping experience for those visiting the City.

35
36 John Greenfield stated he was a former PSSM vendor and it was a great opportunity to
37 start a local business. He thought opportunities for youth and artists would be taken
38 away if this event went away.

39
40 Peter Marth heard negative comments from business owners in town. He thought the
41 market could try some different locations, such as the center of Main Street and Bob
42 Wells Plaza. He felt creativity could be used to find solutions.

1 Kaleb Harvey supported PSSM and stated he was able to take his business fulltime as
2 a result of being a vendor. He thought it would be a bad move to relocate the event.

3
4 Stephanie Padilla with Savannah Padilla stated her daughter started her soap business
5 at age six. She praised PSSM for all that they learned from starting this business. She
6 respected the concerns from restaurant owners. She supported the PSSM contract
7 extension.

8
9 Joyce Baron eComment: "The Silly Market has been bringing people together for years.
10 Please extend the contract for one year while exploring ways to have a long-term
11 agreement. The market is an asset to Park City!"

12
13 Mayor Worel closed the public hearing.

14
15 Mayor Worel asked if the fee waiver was part of the \$200,000 waiver cap. Diersen
16 stated no because it was a contracted event. Council Member Toly stated there were
17 many businesses that catered to the everyday crowd, not to the rich. These businesses
18 compared Saturday revenue to Sunday revenue and compared the August revenue
19 when PSSM was not there. Not everyone living in Old Town liked PSSM, whether they
20 were new or longtime residents. She did not support the contract.

21
22 Council Member Gerber stated there were many events in town and it could feel
23 overwhelming. She knew this was an event that was equitable. She supported a one-
24 year extension and requested looking at other locations for the future.

25
26 Council Member Rubell asked if some of the July dates could be moved to May.
27 McChesney stated per Code she couldn't move dates to May. If any July dates were
28 removed, it would be financially difficult. She welcomed the discussion for 2024. Council
29 Member Rubell noted Council had extended contracts to other organizations.

30
31 Council Member Dickey stated this was a hard decision. Based on the feedback he
32 didn't support the event. He also thought there would be a decision in the next year on
33 reprogramming or no programming of Main Street. He wanted to protect a local
34 experience and PSSM was the bullseye of event fatigue. He would support it if there
35 weren't events in July and August.

36
37 Council Member Doilney supported a one-year extension because of COVID and
38 looked forward to another conversation in the spring. He knew there was event fatigue,
39 but he thought time was needed to figure this out.

40
41 Council Member Rubell asked if PSSM could cancel the July 30th event and come on
42 September 24th instead, to which McChesney affirmed. Council Member Rubell thought
43 this was a good compromise and he wanted a big discussion in the spring.

Diersen asked for clarification on the working group. Council Member Dickey stated it wasn't clear on what they were doing. Council Member Toly thought it should be reimagined. Diersen explained the working group was originally created to address PSSM issues. She hoped parties could convene during the week to address issues. Council agreed to continue the working group.

Council Member Gerber moved to approve the extension of the Park Silly Sunday Market City Service Agreement for one year with the amendment of moving the July 30th event to September 24th and continuing the working group. Council Member Doilney seconded the motion.

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, and Rubell

NAYS: Council Members Dickey and Toly

VIII. NEW BUSINESS

1. Consideration to Approve Ordinance 2023-01, an Ordinance Approving the 2023 Regular Meeting Schedule for City Council:

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

Council Member Gerber moved to approve Ordinance 2023-01, an ordinance approving the 2023 Regular Meeting Schedule for City Council. Council Member Rubell seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

2. Discuss 2023 Legislative Policy Platform:

Matt Dias, City Manager, indicated there was a 45-day legislative session in Utah and an incredible amount of work was done in a short period of time. Sometimes decisions needed to be made between Council meetings, so this policy stated staff would support bills that aligned with City priorities. This document provided transparency so the community knew staff had authorization to push certain platforms. It was indicated Mayor Worel, and Council Members Doilney and Toly would be the liaisons with the legislature.

Mayor Worel opened the meeting for public input. No comments were given. Mayor Worel closed the public input.

IX. ADJOURNMENT

PARK CITY HOUSING AUTHORITY MEETING

I. ROLL CALL

Attendee Name	Status
Chair Nann Mayor Worel Board Member Ryan Dickey Board Member Max Doilney Board Member Becca Gerber Board Member Jeremy Rubell Board Member Tana Toly Matt Dias, Executive Director Margaret Plane, City Attorney Michelle Kellogg, Secretary	Present
None	Excused

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

Chair Worel opened the meeting for any who wished to speak or submit comments on items not on the agenda. No comments were given. Chair Worel closed the public input portion of the meeting.

III. NEW BUSINESS

1. Consideration to Approve Resolution HA 01-2023, a Resolution Establishing a Regular Meeting Date, Time, and Location for 2023 Meetings and Appointing Officers of the Board of Directors of the Housing Authority of Park City, Utah:

Chair Worel opened the public hearing. No comments were given. Chair Worel closed the public hearing.

Board Member Gerber moved to approve Resolution HA 01-2023, a resolution establishing a regular meeting date, time, and location for 2023 meetings and appointing officers of the Board of Directors of the Housing Authority of Park City, Utah. Board Member Toly seconded the motion.

RESULT: APPROVED

AYES: Board Members Dickey, Doilney, Gerber, Rubell, and Toly

IV. ADJOURNMENT

PARK CITY REDEVELOPMENT AGENCY MEETING

I. ROLL CALL

Attendee Name	Status
---------------	--------

Chair Nann Mayor Worel Board Member Ryan Dickey Board Member Max Doilney Board Member Becca Gerber Board Member Jeremy Rubell Board Member Tana Toly Matt Dias, Executive Director Margaret Plane, City Attorney Michelle Kellogg, Secretary	Present
None	Excused

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

Chair Worel opened the meeting for any who wished to speak or submit comments on items not on the agenda. No comments were given. Chair Worel closed the public input portion of the meeting.

III. NEW BUSINESS

1. Consideration to Approve Resolution RDA 01-2023, a Resolution Establishing a Regular Meeting Date, Time, and Location for 2023 Meetings and Appointing Officers of the Board of Directors of the Redevelopment Agency of Park City, Utah:

Chair Worel opened the public hearing. No comments were given. Chair Worel closed the public hearing.

Board Member Doilney moved to approve Resolution RDA 01-2023, a resolution establishing a regular meeting date, time, and location for 2023 meetings and appointing officers of the Board of Directors of the Redevelopment Agency of Park City, Utah. Board Member Gerber seconded the motion.

RESULT: APPROVED

AYES: Board Members Dickey, Doilney, Gerber, Rubell, and Toly

IV. ADJOURNMENT

With no further business, the meeting was adjourned.

Michelle Kellogg, City Recorder



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

January 17, 2023

The Council of Park City, Summit County, Utah, met in open meeting on January 17, 2023, at 4:00 p.m. in the City Council Chambers.

SPECIAL MEETING

I. ROLL CALL

Attendee Name	Status
Mayor Nann Worel Council Member Ryan Dickey Council Member Max Doilney Council Member Becca Gerber Council Member Jeremy Rubell Council Member Tana Toly Matt Dias, City Manager Margaret Plane, City Attorney Marissa Marleau, Deputy City Recorder	Present
None	Absent

Mayor Worel announced she spoke to the manager of Municipal Services and Government Affairs, Reece DeMille, and Summit County Council Chair Roger Armstrong regarding Republic Service trash and recycling removal. DeMille indicated Republic would service all their regularly scheduled routes and those residences that were missed should pull their trashcans back in and put them out on their next regularly scheduled service day. City Manager Matt Dias added that the Communications team would relay the message to HOAs, property managers, as well as broadcast it on all social media platforms.

II. NEW BUSINESS

1. Consideration to Approve Late Type 2 Convention Sales Licenses for Businesses Operating During the 2023 Sundance Film Festival:

Mindy Finlinson, Finance Manager, introduced the list of late convention sales licenses for approval. All completed applications on the list came in after the posted and

1 advertised deadline of January 5th. Applications were vetted and she recommended
2 Council approval.

3
4 Council Member Gerber asked if Finlinson knew how many late applications this
5 compared to from prior years. Finlinson did not have that information with her, but
6 thought it was comparable to 2020. She stated that she could obtain that data for
7 Council later.

8
9 Mayor Worel opened public input. No comments were given. Mayor Worel closed the
10 public input.

11
12 Council Member Gerber moved to approve late Type 2 Convention Sales Licenses for
13 businesses operating during the 2023 Sundance Film Festival. Council member Dickey
14 seconded the motion.

15 **RESULT: APPROVED**

16 **AYES:** Council Members Dickey, Doilney, Gerber, Rubell, and Toly

17
18 Council Member Gerber moved to close the meeting to discuss security at 4:10 p.m.
19 Council Member Doilney seconded the motion.

20 **RESULT: APPROVED**

21 **AYES:** Council Members Dickey, Doilney, Gerber, Rubell, and Toly

22
23 **CLOSED SESSION**

24
25 Council Member Toly moved to adjourn from closed meeting at 4:59 p.m. Council
26 Member Dickey seconded the motion.

27 **RESULT: APPROVED**

28 **AYES:** Council Members Dickey, Doilney, Gerber, Rubell, and Toly

29
30 **III. ADJOURNMENT**

31
32 With no further business, the meeting was adjourned.
33
34
35

Marissa Marleau, Deputy City Recorder

Council Agenda Item Report

Meeting Date: February 2, 2023

Submitted by: Michelle Kellogg

Submitting Department: Transit

Item Type: Staff Report

Agenda Section: CONSENT AGENDA

Subject:

Request to Approve the First Addendum to Avail Technologies Professional Services Agreement for Additional Support to Replace and Upgrade Transit Bus Stop Digital Signs in an Amount not to Exceed \$14,328 for a New Total Amount of \$394,744

Suggested Action:

Attachments:

[Bus Stop Upgrade Contract Staff Report](#)

City Council Staff Report



Subject: First Addendum to Avail Technologies PSA
Author: Franklin Williams
Department: Transportation - ITS
Date: February 2, 2023
Type of Item: Administrative

Recommendation

Consider approving the First Addendum to Avail Technologies Professional Services Agreement (PSA) for replacing and upgrading transit bus stop digital signs, additional warranty, and support services.

- The replacement and upgrade of transit bus stop digital signs is a not-to-exceed amount of \$380,416. A federal grant covers 80% of the cost. PCMC is responsible for the local match of \$76,083.
- Additional warranty and support services for the new equipment are a not-to-exceed \$14,328 for a two-year service agreement.

Executive Summary

Park City Transit (PCT) uses Avail Technologies Inc. (Avail) as its primary transit technology provider and, as such, has a current PSA with Avail ending January 25, 2025.

In 2019, cellular providers began upgrading their cellular networks from 3G to 4G technology. All PCT's digital bus stop signs were utilizing 3G technology with no option to upgrade the hardware, rendering these assets no longer viable solutions for providing information to users of our transit system.

As a result, PCT applied for and was awarded a federal grant in 2019 to upgrade its transit technology. These funds were earmarked for replacing end-of-life assets and upgrading to currently supported IT technology with enhanced features. We intentionally waited to utilize the grant funding to allow us to align the bus stop technology to that which is coming on our six new electric buses.

Analysis

- City Council and community goals highlight the continued enhancement of our transit system and supporting technology. Real time information to inform travel decisions is a major influencer on transit rider sentiment, and our users continue to seek mobile and real-time information. Our digital signs used older technology and reached end of life. The newer technology allows more flexibility in the information provided at stops, with options to add more transit route detail and improved accuracy of real-time bus location and arrival and departure times. The new technology also allows for more information categories, such as event information, traffic, and weather.

- This project includes the procurement of sign hardware, content management hardware, and software, installation, and testing. The sign package includes various types of signs that are in use by many other agencies and cities.
- The sign package includes:
 - 8 route signs for Old Town Transit Center that will replace the static metal signs with digital programmable signs at each route bay;
 - 2 content management computers for the indoor monitors at Old Town Transit Center, which will provide multi-frame display of transit information and additional community information such as news and events, weather, and traffic;
 - 2 multi-frame displays and two route signs at Fresh Market and Park Ave stops;
 - 10 tablet-based E-ink displays that are mobile for smaller stops such as the MARC and PC High School.
- The E-ink signs can easily be moved from location to location with simple programming to update the information specific to the new site. This is a game changer for PCT, adding the ability to provide updated, accurate information to the public when modifying service for events or other disruptions to the normal service in an area. Similarly, the larger route signs can be modified by remote programming providing additional capabilities to change service or provide service information to the public in real-time.

Example of Multi-frame display that will be installed at Old Town Transit Center, Fresh Market, and Park Ave stops.

Central Station 1		SCHEDULED		ESTIMATED	
LINE	STATION				
22	TARRANT	03:22PM	03:22PM		
28	SOUTH EASTLAKE	03:25PM	03:25PM		
44	6 MONTCLAIR	03:25PM	03:25PM		
ET 1	1 EXPRESS	03:30PM	03:30PM		
17	EASTWOOD MALL	03:35PM	03:32PM		
8	6TH AVE. SOUTH	03:32PM	03:32PM		
ET 45	45 EXPRESS	03:35PM	03:35PM		
201	201 COMMUTER	03:35PM	03:35PM		
42	BROOKWOOD MALL	03:35PM	03:35PM		
1	SOUTH BESSEMER	03:35PM	03:38PM		
39	HOMEWOOD WILDWOOD	03:25PM	03:38PM		
6	PRATT ENSLEY	03:30PM	03:38PM		
DATA LAST UPDATED: TUE OCT 17 2017 03:23PM					

22	TARRANT
ESTIMATED DEPARTURE	03:22PM
B 10TH AVE & COOSA ST	03:42PM
C 43RD ST & 43RD PLACE	03:49PM

Example of Route sign that will be installed at Old Town Transit Center at each bay.



Example of E-Link sign. These replace the metal transit signs mounted at smaller bus stops. We will also mount these inside bus shelters at locations such as the Library and Skate Park.



Example of onboard display coming on new Gillig Electric Buses



Funding

- Funding comes from a federal grant received in 2019 for \$500,000.
- Total capital project costs are not to exceed \$380,416. The local match requirement is 20% or \$76,083.20.
- The added costs for support of these new assets are \$14,328.00.
- The PSA's new not to exceed amount including the above adjustments is \$754,812.28.

Council Agenda Item Report

Meeting Date: February 2, 2023

Submitted by: Michelle Kellogg

Submitting Department: Recreation

Item Type: Work Session

Agenda Section: OLD BUSINESS

Subject:

Discuss the Potential Expansion of Recreational Capital Facilities Including the Summer Camp Building, Aquatics Facilities at PC MARC, and New Facilities at the Park City Sports Complex

(A) Public Input

Suggested Action:

Attachments:

[Recreation Capital Needs Staff Report](#)

[Exhibit A: Park City Municipal & Recreation Center and Park City Sports Complex Master Plan](#)

[Exhibit B: City Park Building Concept 2017](#)

City Council Staff Report



Subject: Recreation Capital Needs
Author: Ken Fisher, Recreation Director
Department: Recreation Department
Date: February 2, 2023
Type of Item: Administrative

Recommendation

Review, discuss, and consider prioritizing a considerable expansion of several recreational facilities in Park City, including:

1. A full replacement of the existing Recreation Building in City Park that is used for Summer Day Camp;
2. A full replacement and expansion of the aquatics facilities at the PC MARC; and
3. Several new facilities and equipment to support the Park City Sports Complex (PCSC):
 - a. A new indoor and outdoor pickleball facility;
 - b. A new seasonal outdoor ice sheet and multipurpose facility;
 - c. A new maintenance and equipment storage facility; and
 - d. New field lighting on the stadium field.

Executive Summary

VCBO architecture completed a Master Plan for the PC MARC and PCSC, as directed by Council and the Recreation Team. The Master Plan includes information on project background and process, concept development, and estimated cost. It also includes a conditions analysis of the MARC's aquatic's facilities and a summary of the Community Survey.

The full Master Plan report is found in **Exhibit A: Park City Municipal & Recreation Center and Park City Sports Complex Master Plan**.

In January 2021, the Recreation Advisory Board (RAB) endorsed the following priorities to balance the sometimes competing interests of aging infrastructure, proactive asset management, and desire to respond to new recreational interests and increasing demand for services (new and existing). These include:

- The PC MARC's aging aquatic infrastructure;
- Rebuilding the City Park Summer Camp Building;
- Consideration of a new facility to accommodate the growing demand for pickleball facilities;
- Improved trailhead access and formalized x-country skiing area at the PCSC;
- Expanded fitness areas at the PC MARC;
- Future phasing at the PCSC includes an outdoor ice sheet, pump track, stadium field lighting, and an expanded facilities maintenance building.

VCBO's design work is conceptual only, and if projects progress beyond this initial phase there will be extensive public outreach to design facilities and buildings. Capital projects of this scope and magnitude have considerable long-term impacts on overall municipal finances. They also come with considerable impact on annual operational budgets (labor, equipment, utilities, maintenance, technology, etc.).

Analysis of future revenues and expenses has not been conducted at this early stage but will be calculated should Council seek to move forward.

Analysis

VCBO evaluated the broad recreational needs of the community and created a master plan for future improvements at the PC MARC and the PCSC at Quinn's Junction. The scope of work included:

- Identify strategies to accommodate additional pickleball and fitness spaces within the site of the existing PC MARC facility;
- Explore alternative structures to the existing tennis bubble;
- Assess existing aquatic infrastructure and identify opportunities to expand aquatics while maintaining a seasonal and sustainability focus; and
- Assess opportunities at the PCSC to plan for future recreation opportunities.
- Estimate probable costs associated with each of the above.

A Steering Committee made up of representatives from PCMC, RAB, and members of the local pickleball community guided the master planning process. The Steering Committee met over several months to review community input and develop associated concepts and designs for Council and community consideration.

The first effort of the Steering Committee was to create and distribute a community-wide survey. The survey sought feedback on existing recreation programs and facilities and input on desired improvements. Complete results begin on pg.35 of Exhibit A.

Survey in summary:

- Total of 1,134 responses;
- 40% of respondents live in the 84060 zip code, and 46% within 84098. The final 14% live elsewhere;
- 66% of respondents agree that dedicated indoor pickleball courts are a priority, with additional group fitness and enhanced cardio equipment space needed to support the PC MARC;
- Additional program improvements requested for the PC MARC include enhanced aquatics, enhanced tennis, and improved strength training facilities;
- The most sought-after improvements for the PCSC were indoor pickleball courts (25.3%), enhanced year-round trail use (14.5%), formal cross-country ski area (13.7%), and outdoor ice skating (9.4%); and
- Additional improvements at the PCSC, including a bike pump park, visitor/guest parking, sport field improvements, and a warming hut.

In addition to the identified amenities in the Master Plan, this report includes information on other large capital replacements at the MARC, City Park, PCSC, and Ice Arena. By sharing a more inclusive overview of future cost implications, we can more fully inform the Council and community for consideration.

PC MARC

Originally, we sought to add indoor pickleball courts at the PC MARC and combine our facility's amenities. After looking at space constraints and parking at the PC MARC, the Steering Committee recommends a standalone facility at the PCSC instead. A new facility at the PCSC can be built in a location that reduces impacts on abutting residential neighborhoods, accommodates future growth, and creates an opportunity for continued regional and public/private partnerships.

Aquatics

An Aquatics Facility Conditions Analysis of the lap and leisure pool along with the spa was completed by Water Design Inc. (report begins pg.23 - Exhibit A). The current lap pool and spa were built in 1991, and the leisure pool opened in 2003. As outlined, the aquatics facilities need to be replaced soon, as equipment breakdown, lack of sustainability measures, and wear and tear have rendered the facility no longer able to meet the PC MARC's standard of quality.

The Committee recommends replacing both outdoor pools and creating one large body of water that includes recreational and competitive lap lanes, zero-entry water features, and youth and teen activity elements for free community swim, learn-to-swim programs, and more. By combining two pools into one, a more efficient operations can be achieved by mechanical and filtration systems. One body of water also reduces the number of lifeguards required to meet state regulations.

Project estimates are in the very early stages, but we estimate a multimillion-dollar upgrade is necessary.

Fitness

The Steering Committee recommends the MARC add approximately 14,000 sq ft of new fitness space. We contemplate a two-story addition utilized for fitness and other community programming needs (youth area, sport simulator, and indoor play area for example). If supported, the renovation would occur after the aquatic renovation to maintain temporary access to the lap pool for community programming. The project would also have a multimillion-dollar price tag.

Tennis Bubble

After careful consideration, the recommendation is to continue the use of our air-supported structure for seasonal indoor court usage. Building a permanent structure over the existing courts would require several variances from the Planning Commission in a residential neighborhood. Given the other capital projects contemplated, we agree this is a relatively low priority and no action is necessary in the near term.

However, the lighting system in the tennis bubble requires an upgrade. An annual CIP request will be submitted in this year's budget process. If funded, new lights could conceivably accompany the October 2023 bubble installation.

City Park Summer Camp Building

At the City Council mid-year retreat, Council identified the City Park Summer Camp Building as a strategic recreational objective. RAB concurs with Council's assessment that this facility plays an important role for our ability to conduct the growing PC Summer Camp Program.

In the past, several discussions were held by previous City Council's around creating a new facility (childcare, exercise classes, senior events, etc.) to expand the summer day camp registration limits. While a renovation was not included in VCRBOs scope, extensive work was conducted in 2016-17 on a potential facility rebuild. At the time, Council envisioned a joint senior center and expanded summer camp/community center.

In 2017, the projected cost was approx. \$9 million for 16,000 sq ft. We support and are prepared to include this renovation as part of a comprehensive recreation facility upgrade.

Park City Sports Complex

We recommend a phased solution for your consideration, including 8 indoor and 16 outdoor pickleball courts with 100 visitor parking stalls. Phase I would also include a Nordic training area for our local youth and adult programs, and improved trailhead access. Indoor pickleball courts are envisioned to be a relatively utilitarian building and include best practices from other facilities and additional community area uses (restrooms, storage, maps, etc.) used by trail users and other visitors. Details would be refined in future facility planning, and hopefully led by members of our pickleball community.

Creating additional and shared trailhead access in a shared parking lot will hopefully reduce impacts on in-town residential neighborhoods experiencing high usage. Currently, trail users park across the street from the trail access requiring crossing traffic while carrying equipment. A new site design would contemplate a Nordic learning area groomed to assist those learning Nordic skiing without the requirement to cross the street.

At minimum, we estimate a project cost of \$9 million.

Future Phase PCSC

Phase II includes constructing a covered and seasonal outdoor ice sheet, a bicycle pump track, expansion to the existing maintenance building, and new field lights on the stadium field to the east of the ice arena. Phase II could potentially be built as part of the initial project as it would meet many community needs and enhance support facilities.

Outdoor Ice

The expansion of ice has been an ongoing conversation for several years. In 2015, a *Feasibility Study for Park City Ice Arena Expansion* proposed adding a second indoor ice sheet at the current location and other amenities. While outdoor expansion was also considered, the consultant recommended only indoor options, citing it best met year-round needs. The appetite for the project was low with an estimated cost of \$20 million. We were also informed of plans for a private developer to build an ice arena in the area, that seem to be coming to fruition. [Town Lift story](#)

As demonstrated in the Community Survey and reflected in continued feedback from ice arena patrons, more ice is desired. The community has appreciated the addition of three outdoor (non-refrigerated) rinks at City Park. A refrigerated, covered ice sheet would most efficiently meet the current demand, providing a reliable amenity from October- March that could also be programmed for classes and rented by local clubs. The proposed sheet would meet the high seasonal demand. In the off-season, the space can be used for other hard surface sports (roller hockey, pickleball, basketball, volleyball, etc.) or as a shaded gathering place for PC summer camps and trail users.

During the design phase for the PCSC, it will be essential to consider the location of any outdoor ice facility. The 2015 study put the estimated cost of an outdoor, refrigerated sheet behind the current facility at \$6.9 million, while the outdoor ice sheet attached to the indoor pickleball facility was estimated at \$6.53 million.

Maintenance Building

The current maintenance building at the PCSC needs to be expanded to store park maintenance and Nordic grooming equipment. Currently, the equipment is often stored outside and reduces equipment longevity. The expansion is estimated at 1,200 sq ft at a probable cost of \$237,600.

Prioritized list based with summary of probable costs.

PC MARC Aquatics	~\$6 million
City Park Building	~\$13 million
PCSC Pickleball Facility	~\$9 million
Expanded Fitness PC MARC	~\$8 million
Future Phase of PCSC	~\$7 million
Total	~\$43 million

There are a combination of potential funding options that can be discussed in detail as part of the budget process.

Next Steps

If City Council supports additional exploration of a major overhaul to some or all of the facilities mentioned above, a Request for Proposals (RFP) for design services would be issued to obtain accurate cost estimate, planning approval, and project delivery

timelines. The RFP would take projects thru construction management, with approval needed from Council before moving on the next phase of the contract.

There is funding currently available to continue schematic design for the projects outlined above.

Additional Recreation Capital Projects

Ice Arena

The Ice Arena has operated for 17 years and requires replacement of several large pieces of equipment with 15-20 year lifecycles. A Capital Reserve Replacement Fund generally pays for capital expenses; however, we anticipate insufficient funding as costly replacements approach. As you are aware, Ice is pursuing a facility condition assessment, recently authorized by Council.

City Park Field Lights

The field lights on the City Park field should also be upgraded to LED lights to improve playability and reduce the impact on the night sky and abutting neighbors. The current lights are also on the original wood poles installed in the early 80s. The poles would be replaced with metal poles and similar in height to the existing poles. A new lighting system would also be controlled remotely, like the lights at the PCSC and City Park tennis courts.

Musco lighting submitted an estimated project cost of \$822,658. The City Park CIP fund has resources to cover the cost, and a CIP request is forthcoming in the FY24 budget process.

Exhibits

Exhibit A: *Park City Municipal & Recreation Center and Park City Sports Complex Master Plan.*

Exhibit B: *City Park Building Concept 2017*

Park City Municipal Athletic & Recreation Center
and
Park City Sports Complex

Master Plan

December 28, 2022



pcrecreation



Acknowledgments

We would like to thank the following people for their engagement and representation of the Park City community and support and guidance throughout the planning process.

Community Representatives

Ed Parigian, Park City Recreation Advisory Board Member

Emma Garrard, Park City Recreation Advisory Board Member

Joe Plomin, Park City Pickleball Club

Elaine Murray, Park City Pickleball Club

Park City Staff

Ken Fisher, Recreation Director

Tate Shaw, Assistant Recreation Director

Cole Johnston, Recreation Division Manager - Racquet Sports

Matt Twombly, Senior Project Manager for Engineering

Study Team

Brent Tippetts, VCBO Architecture

Whitney Ward, VCBO Architecture

Tom Anderson, Water Design

Table of Contents

Project Background	3
Project Process	4
Steering Committee	4
Public Outreach.....	5
Aquatic Facility Assessment	7
Concept Development	8
Concept Priorities	8
PC MARC	9
Park City Sports Complex	12
Estimated Cost of Implementation	20
PC MARC	20
Park City Sports Complex at Quinn's Junction	21
Appendix: Aquatic Facility Conditions Analysis	23
Appendix: Community Survey Summary	35
Appendix: 84060 Survey Summary	60

Project Background

Park City Municipal Athletic & Recreation Center (PC MARC) was constructed as a racquet club with the construction of the adjacent neighborhood and underwent a major renovation and expansion in 2011. Since this renovation, the facility has served the Park City community with minor updates and modifications. Since this time, the community has grown, and the recreation needs of Park City residents have evolved. Specifically, the popularity of pickleball has skyrocketed within the community.

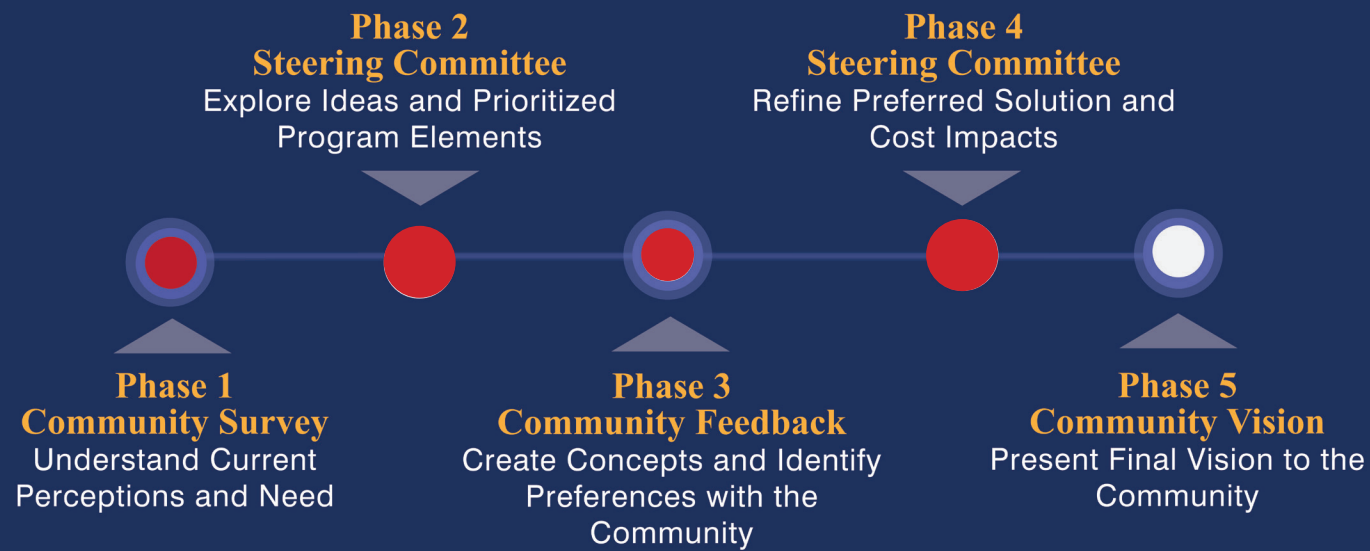
The PC MARC staff have worked to accommodate the community's changing needs by transitioning some tennis courts to pickleball courts and adding exterior pickleball courts. While this has been a positive modification, the number of residents who play pickleball has continued to grow, and the existing facility is no longer meeting the recreation needs of these residents.

Additionally, Park City leadership has been focused on supporting ongoing improvements to City Facilities. Specifically, the outdoor leisure pool and spa are approximately 19 years old, and the lap pool is 30 years old. Both pools and support systems are showing signs of wear and deterioration.

Park City Municipal Corporation has engaged VCBO Architecture to complete a study to evaluate the broad recreation needs of the community and create a master plan for future improvements at the PC MARC and the Park City Sports Complex at Quinn's Junction. The priorities of this study are:

- Identify strategies to accommodate additional pickleball and fitness spaces within the existing PC MARC facility.
- Assess existing aquatic infrastructure, and identify opportunities to expand aquatics while maintaining a seasonal focus.
- Assess opportunities for Quinn's Junction and master plan future recreation opportunities for the City.
- Create a scalable plan that defines dedicated pickleball courts. Ideally a 24-court complex with 12-16 built today and expansion opportunities is the current projection of need.
- Identify immediate needs to ensure City facilities continue to serve the community.





Project Process

Steering Committee

A Steering Committee with representatives from Park City Municipal Corporation, Park City Recreation, Park City Recreation Advisory Board, and members of the local pickleball community was formed to guide this process and support VCBO in creating a master plan that reflects the needs of the community. The steering committee met over the course of 8 months to guide and support the planning process.

Public Outreach

The first effort of the planning team was to create and distribute a community-wide survey. This survey was created to provide the community an opportunity for feedback on the existing recreation programs and facilities and to provide input on desired improvements.

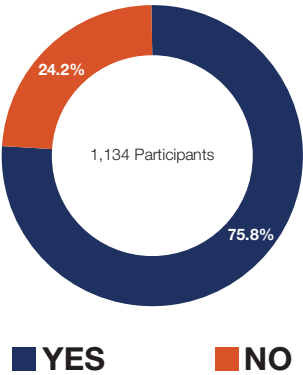
A total of 1,134 people responded to this survey. Key takeaways from the community survey include the following:

- 40% of respondents live in the 84060 zip code, 46% in the 84098 zip code and the final 14% live elsewhere.
- 66% of respondents agree that dedicated indoor pickleball courts are a priority, with additional group fitness and enhanced cardio equipment space needed to support the PC MARC.
- Additional program improvements requested for the PC MARC included a request for enhanced aquatics, enhanced tennis, and improved strength training facilities.
- The most sought-after improvements for the Park City Sports Complex were pickleball courts (25.3%), enhanced year-round trail use (14.5%), formal cross-country ski area (13.7%), outdoor ice skating (9.4%).
- Additional improvements requested for the Park City Sports Complex included a bike park, enhanced parking, sport field improvements, and a warming hut.

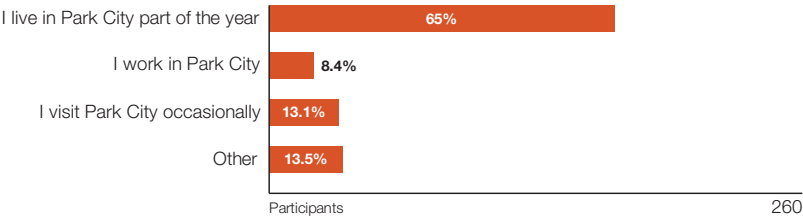
Feedback from the community is vital to understanding these facilities' current and future needs and ensuring exciting and relevant services and programs are offered. A survey has been developed to collect feedback on the current perception of the facilities and the programs offered. It is also an opportunity to guide future improvements at these two locations.

Survey Results

Are you a full time resident of Park City?

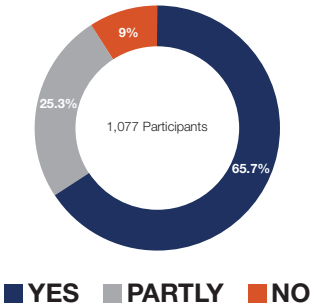


If no, please let us know your connection to Park City.



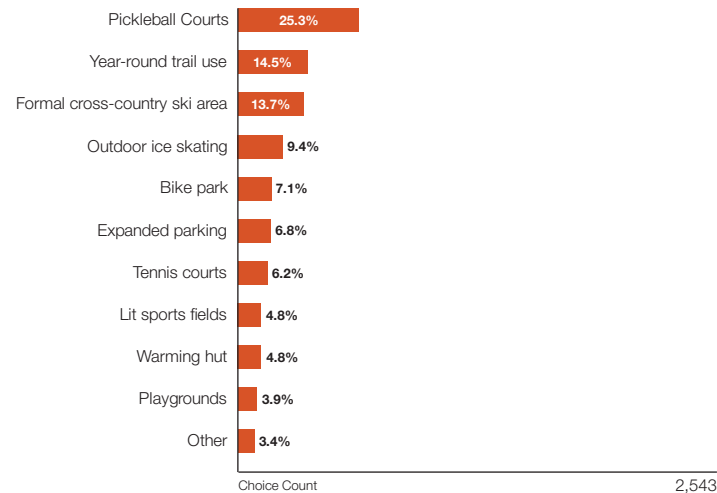
Survey Results

Park City Recreation is exploring a limited expansion to the PC MARC facility. The study team has assessed previous community surveys that indicate dedicated indoor pickleball courts are needed to meet growing demand & alleviate pressure on tennis courts. Additional group fitness and cardio equipment space have also been prioritized for this expansion. Do you agree that these spaces are the priority need for the facility?



Survey Results

Park City Recreation is exploring opportunities to expand recreational facilities at the Park City Sports Complex at Quinn's Junction. Please select the top three programs or amenities that you'd like to see offered or expanded in this area.

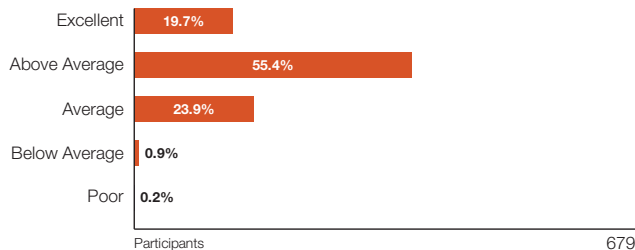


The information noted in the images to the left reflects the summary of responses from the community survey. The upper image illustrates the outcome of the 1,100 respondents prioritizing a list of amenities for the Park City Sports Complex, as provided by the study team. The image below provides a list of amenities as written in the comments by the community (with 99 comments received).

A complete summary of the survey questions and responses can be found in the appendix.

Survey Results

How would you rate the overall quality of the Park City Sports Complex?



Please provide any additional feedback for facility or program improvements you'd like to see at the Park City Sports Complex at Quinn's Junction. (99 responses)

- Pickleball Courts (29%)
- Indoor Ice (11%)
- Winter Sport Facilities (10%)
- Indoor Turf (9%)
- Additional Shade (7%)
- Improved Support Facilities (restroom, water, etc..) (7%)
- Improved Fields/Field Lighting/Turf (6%)
- Improved Playground (7%)
- Other (5% or less)
 - Improved Transit Access
 - Improved Dog Park
 - Access to Food
 - Enhanced Parking with Improvements
 - Additional Aquatics
 - Improve Awareness

Aquatic Facility Assessment

In tandem with the public outreach process, the team, led by Water Design, an aquatic design firm, completed an assessment of the existing pools to understand the current conditions and make recommendations for future improvements. The findings of this assessment include the following:

- The spa pool is over 30 years old now and is nearing the typical life expectancy of this type of pool. Due to the history of the pool leaking and the existing plaster condition, consideration should be given to future replacement of the spa pool.
- This lap pool is over 30 years old now and is nearing the typical life expectancy of this type of pool. Due to the history of the pool leaking, existing settling, existing plaster, and coping stone conditions, consideration should be given to future replacement of the pool.
- The existing pools utilize condensing boilers for heating the pool water. These boilers do not perform well when operated with lower water temperatures like the facility operates during winter. These boilers, coupled with the fact that the existing pools are circulated year-round at low water temperatures (just enough heat to prevent the water from freezing) make the boilers more susceptible to condensation and related sooting or corrosion problems. These boilers should be replaced with more energy-efficient heaters to support improved operations and the city's sustainability goals.

Concept Development

Following this survey and aquatic assessment, the planning team created numerous concepts to explore opportunities to expand and renovate the PC MARC to accommodate the requested uses. Concepts were also developed to support the community recreation needs at the Park City Sports Complex.

Concept Priorities

As the project concepts were developed, several priorities were used to assess the value of each concept. These priorities included:

Enhance open equipment areas at PC MARC. A key element of the renovation or expansion of the PC MARC will include additional space for open equipment that is designed for the weight and impact of exercise equipment.

Provide indoor, year-round, and outdoor seasonal pickleball courts. Ideally, this pickleball complex would be co-located for ease of access, use, and management. While options to provide pickleball were explored on the PC MARC site, it was ultimately determined with user input that this complex would be better suited for the Park City Sports Complex. The site space to allow for both an indoor and outdoor complex, the ease of access to the facility, and the ability to lighten the user load at the PC MARC all support the value of locating this element at Quinn's Junction.

An additional benefit of this priority is the resulting re-dedication of the indoor courts at the PC MARC to tennis, increasing the availability of tennis courts for the Park City community.

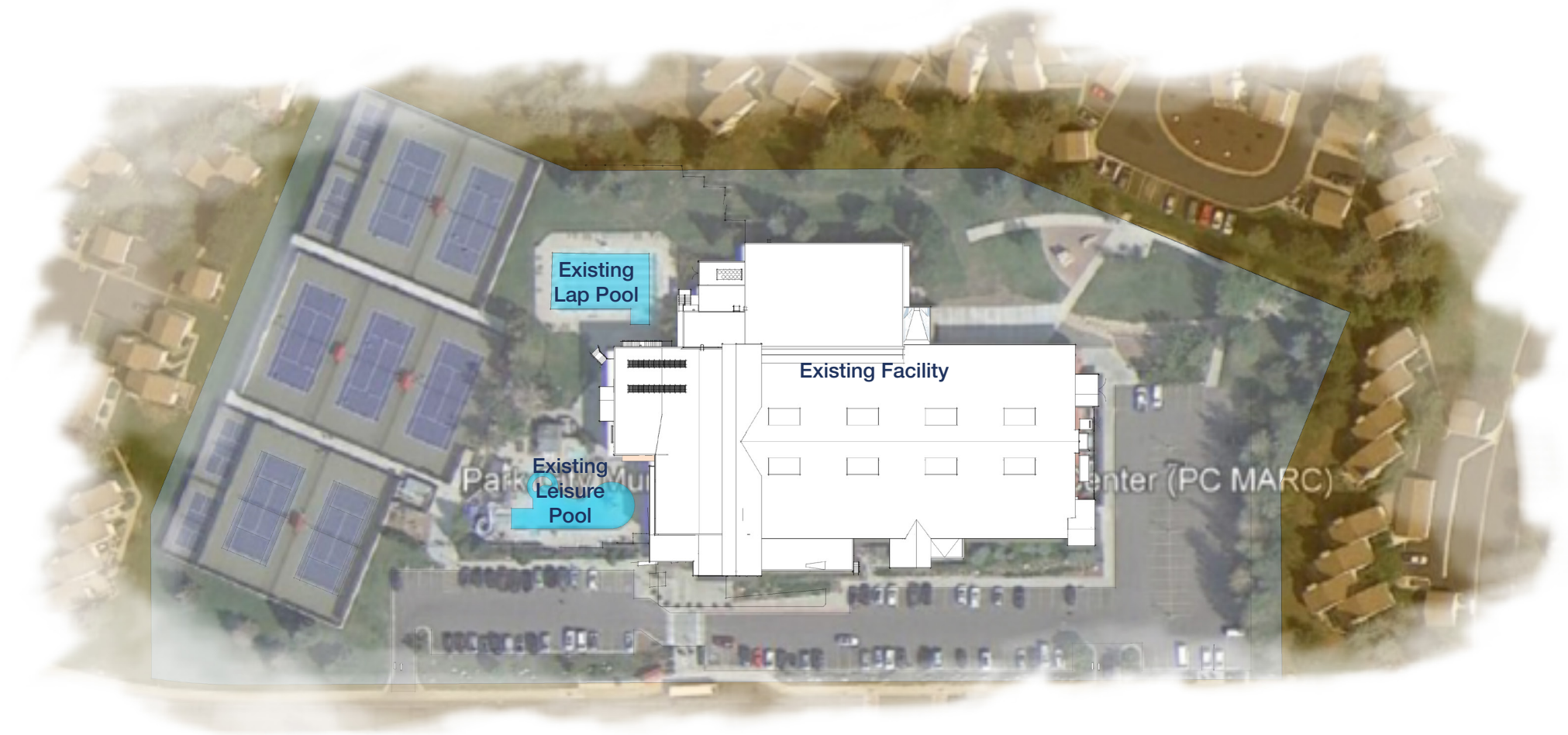
Replace existing aging aquatic infrastructure. While there are numerous challenges to supporting a year-round aquatics facility, including the space needed for the facility and the staffing. There is an opportunity to enhance the aquatics at the PC MARC, and reduce the environmental footprint of the pool operations.

Enhance winter sports and trail access at Park City Sports Complex. Many survey respondents and the steering committee members noted the high use of the facilities at Quinn's Junction in the winter. A place for a warming hut, restroom facilities, and other elements to support the year-round use of this complex would be valuable.

PC MARC

The following images reflect the preferred plans for the PC MARC to support the facility's needs while working within the site's limitations.

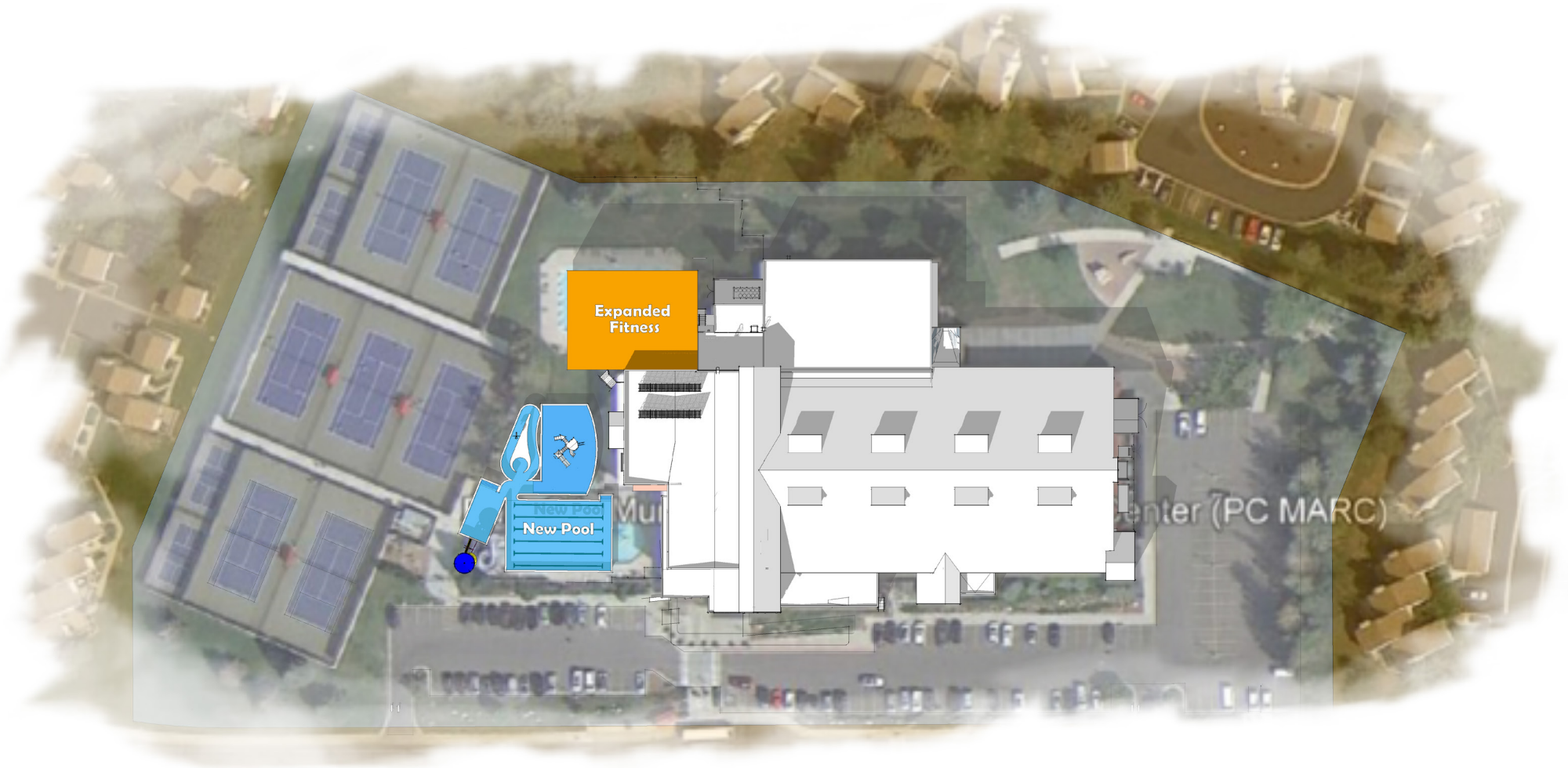
Existing PC MARC Site Plan



PC MARC - Recommended Concept

Build an expansion to the northwest of the existing building to support 14,000 square feet of additional open fitness area.

Build a new outdoor pool with lap lanes, a zero-entry water feature, and youth and teen activity elements.



PC MARC - Additional Option

Construct a permanent structure to expand year-round, indoor court access and negate the need for the current bubble. This would be combined with other recommended concepts.



Park City Sports Complex

The following images reflect the long-term vision for the Park City Sports Complex at Quinn's Junction.

PC Sport Complex - Existing Complex Site Plan



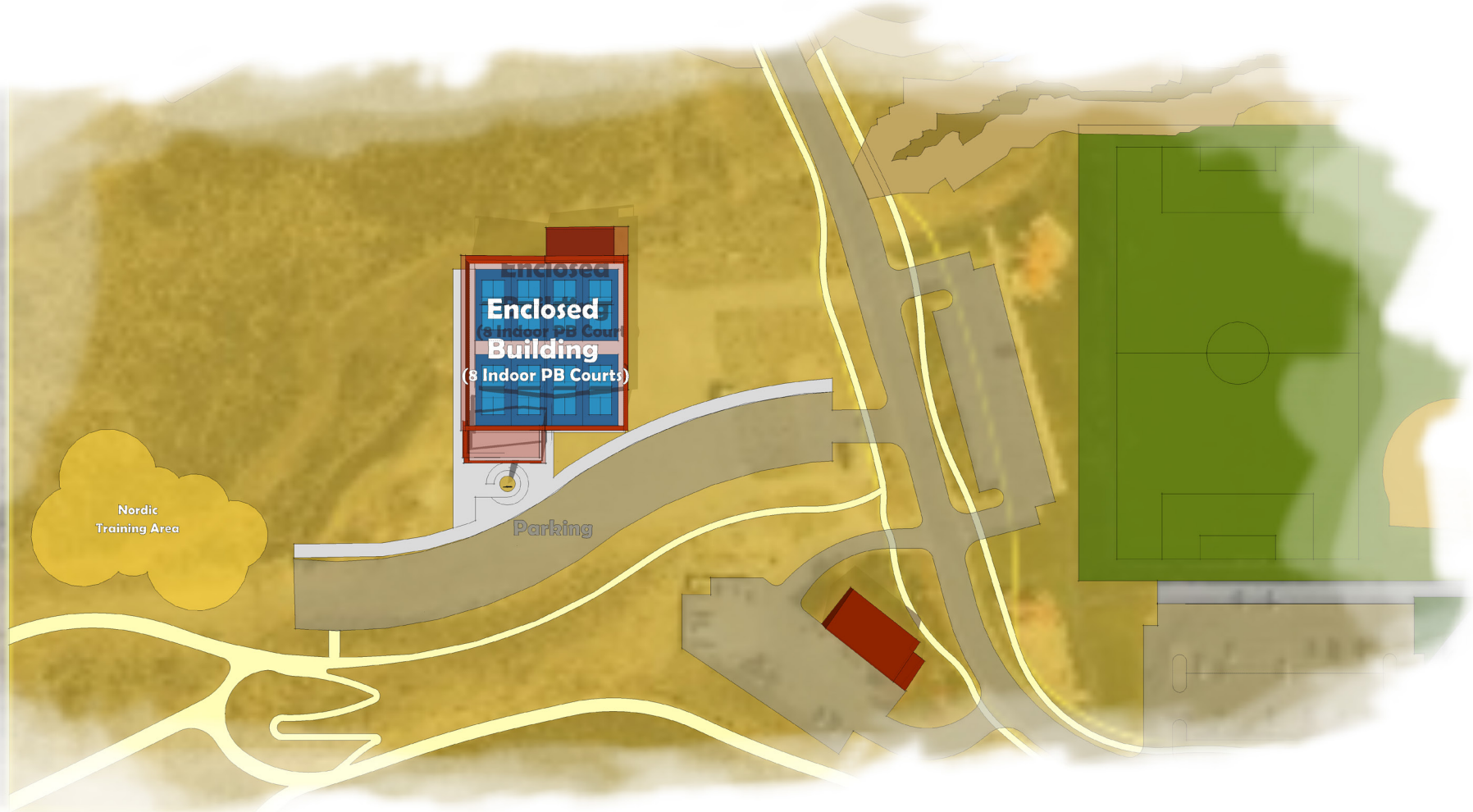
The area in yellow indicates the full extent of the current Sports Complex.

PC Sport Complex -
Existing Enlarged Site Plan



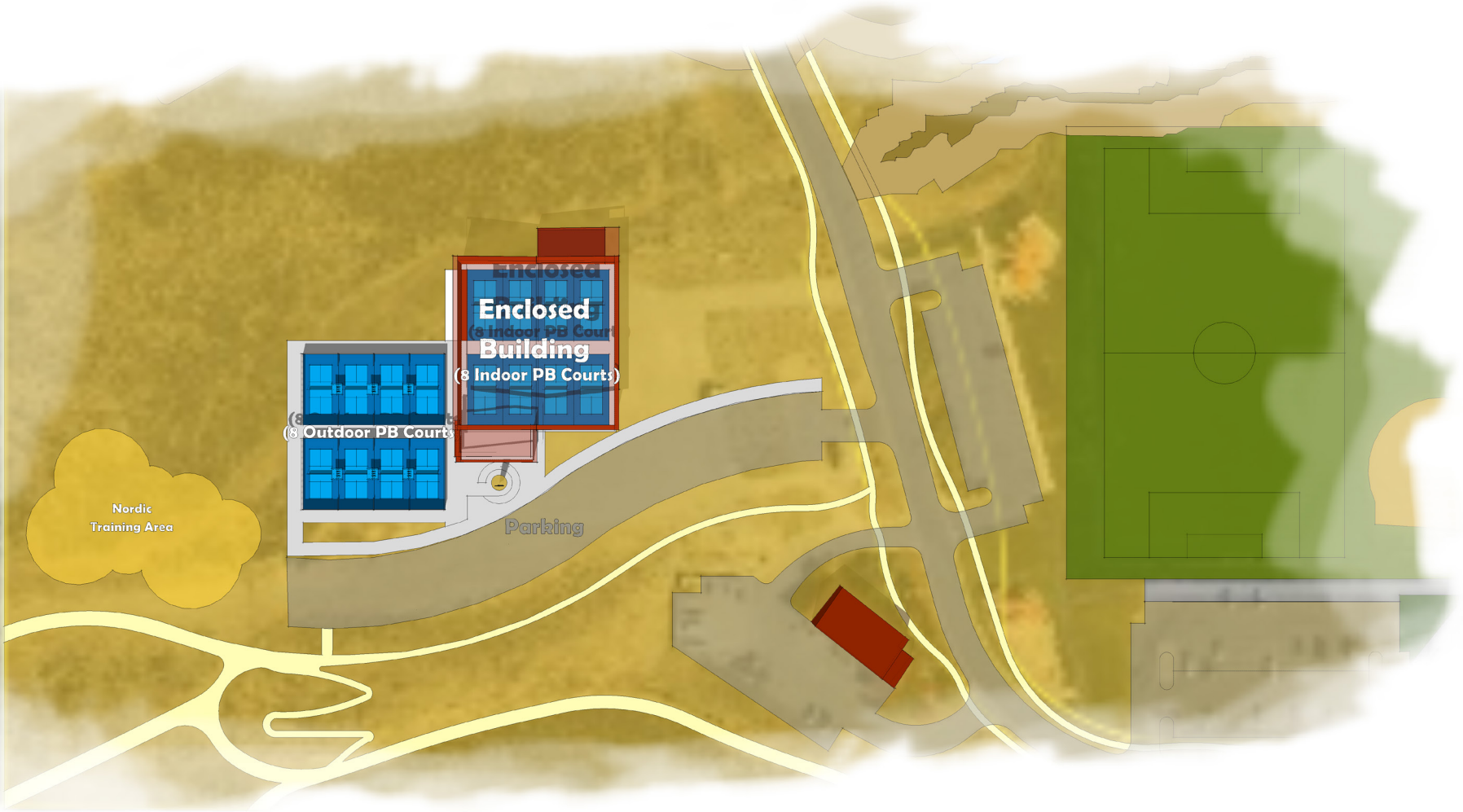
The area shown illustrates the southwest side of the sports complex that will house the future recommended improvements.

PC Sport Complex - Indoor Pickleball Courts



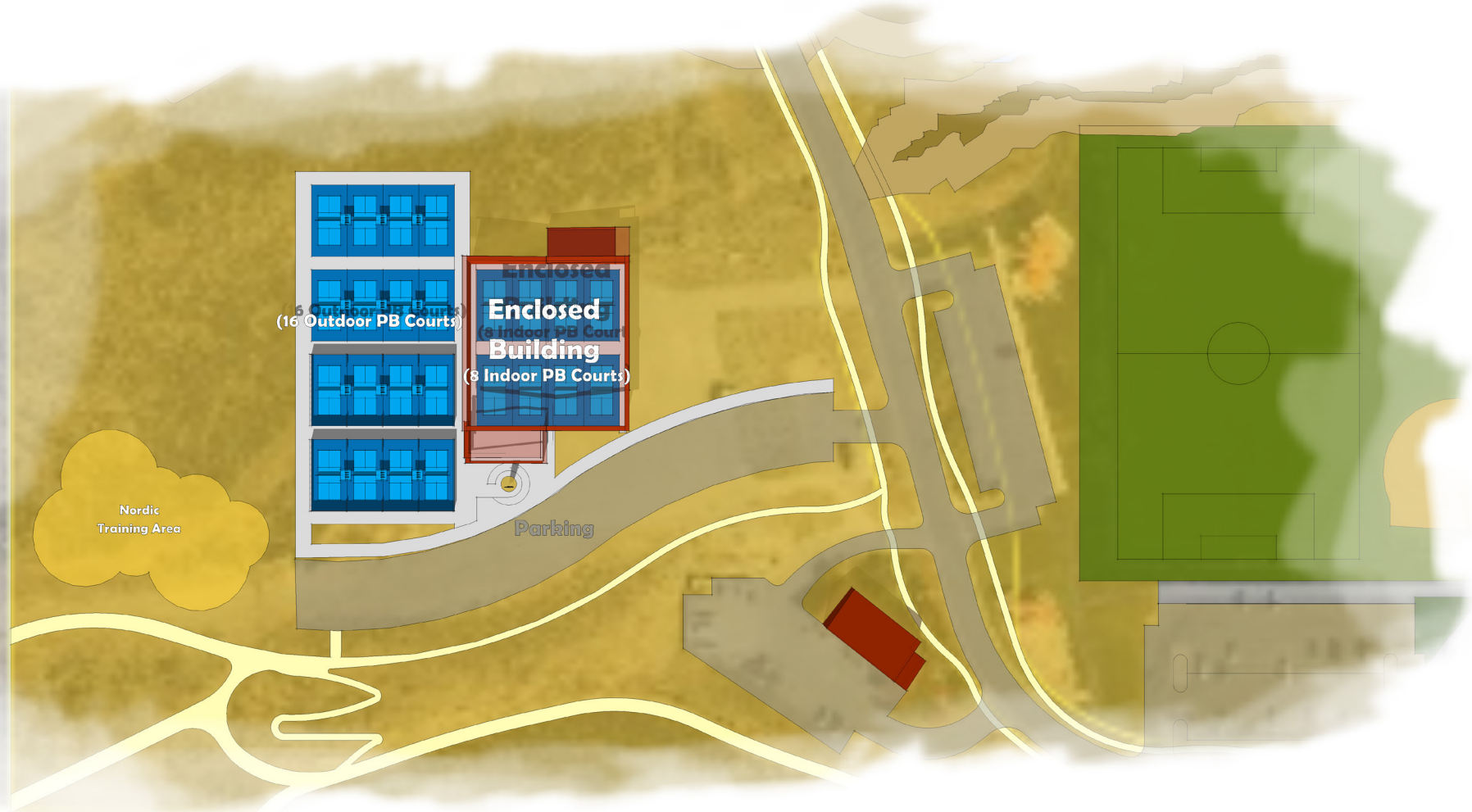
The plan above illustrates a facility that includes 8 indoor pickleball courts along with a reception and entry area, restrooms, and a small support area for facilities management. A new parking lot and connections to the existing trail network and an outdoor Nordic ski training area will be an integral part of this work.

PC Sport Complex -
8 Outdoor Pickleball Courts



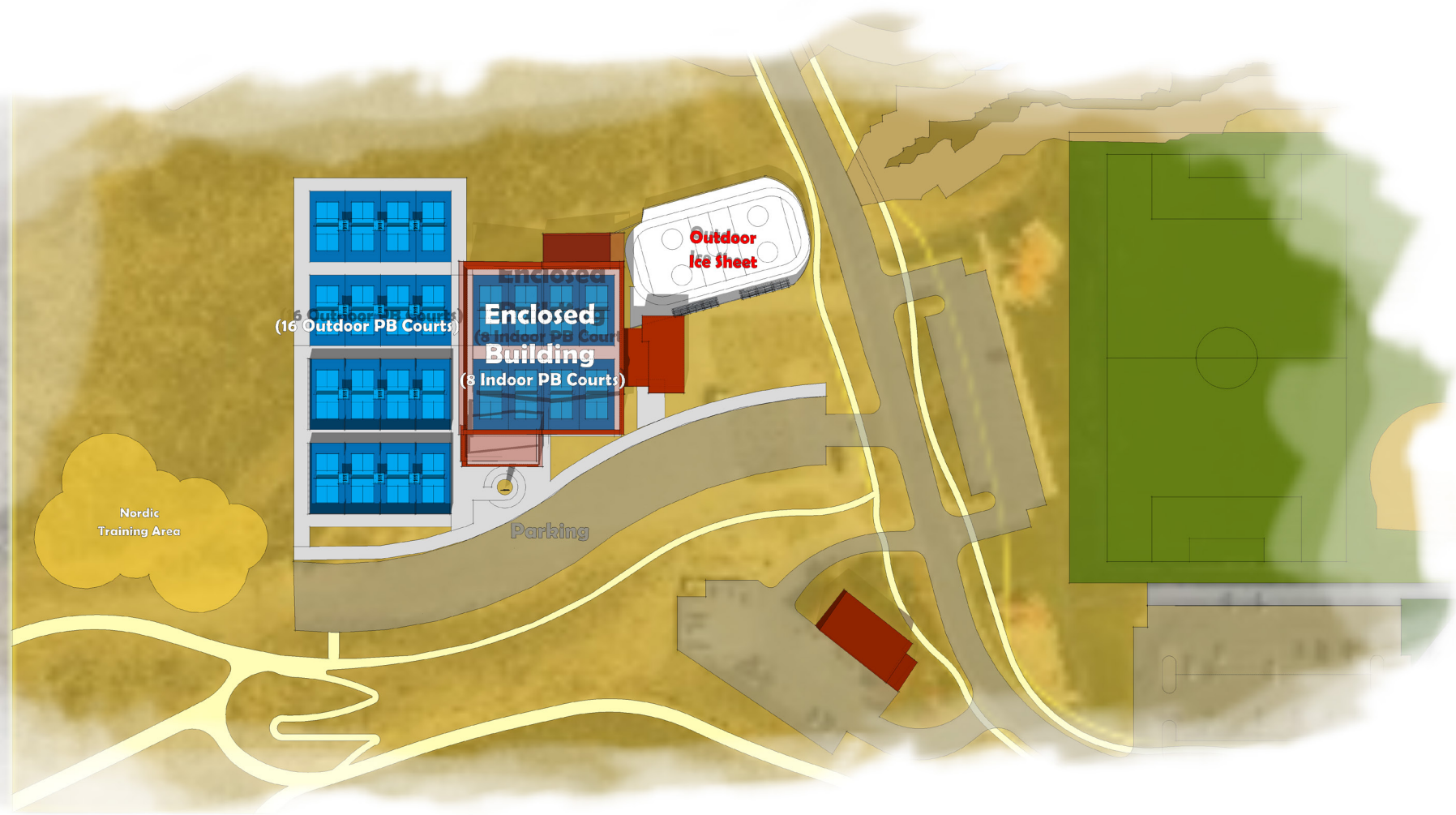
The plan above illustrates the addition of an 8-court outdoor pickleball complex to complement the indoor complex and better meet the needs of the pickleball community.

PC Sport Complex - 16 Outdoor Pickleball Courts



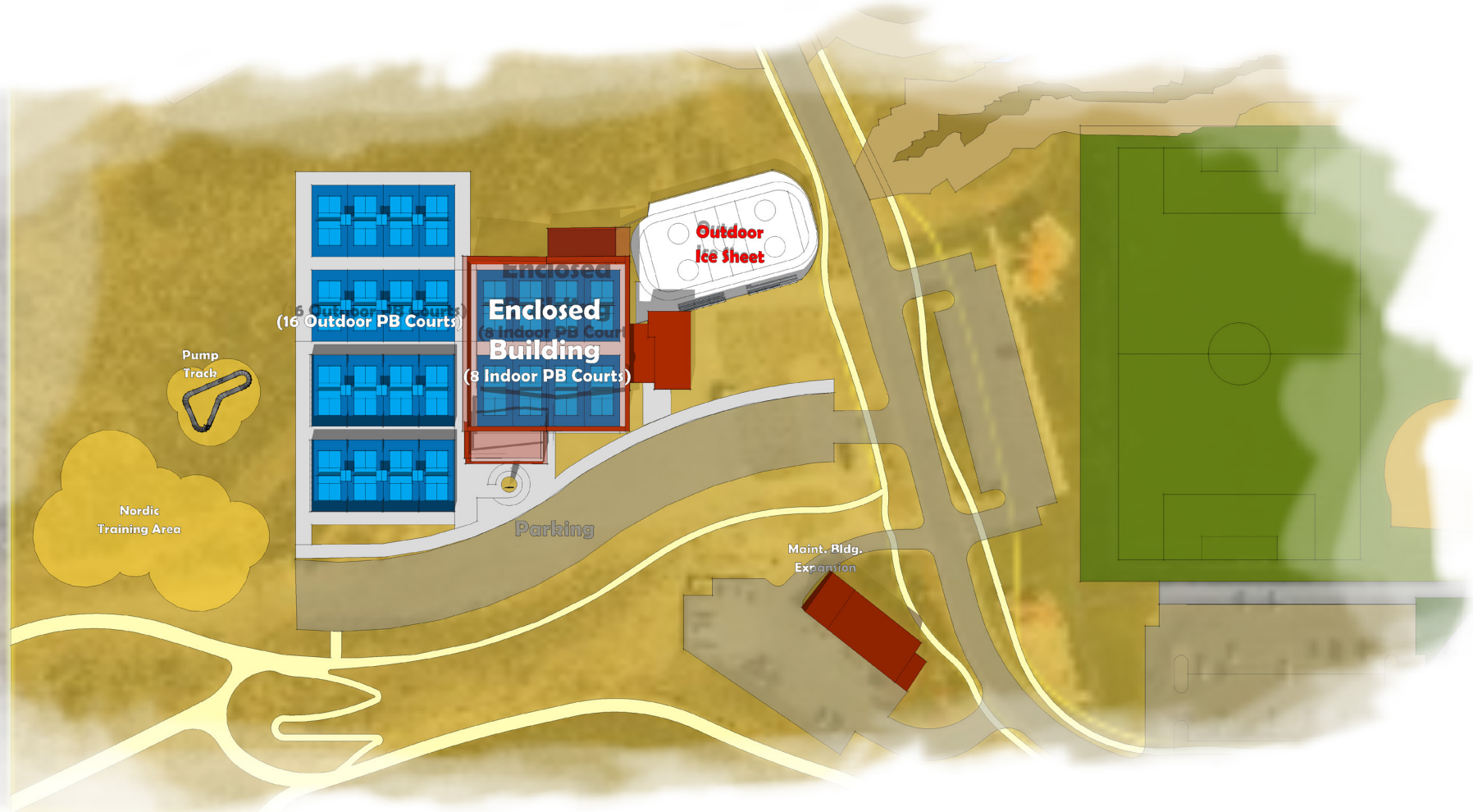
The diagram above illustrates a potential 16-court outdoor complex. This can be constructed at one time in lieu of the 8 court complex, or if the 8-court complex is constructed, it can be expanded in the future to accommodate 16 pickleball courts.

PC Sport Complex -
Outdoor Ice Sheet



The outdoor ice sheet for seasonal use as well as a winter sports activity center with rentals, small concessions, and warming spaces for the community to use.

PC Sport Complex - Outdoor Pump Track & Maintenance Building Expansion



The site plan above shows the addition of an outdoor pump track or bicycle skills area to compliment the year-round activities and opportunities for this site. An expansion to the existing maintenance building is also shown in this diagram to support the additional equipment needed for ice and field management at the Sports Complex.

PC Sport Complex -
Enhanced Field Lighting



The sixth element is the addition of lighting at the outdoor play field east of the ice arena.

Estimated Cost of Implementation

VCBO Architecture has developed a preliminary range of probable costs, presented here, purely for information purposes. As the design process commences, these estimates are likely to change as the program, schedule and design develops and as the construction market evolves.

PC MARC

Program Elements	Area		Totals	Notes
Replace Existing Outdoor Pools				
Construction Costs	8,000	sf	\$4,520,000.00	
Soft Costs			\$723,200.00	
Total			\$5,243,200.00	
Expansion of Indoor Fitness Space				
Construction Costs	14,000	sf	\$6,510,000.00	
Soft Costs		%	\$1,302,000.00	
Total			\$7,812,000.00	
Enclose Existing Outdoor Tennis Courts (Bubble Replacement)				
Construction Costs	22,000	sf	\$3,630,000.00	
Soft Costs		%	\$508,200.00	
Total			\$4,138,200.00	
Total Potential Project Costs			\$17,193,400	

Park City Sports Complex at Quinn's Junction

Program Elements	Area		Totals	Notes
Parking Lot (100 stalls)				
Construction Costs	34,000	sf	\$197,200.00	
Soft Costs	14	%	\$27,608.00	
Total			\$224,808.00	
8 Outdoor Pickleball Courts				
Construction Costs	23,200	sf	\$603,200.00	
Soft Costs	16	%	\$96,512.00	
Total			\$699,712.00	
16 Outdoor Pickleball Courts				
Construction Costs	46,400	sf	\$1,206,400.00	
Soft Costs	16	%	\$193,024.00	
Total			\$1,399,424.00	
8 Indoor Pickleball Courts				
Construction Costs	25,000	sf	\$6,125,000.00	
Soft Costs	20	%	\$1,225,000.00	
Total			\$7,350,000.00	
Outdoor Ice Sheet & Building				
Construction Costs	1	ls	\$5,440,000.00	
Soft Costs	20	%	\$1,088,000.00	
Total			\$6,528,000.00	

Pump Track				
Construction Costs	1	ls	\$45,000.00	
Soft Costs	20	%	\$9,000.00	
Total			\$54,000.00	
Playfield Lighting				
Construction Costs	1	ls	\$235,000.00	
Soft Costs	15	%	\$35,250.00	
Total			\$270,250.00	
Expansion of Maintenance Building				
Construction Costs	1,200	sf	\$198,000.00	
Soft Costs	20	%	\$39,600.00	
Total			\$237,600.00	
Total Potential Project Costs			\$16,064,082.00	

Appendix: Aquatic Facility Conditions Analysis

Water Design, Inc. visited the Park City MARC facility in Park City, Utah on June 1, 2022. The visit was requested to perform the following scope of services;

1. Provide a site visit to the facility to meet with the owner/client and to interview the pool operator, assess the facility, take necessary field measurements and data gathering, review existing conditions, and analyze the exiting swimming pool and its associated equipment.
2. Perform an engineering analysis and operational review of the existing swimming pools and their equipment conditions.
3. Compare existing swimming pool systems to current code requirements and industry best practices. Provide written comments and/or findings regarding the existing conditions and code deficiencies with the pool systems.
4. Work with VCBO to explore long term goals and provide recommendations related to potential options for repairs, upgrades, and/or replacement of items.

Water Design will utilize the Standards for Design, Construction, and Operation of Public Swimming Pools R392-302 (the code or pool code) as published by the Utah Department of Health and adopted by the Summit County Health Department. This code will be used as the basis for this report and its findings. The findings and recommendations formulated from my site visit will be presented in this report as follows:

Summary Description of Existing Pool and Spa Designs/Systems/Installations:

The above referenced project includes one (1) leisure (activity) pool, one (1) hot spa pool, and one (1) lap pool. We understand that the lap pool and spa pool were built approximately 30 years ago sometime in the early 1990s. The leisure pool was built in 2003. The pools and the spa all operate on individual sets of equipment for each pool. There are two separate equipment rooms/locations (one for the leisure pool and spa pool equipment combined and a separate equipment room for the lap pool equipment).

The leisure pool is a freeform activity type pool. The pool features several amenities including some recently installed interactive water play toys, a current channel, a helical open flume slide and a shallow entry area. The leisure pool utilizes a standard surface skimmer design. The water is drawn from the surface skimmers and main drains directly to the circulation pump and is then filtered, heated, treated and returned to the pool as a

“closed” system. The leisure pool circulation pump and motor have been replaced since the facility originally opened. This pump motor is operating but was observed to be excessively loud. The pool water is sanitized with calcium hypochlorite (pellet type chlorine) and is balanced with liquid acid. The chemicals are fed into the pool return line by a chemical automation system and are injected downstream from the heater.

The spa is a non-symmetrical (stretched) hexagon shaped structure with an underwater bench, therapy jets and one set of entry steps. The spa pool utilizes a standard surface skimmer design. The water is drawn from the surface skimmers and main drains directly to the circulation pump and is then filtered, heated, treated and returned to the spa as a “closed” system. The spa circulation motor has been replaced a few times over the years according to maintenance staff and the entire pump is considered old. The spa system also consists of a separate hydrotherapy system complete with pumps, piping, fittings, and hydrotherapy jets. The spa pool water is sanitized with calcium hypochlorite (pellet type chlorine) and balanced with liquid acid. The chemicals are fed into the spa return line by a chemical automation system and is injected downstream from the heater.

The lap pool was designed to include a 25 yard lap pool area with six (6) lap lanes (each lap lane is 7’-0” wide), and includes starting platforms, lane dividers, etc. The lap pool also has an offset entry area with stairs. The lap pool utilizes a perimeter gutter system that consists of a number of pre-cast gutter stones with built in skimmer weirs. The gutter allows water from the surface of the pool to skim over the gutter weir and flow in the gutter cavity to a series of collection pipe(s) where the water is directed into a piping network that flows by gravity to a remote surge tank located in the pump room. Water is also collected from the two main drain fittings at the deepest point of the pool and flows by gravity to the same remote surge tank. The balance of flow between the gutter and main drain systems is controlled by a modulating float valve in the surge tank. Water is then drawn through a single pipe from the surge tank by a circulation pump and is delivered to the filter and heater prior to returning to the pool through a series of wall fittings. The pool water is sanitized with calcium hypochlorite (pellet type chlorine) and balanced with liquid acid. The chemicals are fed into the pool return line by a chemical automation system and are injected downstream from the heater.

Both of the pools as well the spa have been constructed using shotcrete/gunite construction with a smooth plaster finish. We understand that the lap pool and spa were last replastered in 2005 (17 years ago). It is our understanding that the leisure pool still has its original plaster finish (19 years ago).

Data was collected to determine the existing properties of the pool circulation systems. The results of these calculations are tabulated below.

Existing Conditions:

Leisure Pool System Data:

Age of Pool:	~30 years old
Pool Size:	92'-11" long x 47'-5" wide with 12'x 14' offset entry area
Pool Depths:	1'-0" to 6'-0" to 3'-6" water depths
Pool Surface Area:	2,774.4 Sq. Ft.
Estimated Pool Volume:	77,375 Gallons (published original plans)
Pool Perimeter:	288 feet
Hair & Lint Strainer:	Molded Plastic (integral with pump)
Existing Filters:	Four (4) 36" diameter Pentair TR140C high rate sand filters (28.2 Sq. Ft. total filter area)
Allowable flow range of filters:	310 GPM min to 508 GPM max (per code requirements)
Chemical Controller:	US Filter –Strantrol System 5F
Chlorine Feeder:	PPG Accu-tab 3070AT Powerbase feeder
pH Feeder:	Hydrochloric Acid -Stenner 45M5 Peristaltic Pump
CO2 Feeder:	None (removed)
Heater:	Two (2) RBI Heaters (1,480,000 Btu input) outdoor heaters
Water Level Controller:	Aquaticontrol ELC-800
Chemical Electrical Interlock Device:	Stratton-Bratt interlock box (recently installed to meet new code requirements. May still need full commissioning)

Spa System Data:

Age of Pool:	~30 years old
Spa Size:	Approximately 12'-8" long x 12'-8" wide
Spa Depths:	3'-0" water depth
Spa Surface Area:	~ 124 Sq. Ft.
Estimated Spa Volume:	~ 2,147 Gallons
Spa Perimeter:	~ 44 feet
Minimum code required flow rate:	72 Gallons per Minute (GPM) to meet ½ hr requirement
Existing Flow Meter Reading:	80 GPM (typically runs between 70-80 GPM)
Existing Filter Turn-over Rate:	~ ½ hour turn-over (meets code requirement)
Circulation Pump:	Sta-Rite Max-e-Pro 2 HP
Hair & Lint Strainer:	Plastic (integral with pump)
Existing Filters:	Pentair TR-100 (30" diameter) Hi Rate Sand filter (4.9 sq. ft. total filter area)

Allowable flow range of filters:	64 GPM min to 88 GPM max (per code requirements)
Chemical Controller:	US Filter –Stranrol System 4
Chlorine Feeder:	PPG Accu-tab 1030AT Powerbase feeder
pH Feeder:	Hydrochloric Acid -Stenner Peristaltic Pump 45M2
CO2 Feeder:	None
Heater:	Raypak B-R377A (~377,000 Btu input)
Water Level Controller:	Aquaticontrol ELC-800.
Chemical Electrical Interlock Device:	Stratton-Bratt interlock box (recently installed to meet new code requirements. May still need full commissioning)

Lap Pool System Data:

Age of Pool:	~19 years old
Pool Size:	75'-0" long x 42'-0" wide with 12'x 14' offset entry area
Circulation Pump:	Pentair EQK500 5 HP (rated for only 240 GPM at 65 ft TDH) (need larger pump to meet min. flow rate & turn-over rate)
Hair & Lint Strainer:	Molded Plastic Strainer (integral with pump)
Existing Filters:	One (1) Pentair THS3484 high-rate sand filter (19 Sq. Ft total filter area)
Allowable flow range of filters:	247 GPM min to 342 GPM max (per code requirements)
Chemical Controller:	BecSys5
Chlorine Feeder:	PPG Accu-tab 3070AT Powerbase feeder
pH Feeder:	Hydrochloric Acid -Stenner Peristaltic Pump 10-30
CO2 Feeder:	None (removed)
Heater:	RBI Heater (3,200,000 Btu input)
Water Level Controller:	N/A
Chemical Electrical Interlock Device:	Stratton-Bratt interlock box (currently being installed to meet new code requirements. Still needs installation completion and commissioning)

Observed Code, Condition, and other Deficiencies & Recommended Considerations:

Leisure (Activity) Pool:

- Circulation Pump is excessively noisy and may have been damaged with water or have a different problem. Consider troubleshooting and replacing as needed.
- The Basket Strainer for the slide pump is ferrous and rusted. Consider replacing this strainer with a fiberglass strainer to match the other pumps in the pump vault.
- Observed tile on the current channel (river) island (outside radius area) were large format tiles that were missing grout and exposing sharp edges to the tile. This is a safety concern. Consider cutting tile into smaller pieces and reinstalling grout to provide a smoother transition around the radius without exposing sharp edges that can be a safety hazard.
- The chemical controller is an older model (no longer available) but appears to be fully operational. Consider future replacement of this device in ongoing maintenance budgets for when it fails.
- The pool plaster appears damaged. Observed mottling, etching, thinning areas, spalling, roughening, and cracking of the plaster. The plaster has exceeded its life expectancy by approximately double the time. Consider replastering the swimming pool.
- The pool coping to deck expansion joint is failing. It is cracked or missing in most places around the pool. Consider replacing the expansion joint with proper sealant system including new backer rod and deck-o-seal sealant.
- The pool deck has settled or subsided in area near the north-west area of the pool. This may be evidence of soft soils and/or water infiltration into the surrounding soils in that area. We did not observe evidence that the pool had settled any. There are some elevation differences apparent that may constitute a toe stub or trip hazard. Consider further exploration and remediation of the decks in this area.
- The suction outlet covers in the current channel area do not appear to have been replaced since original installation (likely in the ~2010-2012 time frame). Suction outlet covers have a life expectancy rating on the cover and need to be replaced when they are expired. These outlets appeared to have a 10 year life and are likely nearing, or have exceeded, the expiration timeframe. Consider replacing these covers with new matching suction outlet covers (if not matching, review and engineering may be required for new covers).
- One underwater pool light appears to be burnt out and requires replacement.

- Observed multiple broken or chipped depth markers on the pool deck. They are damaged and in some cases have sharp edges where broken and are dirty or faded. This is a safety concern. All broken, chipped, or faded depth markers should be replaced.
- Observed “NO RUNNING” tiles that were sticking up proud of the deck surface exposing sharp edges. This is a safety concern. Any broken, chipped, faded, or raised tile markings should be replaced.
- The grating covering the backwash pit in the equipment room was severely corroded and was compromised and poses a safety hazard to maintenance personnel. This grating should be replaced. Consider a rated non-metallic grating as the replacement.
- The circulation system does not have an isolation/control valve on the pump located between the pump discharge and the filter influent connection. Consider adding a valve at this location for isolation and more precise flow control.
- The Pentair TR-100 Filter appears to be aging (over ~15 years old) and is in poor condition. This means is nearing or has exceeded the life expectancy of this type of filter. The filter was observed leaking at connections/seams during the visit. Consider replacing the filter with a commercial grade filter (i.e. TR-100C or similar).
- Both Hydrotherapy Jet pumps are aging and has exceeded its life expectancy. Consider replacing the pumps with new high efficiency pumps with integral VFDs for more precise flow control and energy savings. Isolation/Control valves are required on all pipes to/from the pool. The jet piping did not have required valves installed. Isolation/control valves should be installed on the influent and discharge pipes of all pumps.
- The chemical controller is an older model Strantrol System 4 (model no longer available) but appears to be fully operational. Consider future replacement of this device in ongoing maintenance budget as it fails.
- The spa pool plaster appears damaged. Observed substantial mottling, staining, etching, thinning areas, spalling, roughening, and cracking of the plaster. The plaster has exceeded its life expectancy by about double the anticipated timeframe. Consider replastering the spa pool.
- The vertical water depth markers are faded where they have touched the water surfaces and are no longer legible. The depth markers should be replaced with new contrasting markings as this is a bather safety item.

- The spa appears to be leaking. Observed the automatic water make-up system cycling regularly during our visit evidencing a leak. This may be due to the poor condition of the plaster in the spa and would be hard to pinpoint a specific leak location. Other penetrations, piping, and fittings should also be explored and verified for water tightness by an experienced pool leak detection company.
- Observed that the supply inlets (returns into spa) do not appear to have the code required inlet orifices to promote uniform flow, mixing and turn-over of the spa water. Inlet orifices should be properly sized and installed on the spa pool. See supporting information section below for additional information.
- General piping in the equipment room has aged and appears to have been repaired and patched as needed over the years. Consider replumbing the equipment room complete with required valves, equipment connections, etc. to extend the life of the systems moving forward.
- The spa pool is over 30 years old now and is nearing the typical life expectancy of this type of pool. Due to the history of the pool leaking and the existing plaster condition, consideration should be given to future replacement of the spa pool. The integrity of spa pool structure could not be observed during the visit (requires destructive testing to fully determine the condition of the structure), but based on experience with this type and age of pool as well as the plaster condition not adequately protecting the underlying spa shell, we would expect that this pool will continue to have increasing problems due to deterioration of the pool structure, rebar, and finishes. Consideration should be given to the unknown condition (but likely deteriorated nature) of the spa pool shell before substantial monies are invested into the spa pool so that the invested money will provide the value and life expectancy warranted for the investment.

Lap Pool:

- It appears as though there has been some settling/subsidence of the swimming pool on the north side of the pool. This is evidenced by the waterline extending or flooding to the back of the gutter coping along the north side of the pool whereas the other sides do not have this flooding. The pool is still skimming at this point, but additional settlement may render portions of the pool edge dry and void of skimming. This could be rectified and/or mitigated by replacing the gutter coping stones, waterproofing the gutter (and gutter to coping joint) and setting them at a new level to provide a consistent skimming level around the pool. This pool also has a history of leaks (current small leaks and multiple substantial leaks over the years) that has likely contributed to this condition by wetting the supporting pool structure and subgrade soils. The pool deck on the north side of the pool appears to have experienced excessive settling as well and has steeper slopes than typical and to have had modifications to mitigate toe stubs and trip hazards. Settlement is likely to continue and worsen over time. See supporting information section below for additional information.
- The lap pool is reportedly losing water. Based on the settled pool as well input and feedback from previous water loss events there is likely that this water loss to be occurring are at the back of the gutter (at the joint beneath the stones) at the pool deck where the gutter stones are allowing flooding of the deck. The condition of the plaster may also be a contributing factor to water loss experienced. See plaster narrative below.
- The pool coping stones (pre-cast concrete coping sections) have deteriorated over the years. The finish has etched, is chipped, is rough, and some of the stones are broken. There is grout missing from the front and back of many of the stones which is impeding adequate skimming as it allows water to bypass the skimmer weirs and enter the gutter from below the water surface through the gaps created by the missing grout. Consider replacing the coping stones and sealing between the front and back between each stone.
- The pool gutter coping to deck expansion joint is failing. It is cracked or missing in places around the pool. Consider replacing the expansion joint with proper system including new backer rod and deck-o-seal sealant. If the coping stones are replaced as discussed above, this would need to happen after replacement of the stones as well and could be done at the same time to minimize rework. See supporting information section below for additional information.
- The pool plaster appears damaged. Observed mottling, spalling, etching, thinning areas, roughening, and cracking of the plaster. The plaster has exceeded its life expectancy by approximately double the time. Consider replastering the swimming pool.

- The Pool deck along the south side of the swimming pool (near the stairs to the building) reportedly experiences extensive movement during the seasonal cycles. This may be due to frost heave from saturated soils underneath the pool deck. It reportedly heaves in the winter and settles back to roughly the normal spot when it warms up. There is still some vertical movement observed from the last cycle and the staff needs to modify that area yearly to avoid toe stubs and trip hazards. Staff believes that the ground where the lap pool is built is always wet due to swampy/bog type conditions in the area. Consider exploring the subgrade conditions and whether a drainage system can be installed to mitigate the yearly cycle of heave/settling.
- The pool circulation pump has been recently replaced with a Pentair EQK500 (5 HP) pump from the previous pump operating that was installed when both the filter and pump were replaced. This specific pump selected and its related pump curve does not provide the code minimum flow rate needed for a 6 hour turn-over for this pool as required by the code (see flow data in chart above for deficiency). A Pentair EQK750 (7.5 HP) would likely be needed in order to provide the flow rate required to meet the code or a custom trim impeller type pump with lower horsepower.
- The pH feed pump appears to be aging and may require replacement soon. Consider replacing this pump as part of an ongoing maintenance plan.
- The pool heater is aging (~11 years old) but is still operational. It is nearing the end of its life-expectancy however and may need repairs or replacement in the near future. Consider future replacement of this device in ongoing maintenance budgets for when it fails. See supporting information section below for additional discussion about heating options and ideas for all pools.
- The pool depth markers and “NO DIVING” markers do not meet the requirements of the code. Additional depth markers should be added (and existing damaged markers should be replaced). See additional supporting information discussion below.
- The pool lights on the north wall of the pool are not operational. The fact that all of the north lights are failed at the same time may indicate an electrical issue with the lighting circuit or connections. It could be just coincidence that they have all failed in the same location, so bulb replacement could be tried to initially troubleshoot the situation. Recommend consulting a licensed electrical professional to ensure that underwater lighting connections are per code and have proper GFI protection grounding.

- This lap pool is over 30 years old now and is nearing the typical life expectancy of this type of pool. Due to the history of the pool leaking, existing settling, existing plaster and coping stone conditions, consideration should be given to future replacement of the pool. The integrity of the pool structure could not be observed during the visit (requires destructive testing to fully determine the condition of the pool structure), but based on experience with this type and age of pool along with the condition of the plaster in the pool we would expect that this pool shell has had water infiltration and will continue to have increasing problems due to deterioration of the pool structure, rebar, and finishes. Consideration should be given to the unknown condition (but likely deteriorated nature) of the pool shell before substantial monies are invested into the pool so that the invested money will provide the value and life expectancy warranted for the investment.

Additional Supporting Information & Code Deficiencies:

- **Lap Pool Depth Markings:**

Deficiency: The code requires that the water depth be marked on the pool deck and on the vertical pool wall with minimum 4" high numbers around the pool at every one (1) foot of depth with a maximum spacing of 25' from each other. The existing lap pool does not meet this requirement.

Solution: Add new depth markings as necessary at each one foot depth not to exceed 25' spacing on both the horizontal pool deck and vertical pool wall as required by the pool code. Depths are recommended to be marked in feet and inches with numbers that are required to be minimum 4" high.

- **Lap Pool Diving Markings:**

Deficiency: The code requires that "NO DIVING" be marked adjacent to the pool on the pool deck with minimum 4" high letters around the pool at a maximum spacing of 25' from each other. The existing lap pool does not meet this requirement.

Solution: Add new "NO DIVING" marking tiles at 25' spacing on the horizontal pool deck as required by the pool code. The "NO DIVING" should be marked with letters that are minimum 4" high.

- **Spa Inlet fittings:**

Deficiency: The code requires that inlets be designed with a non-adjustable orifice providing enough head loss to insure a balanced flow through all inlets. The existing lap pool inlets appear to be open ended pipe cut flush with the pool finish and with no type of restricting orifice in place. The spa inlets appear to be the same and should be verified for compliance.

Solution: Inlet orifices should be installed at all return pipes. The inlet orifice should be sized based on the design flow rate of the pool/spa system.

Industry Standard Deficiencies:

- **Lap Pool Gutter Design**

Deficiency: The lap pool system was designed with an overflow gutter system that was intended to be installed level to provide effective skimming and cleaning of the entire water surface. The perimeter gutter system is not level around the entire pool. The elevations of the precast gutter stones are not level within acceptable tolerances along the perimeter length of the pool and are also not uniformly level from front to back of the stones. This does not allow proper skimming action as certain parts of the gutter are over surged with waters and other areas do not have enough water flow. The long side of the pool (the side away from the facility) was flooding and water was observed reaching the back of the gutter stones and in many cases extending past the stones and up onto the deck. Maintenance personnel report water seeping through the deck joints and getting under the pool deck.

Potential Solution: Modify or replace existing gutter stones. In areas where the gutter is not level the stones (and possibly some of the deck) should be removed and re-installed to provide a level gutter edge around the entire perimeter of the pool. This will not allow water to reach the back of the stone during normal operation. It will provide for a more balanced skimming action as well as provide enhanced gutter flow rates up to 100% of the original design capacity of the circulation system.

- **Pool Heating Systems:**

Deficiency: The existing pools utilize condensing boilers for heating the pool water. These types of boilers do not perform well when operated with lower water temperatures like the facility operates during winter months. These boilers coupled with the fact that the existing pools are circulated year-round at low water temperature (just enough heat to prevent the water from freezing) makes the boilers more susceptible to condensation and related sooting or corrosion problems.

Recommendations: The owner has previously expressed a desire to consider sustainable options for upgrading the existing facilities. This coupled with the inherent problems of operating stand-alone pool boilers year-round in this climate would suggest that the owner should consider replacing their pool

boilers with either high efficiency “indirect” pool heaters or with a heat exchange system associated to the heaters. A heat exchange system can be more efficient and performs better for year-round circulation. It allows for the use of high efficiency and/or modulating boilers (not available in stand-alone pool type boilers) coupled with the ability to cross utilize the heat for multiple heating applications. This more efficient heat exchanger system will provide for long term operational cost savings. We recommend that any analysis of any mechanical system upgrade include analysis for utilizing a high efficiency boiler/heat exchangers system for heating the pool water. The size of the lap pool and the location of the lap pool equipment inside the main building make it the best candidate for a central central boiler plant if this type of approach is desired, and the system could be used on all pools (with some added expense of running piping and heat exchangers to the remote stand-alone pool equipment locations). Alternately, each pool could consider their own “indirect” type pool heaters (includes a boiler and heat exchange system on a common heater skid) for each pool. If the owner is interested in a heat exchange type system the cost of both approaches should be considered in making a decision.

Disclaimers:

The above recommendations are the professional opinion of Water Design, Inc. and are based only upon our site visit and observations. They are intended to address the pools as they are existing today. The observations in this report should not be relied upon as all inclusive since they deal primarily with some of the larger items that were observed as concerns for the pools. Prior to construction and implementation of any of these recommendations, construction documents stamped by a qualified engineer shall be submitted to the local health and building departments for their review and approval.

END OF REPORT

If you have any questions, please call me at (801) 261-4009.

Cordially,

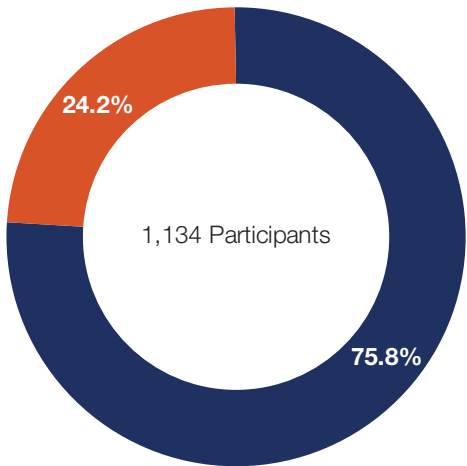
Tom Anderson

Thomas P. Anderson
Water Design, Inc.
6740 S 1300 E, Ste 110
Salt Lake City, Utah 84121

Appendix: Community Survey Summary

Survey Results

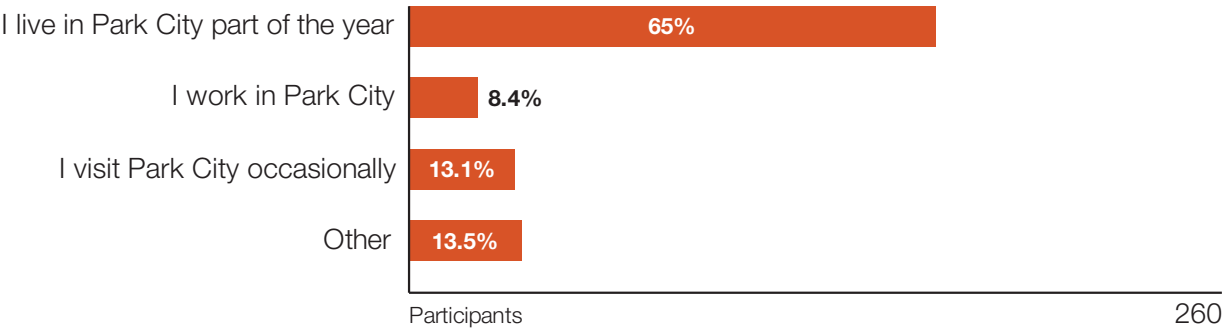
Are you a full time resident of Park City?



■ YES

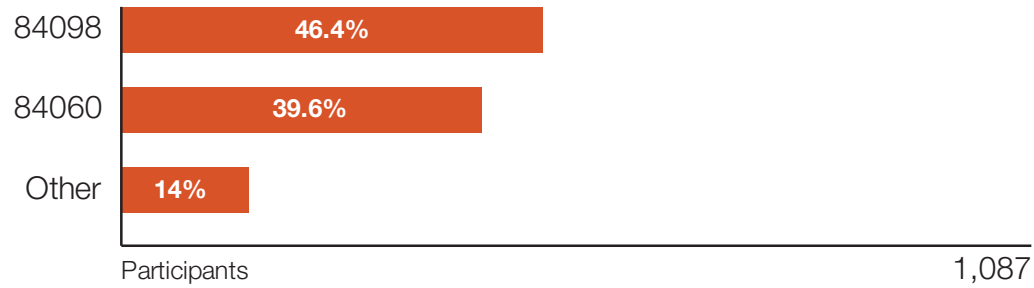
■ NO

If no, please let us know your connection to Park City.

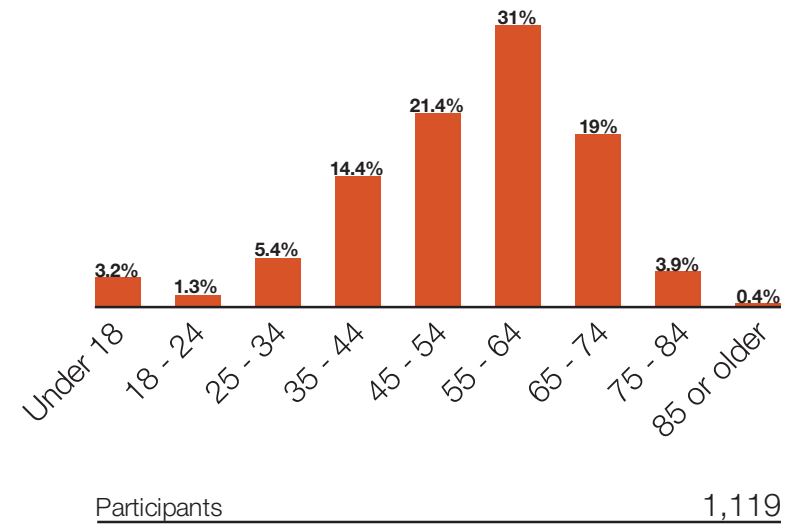


Survey Results

What is the zip code of your residence?

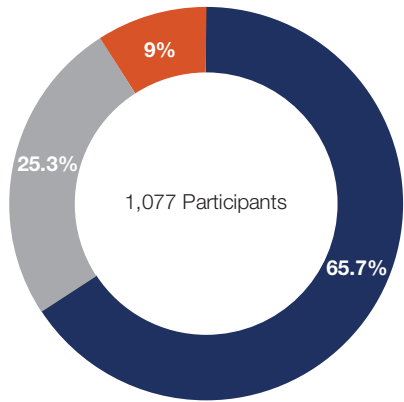


What is your current age?



Survey Results

Park City Recreation is exploring a limited expansion to the PC MARC facility. The study team has assessed previous community surveys that indicate dedicated indoor pickleball courts are needed to meet growing demand & alleviate pressure on tennis courts. Additional group fitness and cardio equipment space have also been prioritized for this expansion. Do you agree that these spaces are the priority need for the facility?



■ YES ■ PARTLY ■ NO



Survey Results

If no or maybe, please identify what additional or expanded programs or amenities you feel are needed for PC MARC. (175 responses)

Enhanced Aquatics (19%)

- Year-Round Aquatics (13%)
- Enhanced Family Area
- Enhanced Adult Area

Additional Pickleball (17%)

Additional Tennis (13%)

Improved Strength Training Facilities (8%)

Indoor Turf (6%)

Enhanced Child/Youth Oriented Programs (6%)

Others (less than 5%):

Additional Bicycle Facilities

Climbing Facilities

Enhanced Senior-Oriented Programs

Locker Room Improvements

Steam Room Improvements / Sauna

Facility Maintenance

Provide a Snack Bar



Survey Results

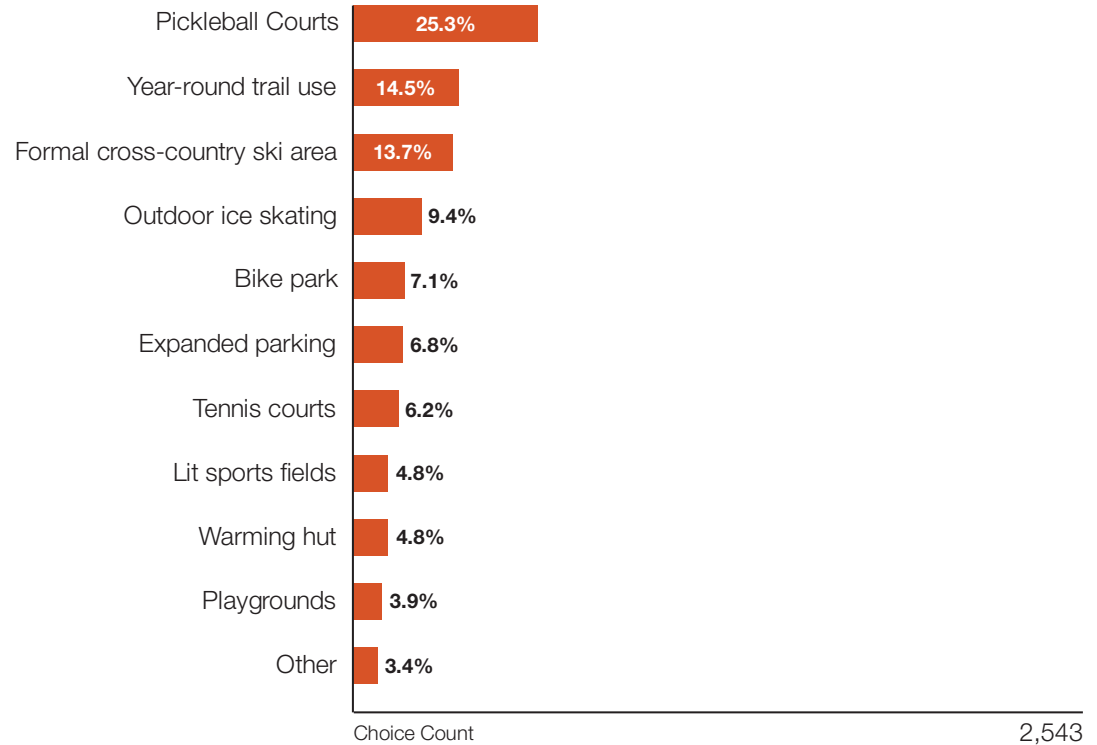
Do you have any additional feedback that you'd like the planning team to consider for the PC MARC? (199 comments)

- Additional Pickleball (35%)
- Additional Tennis (8%)
- Improved Strength Training Facilities (7%)
- Expand Program Offerings (7%)
- Enhanced Aquatics (12%)
 - Year-Round Aquatics (6%)
- Operational Comment (5%)
- Facility Maintenance Comment (5%)



Survey Results

Park City Recreation is exploring opportunities to expand recreational facilities at the Park City Sports Complex at Quinn's Junction. Please select the top three programs or amenities that you'd like to see offered or expanded in this area.



Survey Results

Do you have any additional feedback that you'd like to provide to the planning team as they consider improvements to the Park City Sports Complex at Quinn's Junction? (120 responses)

- Pickleball (26%)
- Facility Maintenance / Operational Comments (9%)
- Winter Sport Facilities (improved trails, rentals, restrooms, etc...) (8%)
- Indoor Turf (6%)
- Enhanced Fields (6%)

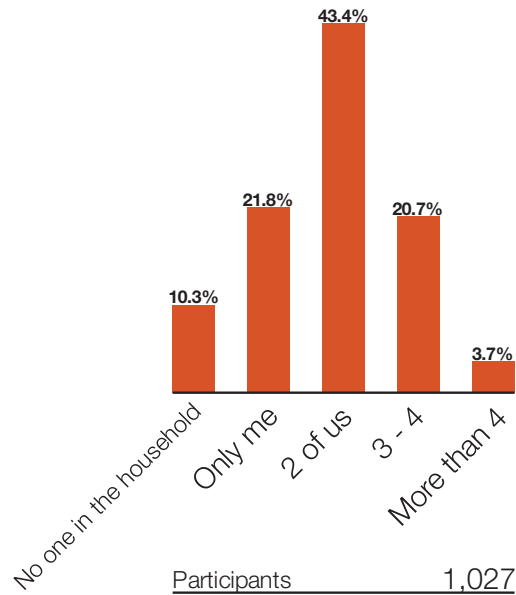
Other (5% or less)

- Skatepark
- Tennis
- Additional / Improved Parking
- Enhanced Transit Service
- Additional Indoor Ice Sheet
- Space for Food Trucks / Snack Bar / Market
- Aquatic Facilities
- Outdoor Event Venue

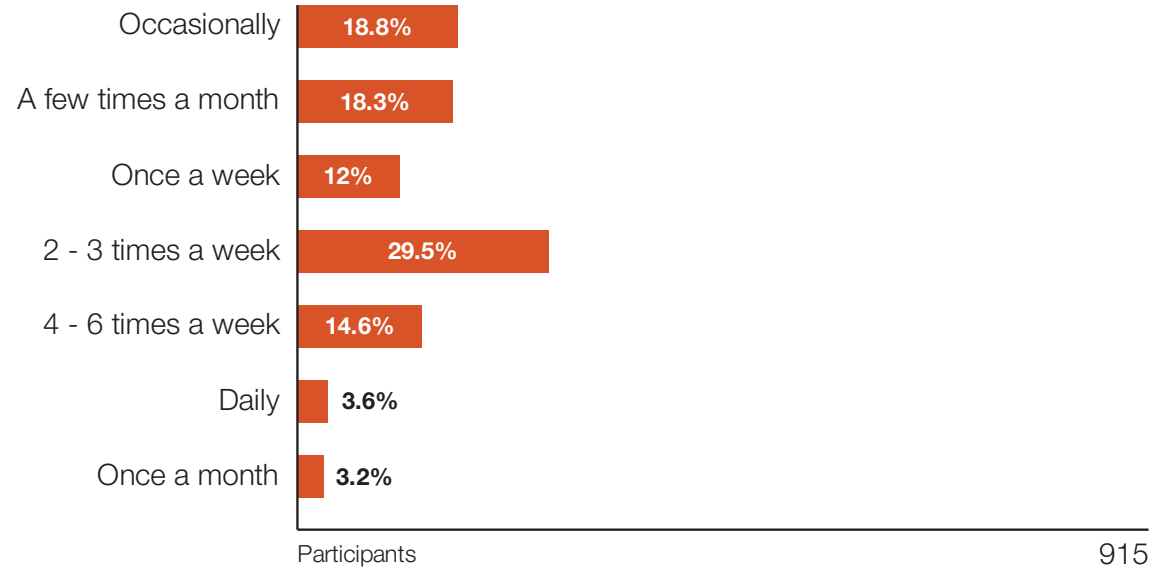


Survey Results

How many people in your household currently use the PC MARC?

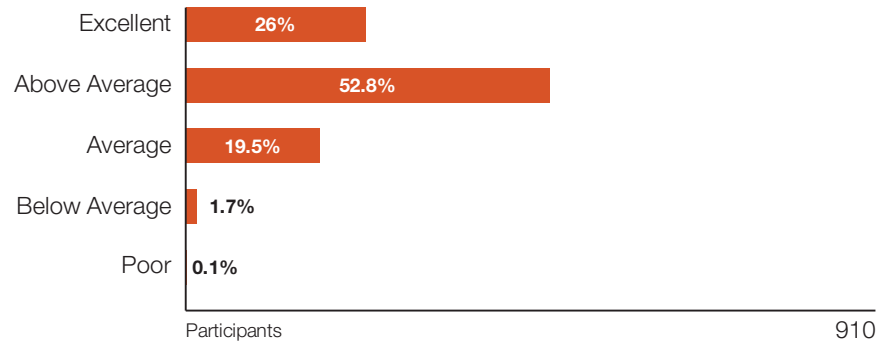


How often do you or a member of your household access the PC MARC?

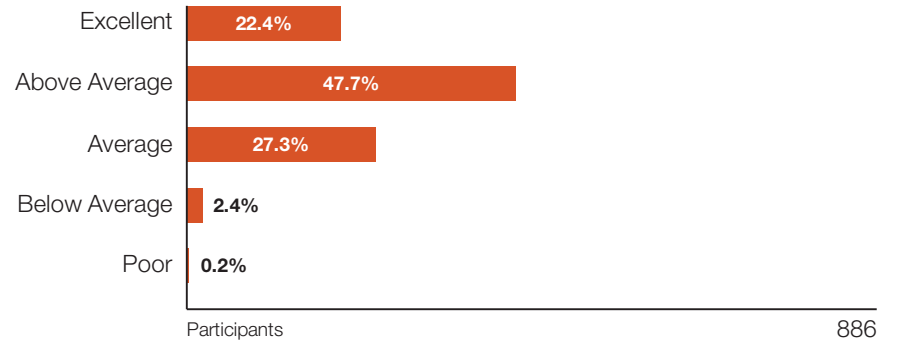


Survey Results

What is your overall opinion of the facilities offered at the PC MARC?

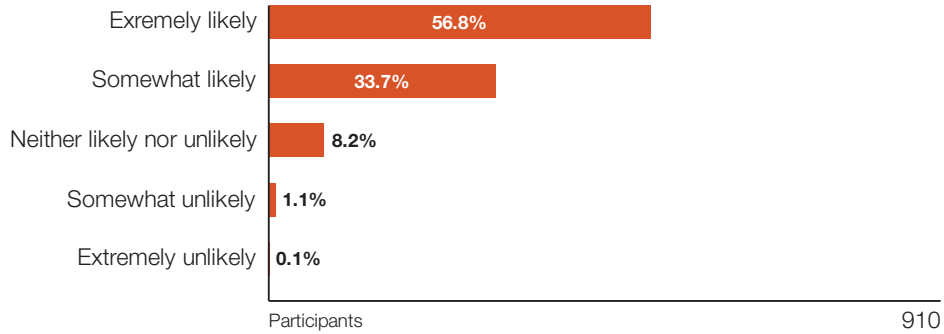


What is your overall opinion of the programs offered at the PC MARC?

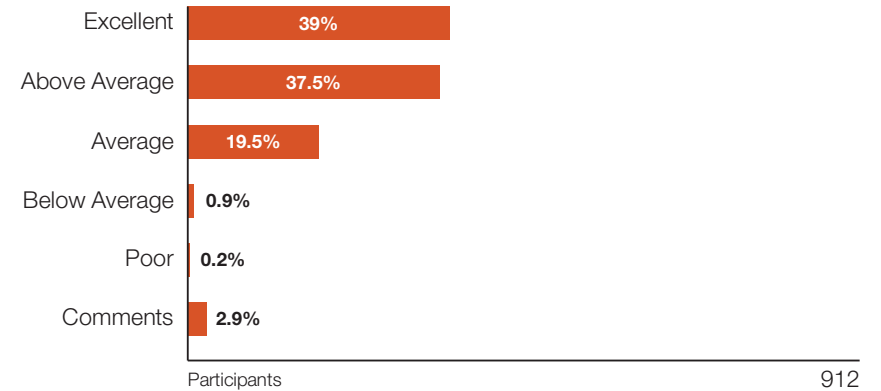


Survey Results

How likely are you to recommend the PC MARC to a friend or colleague?

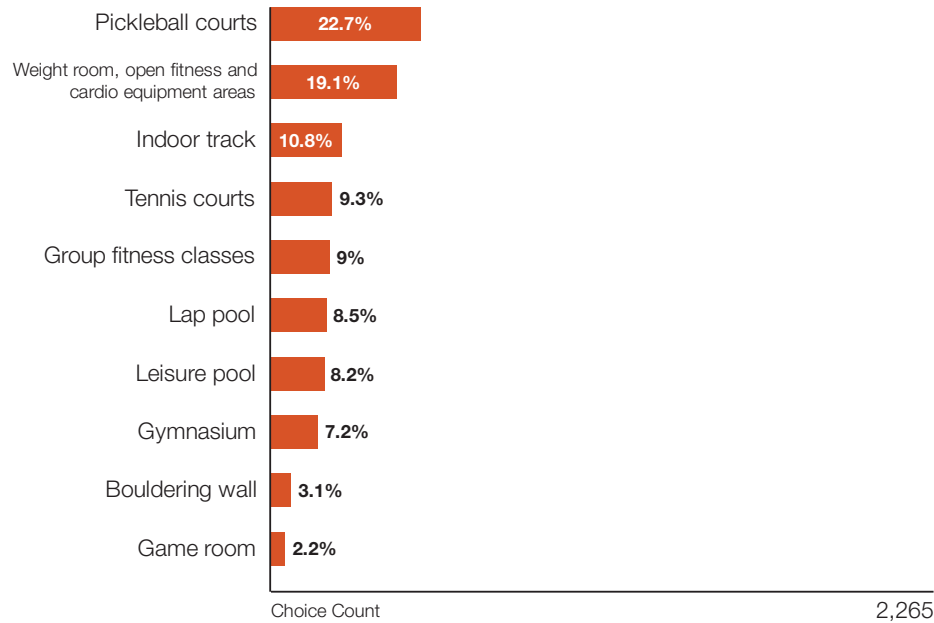


How would you rate the overall customer service you receive from staff at the PC MARC?

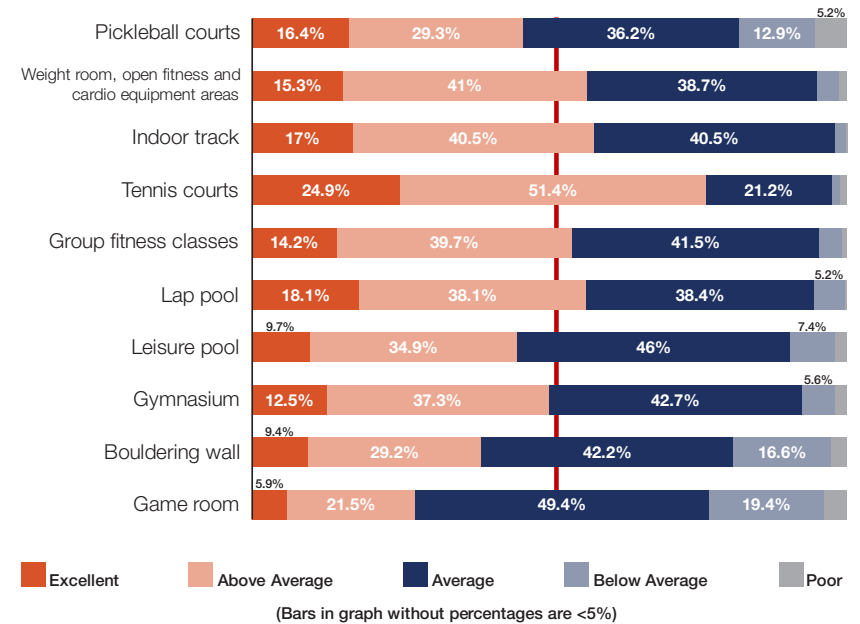


Survey Results

Which of the following amenities do you use at the PC MARC? (select all that apply)

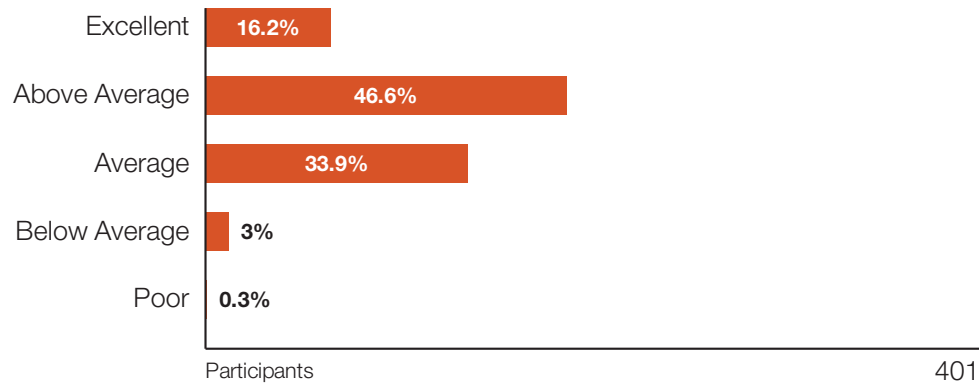


How would you rate the facility condition for each of the following areas of the PC MARC?



Survey Results

How would you rate the overall quality of the weight room, open fitness, and/or cardio area?

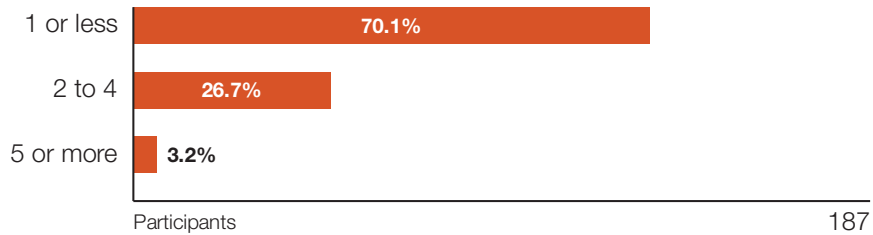


Do you have any suggested improvements to the weight room, open fitness, and/or cardio area? (105 responses)

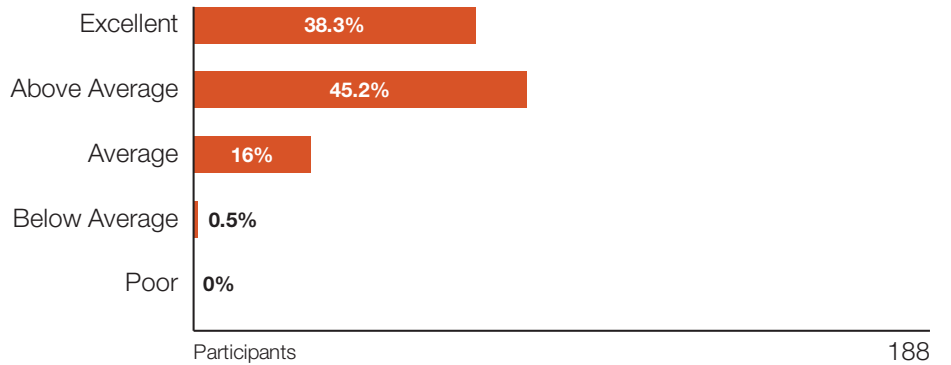
- Additional Space (more room for equipment, improved flow) (37%)
- Additional Equipment (47%)
- Improved Equipment (update aged equipment, ensure TVs and other elements are working) (19%)
- Facility Maintenance (keep equipment operational, and clean facilities) (14%)
- Additional Staff (training on how to use equipment, and manage use) (4%)

Survey Results

How many fitness classes do you attend per week?

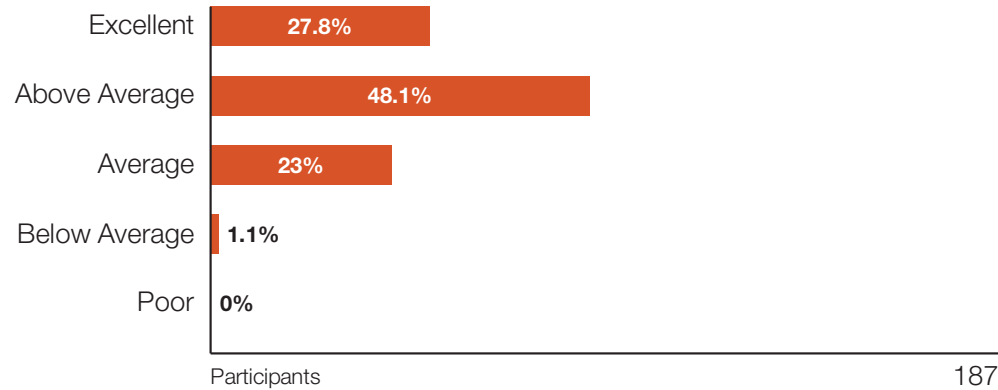


How would you rate the overall quality of instruction received during class?



Survey Results

How would you rate the overall quality of the group fitness programs offered?



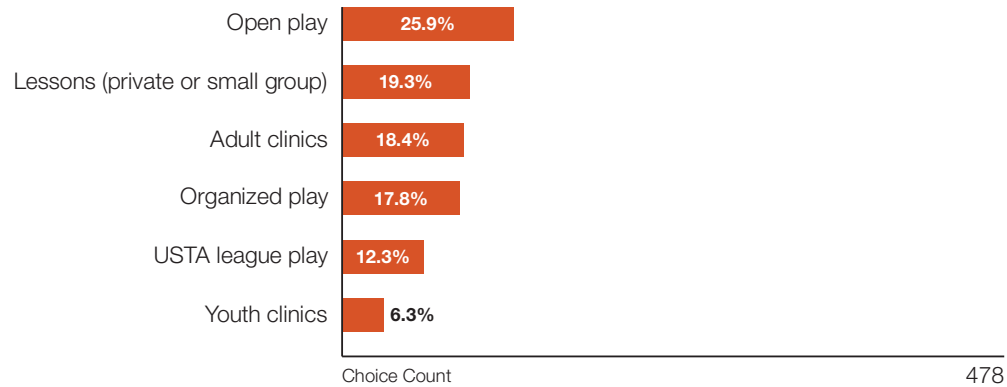
Do you have any suggested improvements for the group fitness programs? (35 responses)

- Additional Classes (40%)
 - Expanded Evening Offerings
 - Additional Early Morning Classes
 - Additional Yoga/Pilates Classes
 - Additional Senior Classes
 - Additional Spin Classes
- More Class Variety (43%)
 - HIIT Classes
 - More Varied Instructors
 - More Varied Class Options (Martial Arts, Gymnastics, etc...)
 - Zumba / Adult Dance Class Options
 - Family Classes (Parent/Child)
- Outdoor Classes (9%)

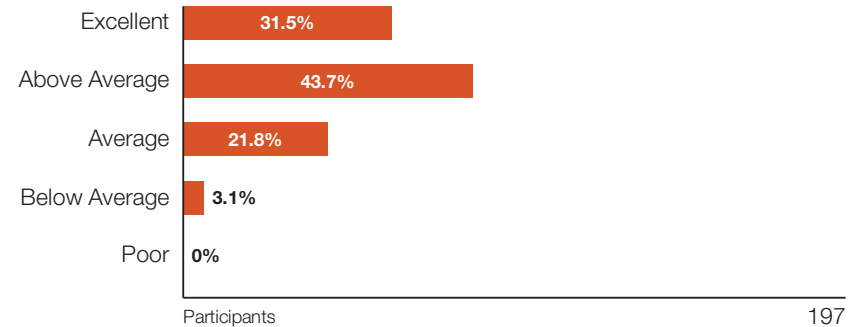


Survey Results

What tennis programs do you currently participate in? (select all that apply)



How would you rate the overall quality of tennis facilities and programs at the PC MARC?



Survey Results

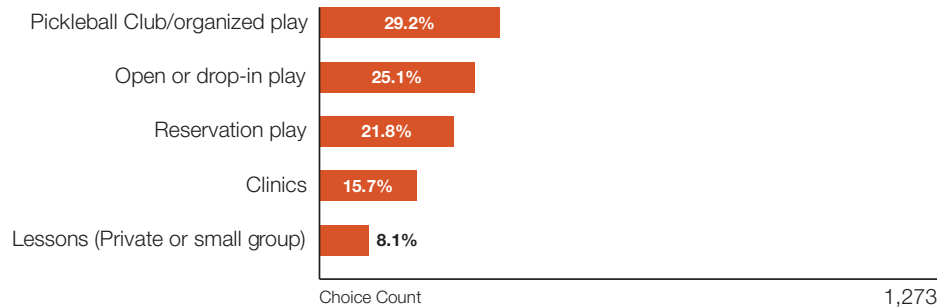
Do you have any suggested improvements for the tennis program or facilities? (72 responses)

- Facility Maintenance (cleanliness, lighting, netting) (19%)
- Additional Courts / Court Time (17%)
- Additional Programming (clinics, drills, etc...) (17%)
- Improved Reservation System (11%)
- Separate Tennis and Pickleball (10%)
- Improved Youth Programming (8%)
- Additional / Improved Staffing (14%)
- Clay Courts (4%)
- Additional Ball Machine (4%)

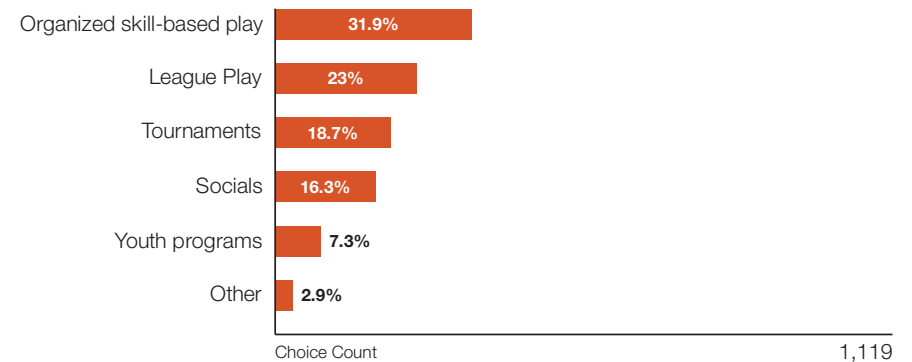


Survey Results

What pickleball programs do you currently participate in? (select all that apply)

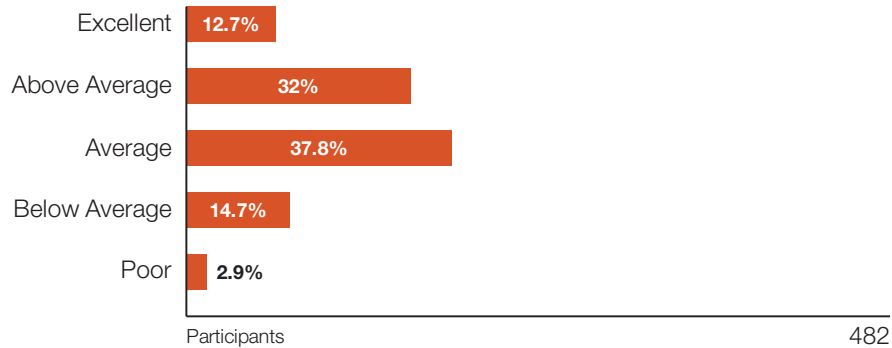


What additional or expanded pickleball programs would you like to see offered at the PC MARC? (select all that apply)

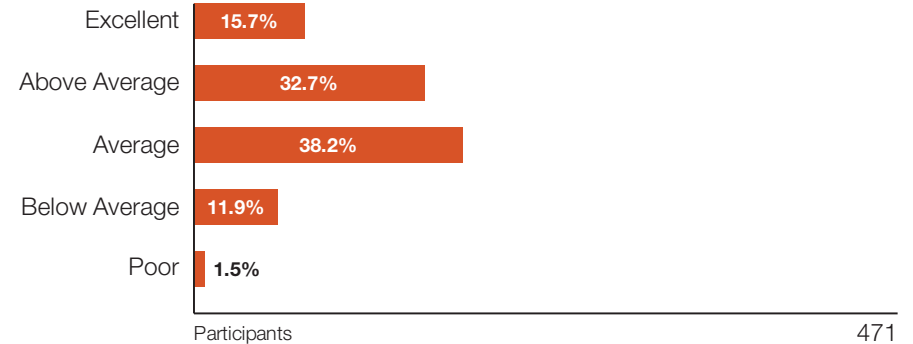


Survey Results

How would you rate the overall quality of pickleball facilities at the PC MARC?



How would you rate the overall quality of pickleball programs at the PC MARC?



Survey Results

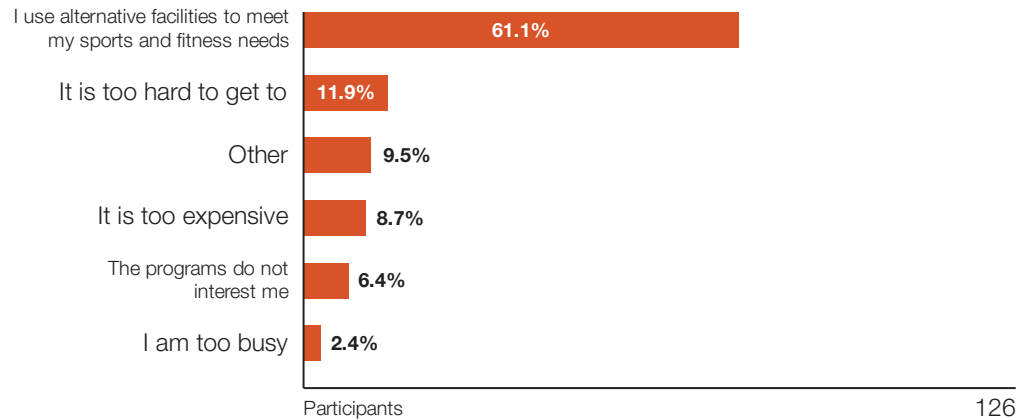
Do you have any suggested improvements for the pickleball program or facilities? (168 responses)

- Additional Courts (69%)
- Dedicated Indoor Courts (24%)
- Both Indoor and Outdoor Courts (12%)
- Safe, Effectively Sized Courts (18%)
- Other (5% or less)
 - Additional Court Time for Open Play
 - Additional Programming (Clinics)
 - Improved Reservation System
 - Separate Tennis and Pickleball
 - Additional Youth Programming
 - Improved Lighting
 - Additional Staff to Support Pickleball
 - Access to Snack Bar



Survey Results

Why don't you currently use the PC MARC?



Why don't you currently use the PC MARC? Other selected.

- Limited Pickleball
- Not Aware of Offerings
- Too Far from Daily Activities

Survey Results

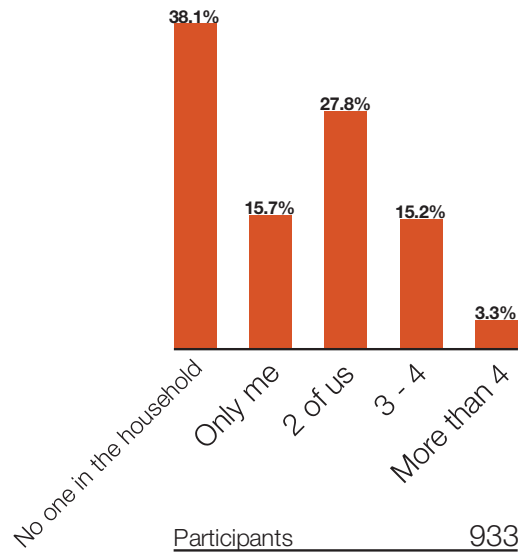
Please provide any additional feedback for facility or program improvements you'd like to see at the PC MARC. (142 responses)

- Improve Pickleball (35%)
- Improve Tennis (16%)
- Improve Fitness Programs (13%)
- Repair the Steam Room (8%)
- Improve Aquatics (6%)
- Other (5% or less)
 - Climbing Facilities
 - Improve Locker Rooms
 - Improved Reservation System
 - Parking Concern
 - Operational Comments
 - Sauna
 - Childcare
 - Snack Bar

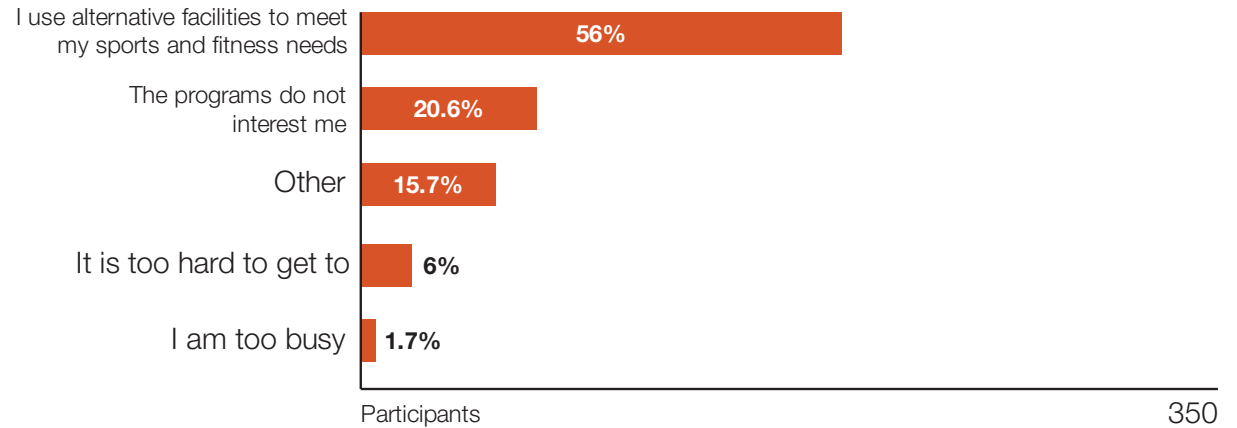


Survey Results

How many people in your household use the Park City Sports Complex?

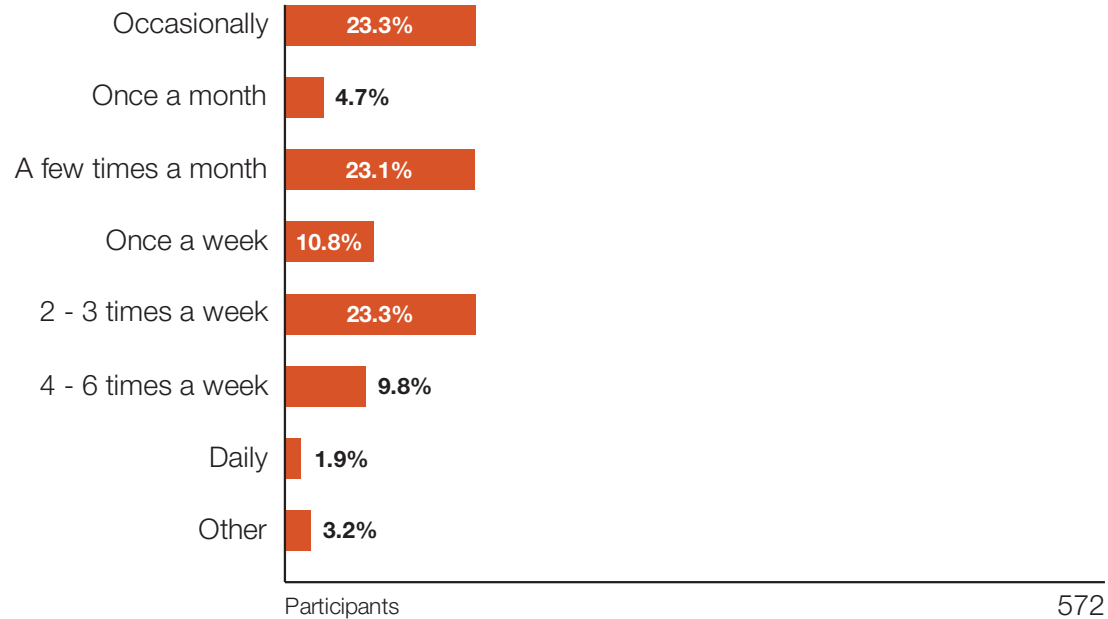


Why don't you currently use the Park City Sport's Complex at Quinn's Junction?



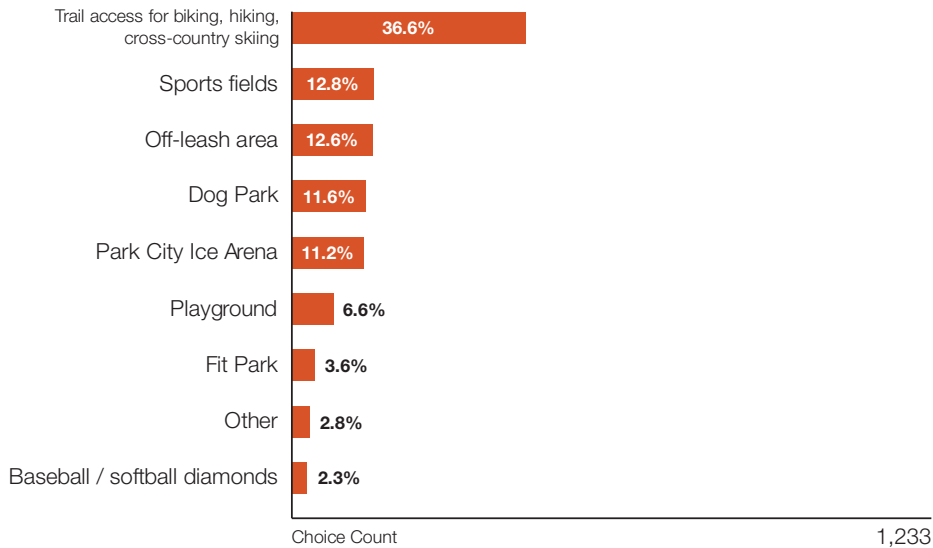
Survey Results

How often do you or a member of your household access the Park City Sports Complex?

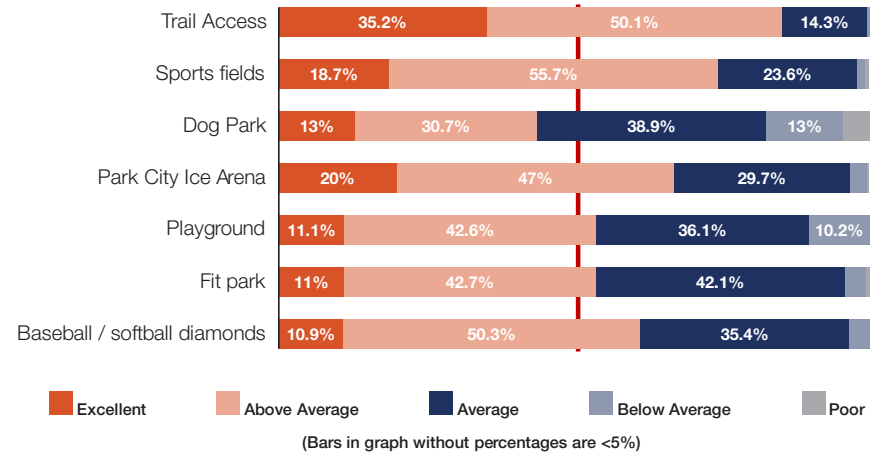


Survey Results

Which of the following amenities do you use at the Park City Sports Complex?
(select all that apply)

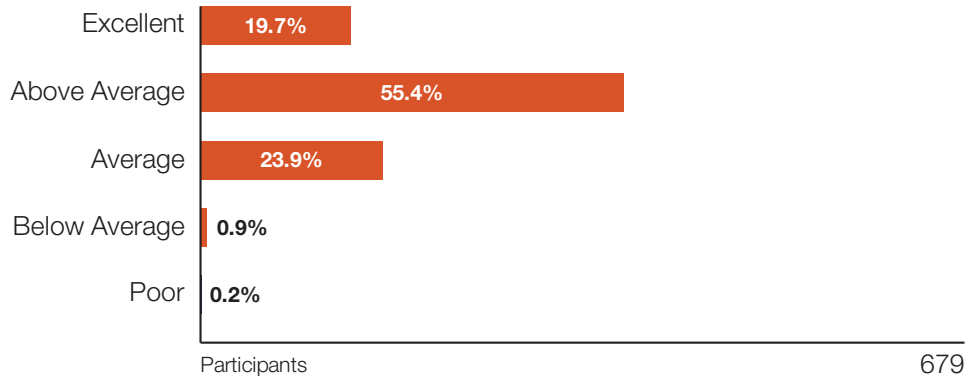


How would you rate the facility condition for each of the following areas of the PC MARC?



Survey Results

How would you rate the overall quality of the Park City Sports Complex?



Please provide any additional feedback for facility or program improvements you'd like to see at the Park City Sports Complex at Quinn's Junction. (99 responses)

- Pickleball Courts (29%)
- Indoor Ice (11%)
- Winter Sport Facilities (10%)
- Indoor Turf (9%)
- Additional Shade (7%)
- Improved Support Facilities (restroom, water, etc..) (7%)
- Improved Fields/Field Lighting/Turf (6%)
- Improved Playground (7%)
- Other (5% or less)
 - Improved Transit Access
 - Improved Dog Park
 - Access to Food
 - Enhanced Parking with Improvements
 - Additional Aquatics
 - Improve Awareness

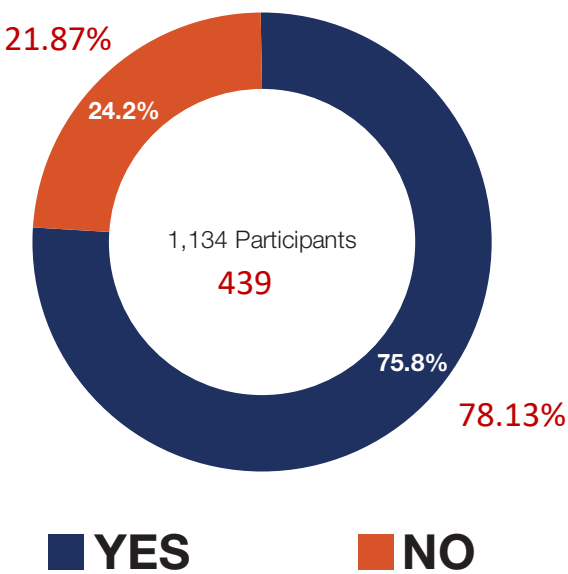


Appendix: 84060 Survey Summary

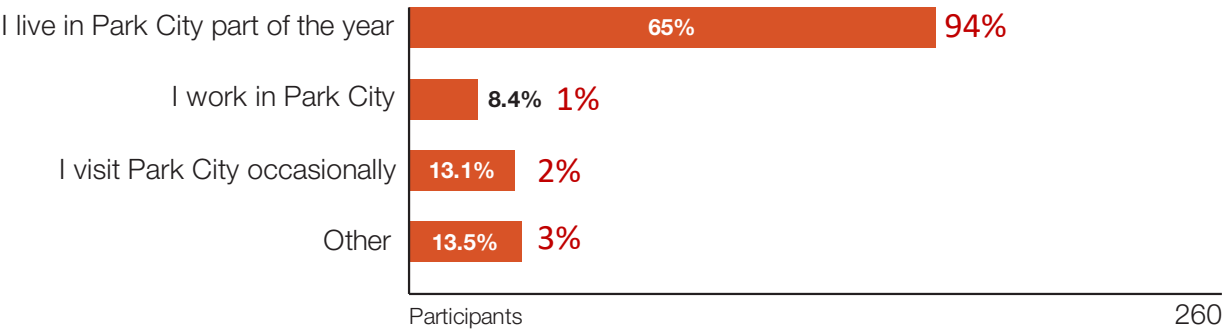
Survey Results

Notes in red reflect the responses of those who noted 84060 as their zip code

Are you a full time resident of Park City?

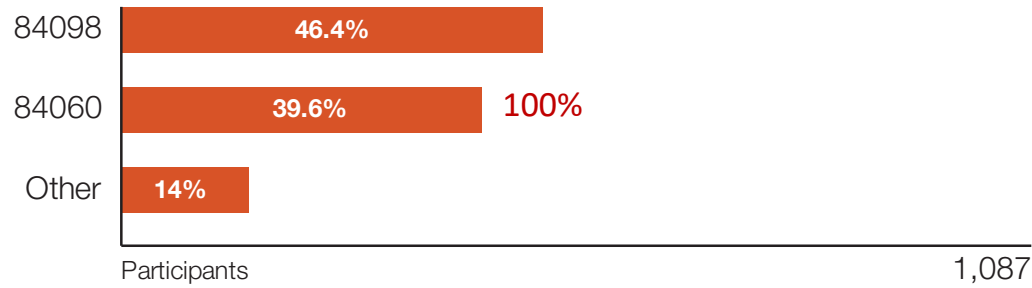


If no, please let us know your connection to Park City.

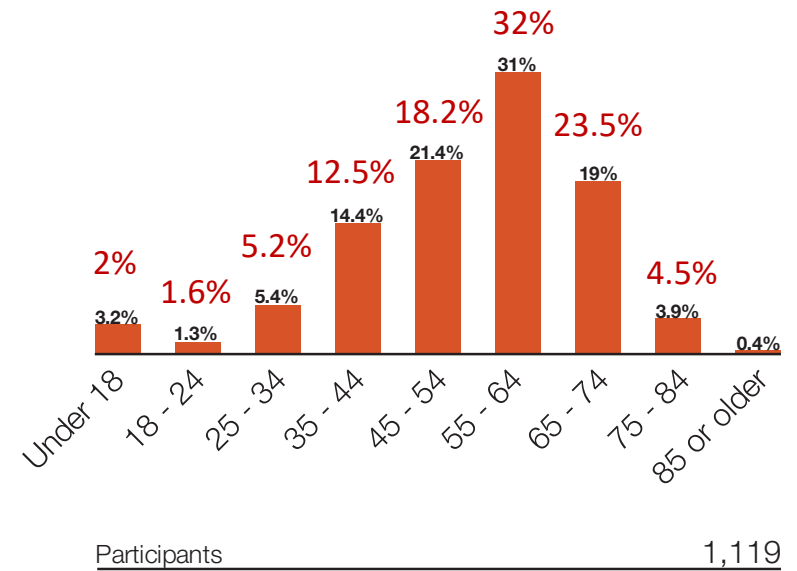


Survey Results

What is the zip code of your residence?

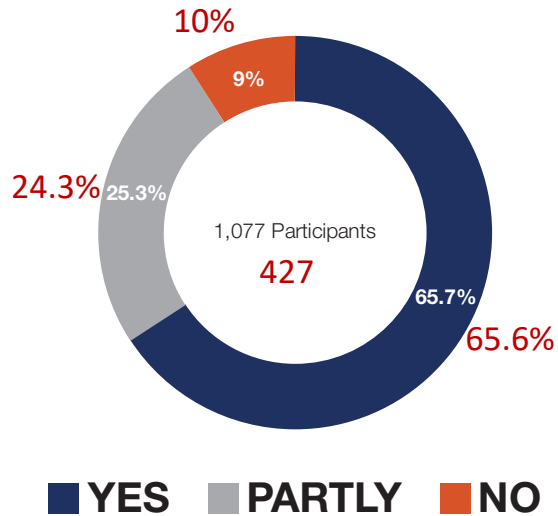


What is your current age?



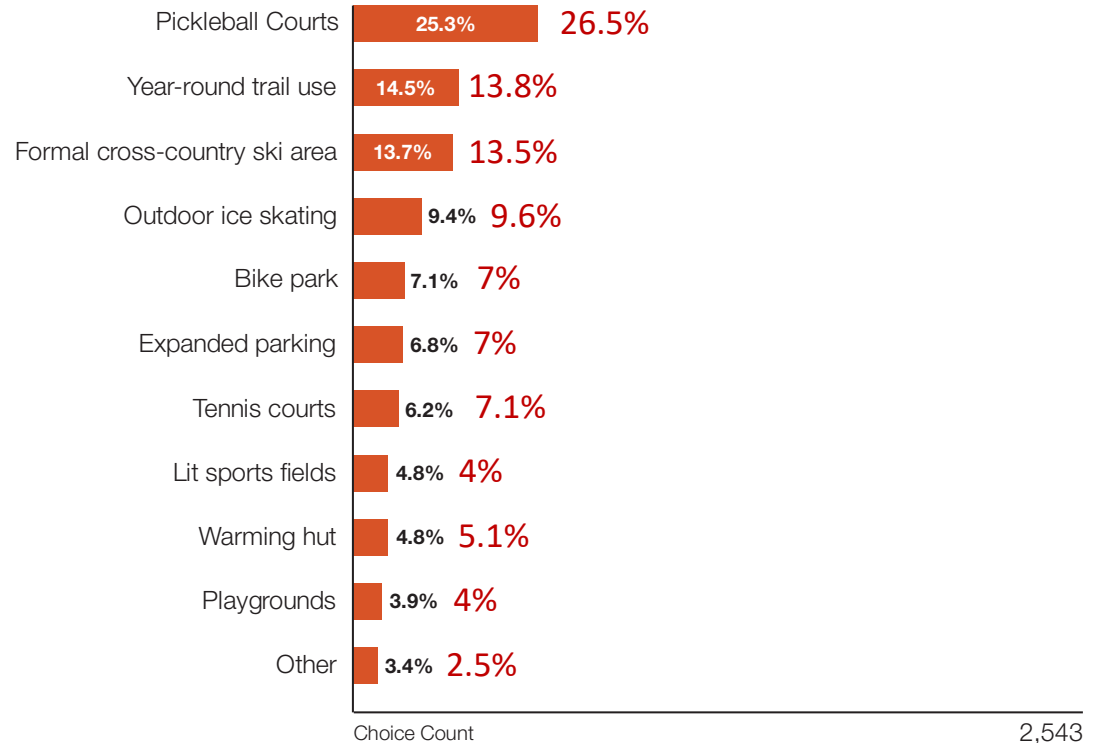
Survey Results

Park City Recreation is exploring a limited expansion to the PC MARC facility. The study team has assessed previous community surveys that indicate dedicated indoor pickleball courts are needed to meet growing demand & alleviate pressure on tennis courts. Additional group fitness and cardio equipment space have also been prioritized for this expansion. Do you agree that these spaces are the priority need for the facility?



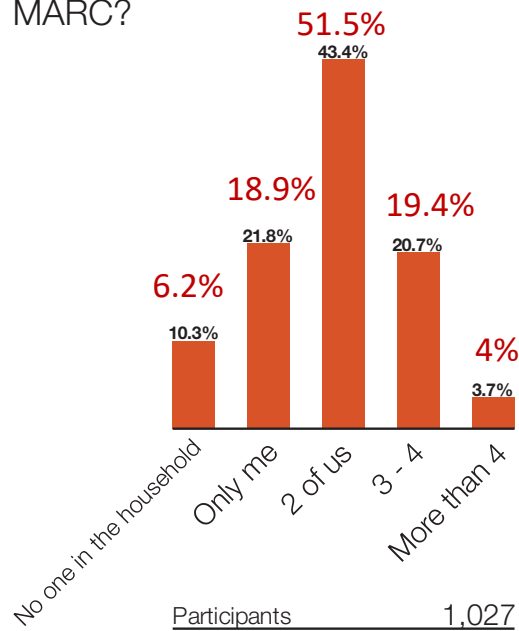
Survey Results

Park City Recreation is exploring opportunities to expand recreational facilities at the Park City Sports Complex at Quinn's Junction. Please select the top three programs or amenities that you'd like to see offered or expanded in this area.

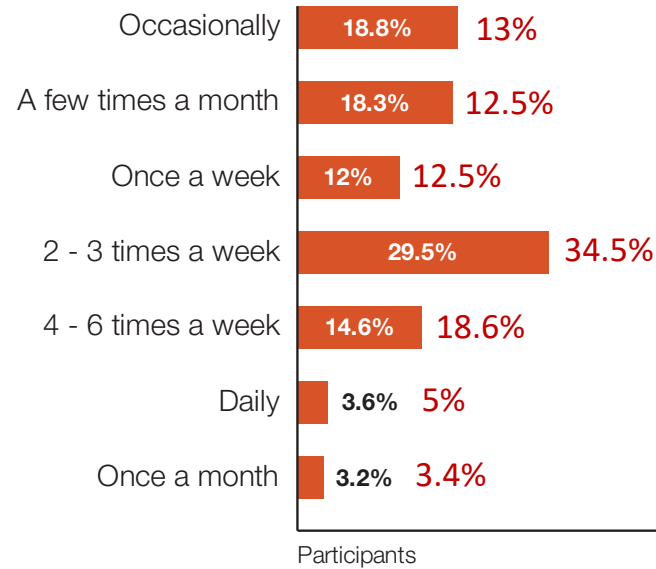


Survey Results

How many people in your household currently use the PC MARC?

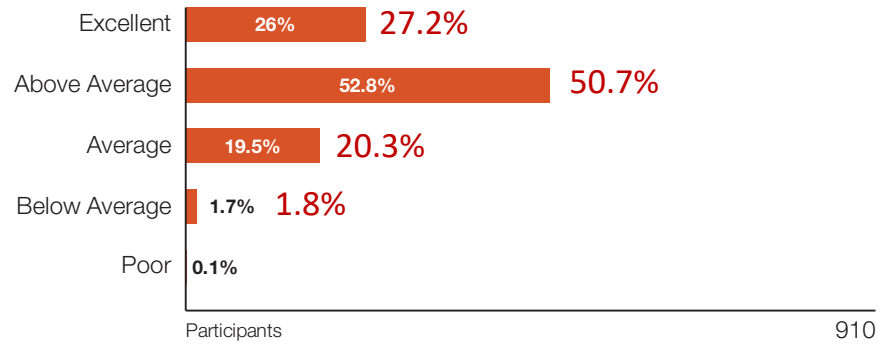


How often do you or a member of your household access the PC MARC?

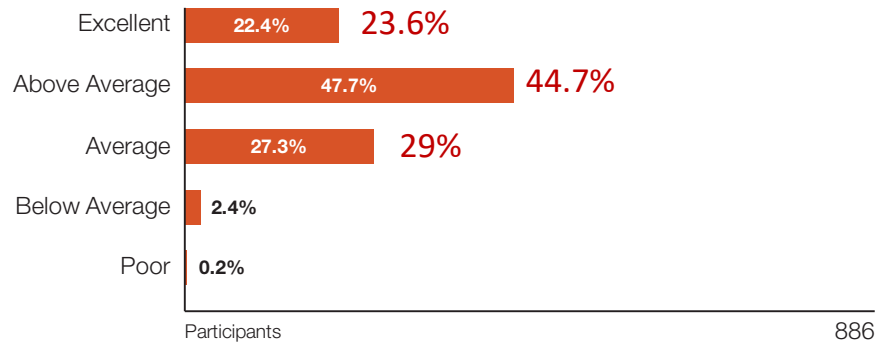


Survey Results

What is your overall opinion of the facilities offered at the PC MARC?

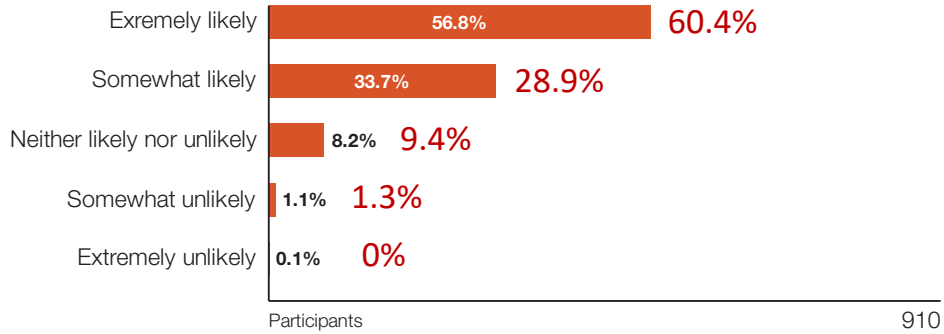


What is your overall opinion of the programs offered at the PC MARC?

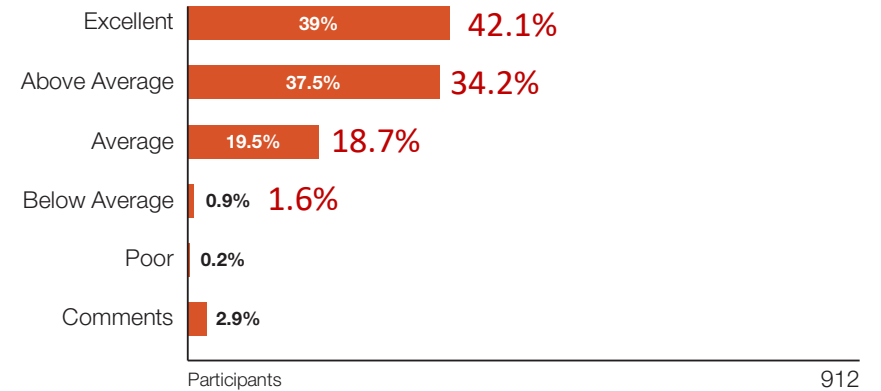


Survey Results

How likely are you to recommend the PC MARC to a friend or colleague?

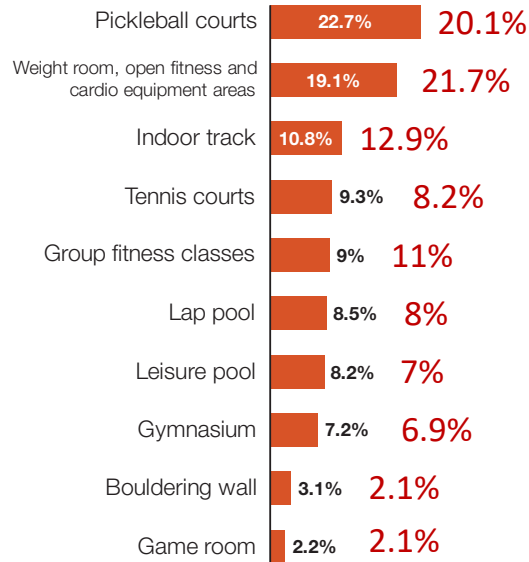


How would you rate the overall customer service you receive from staff at the PC MARC?



Survey Results

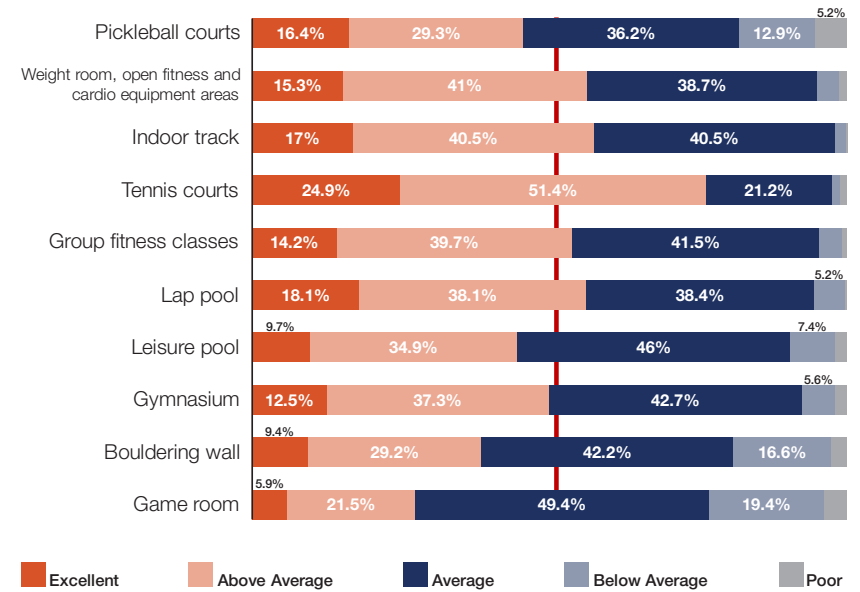
Which of the following amenities do you use at the PC MARC? (select all that apply)



Choice Count

2,265
1,070

How would you rate the facility condition for each of the following areas of the PC MARC?



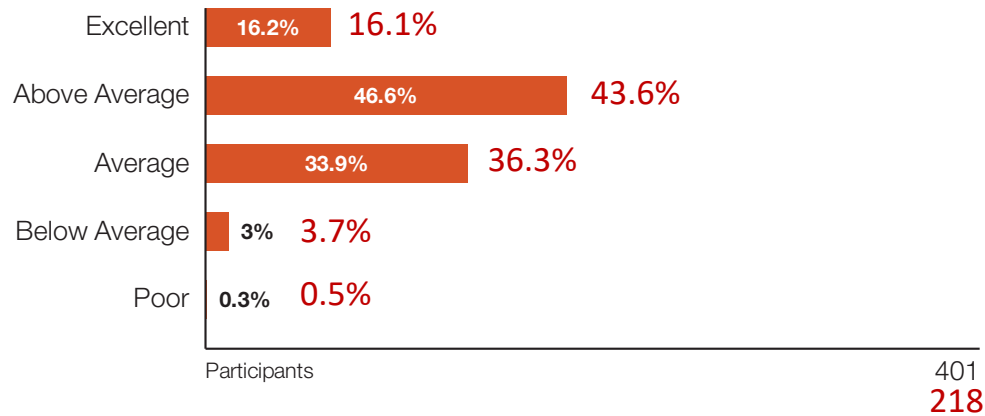
Excellent Above Average Average Below Average Poor

(Bars in graph without percentages are <5%)



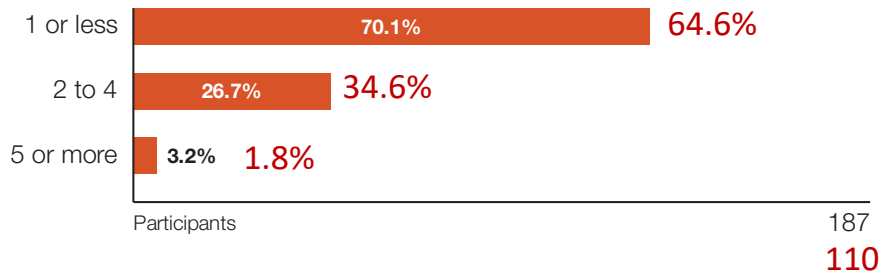
Survey Results

How would you rate the overall quality of the weight room, open fitness, and/or cardio area?

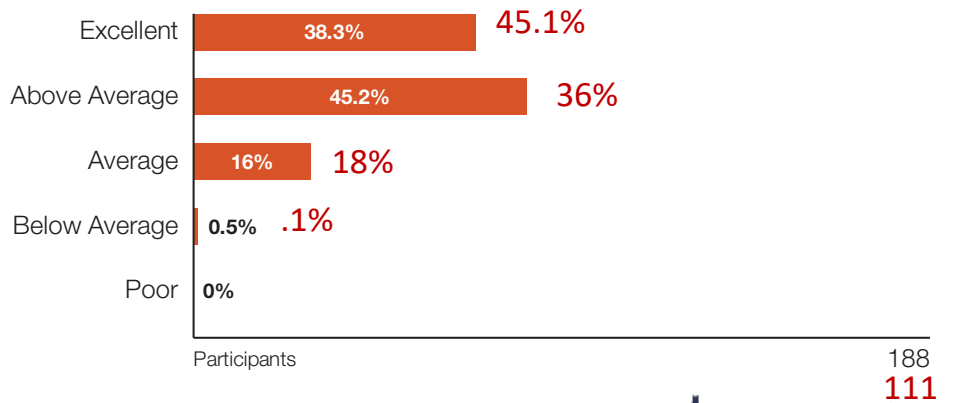


Survey Results

How many fitness classes do you attend per week?

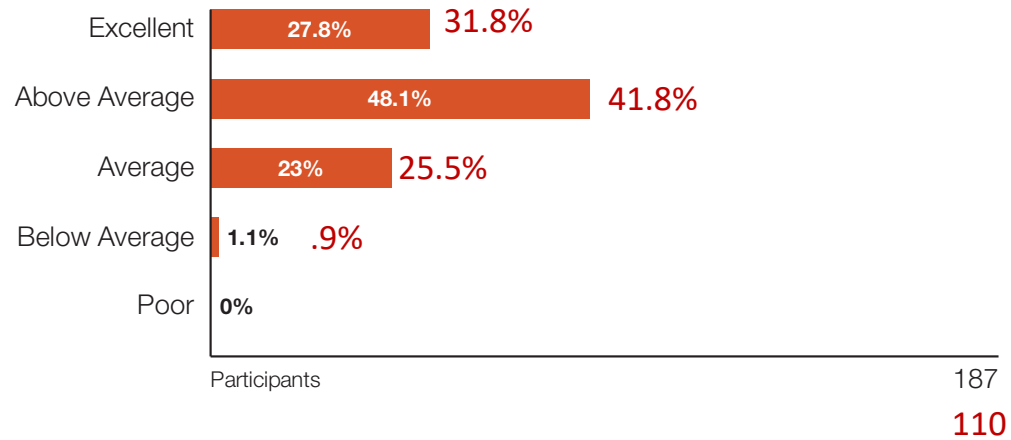


How would you rate the overall quality of instruction received during class?



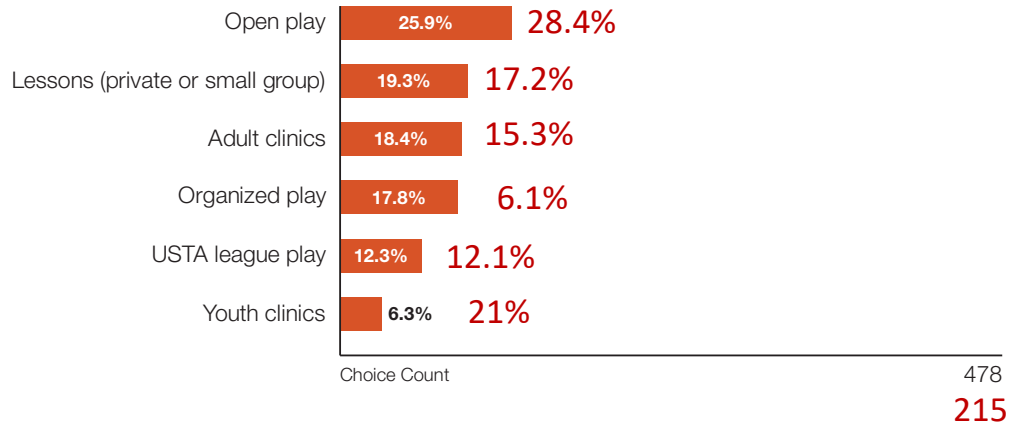
Survey Results

How would you rate the overall quality of the group fitness programs offered?

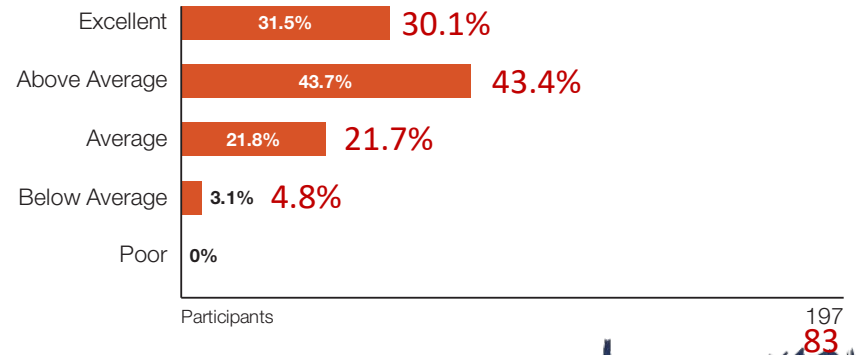


Survey Results

What tennis programs do you currently participate in? (select all that apply)

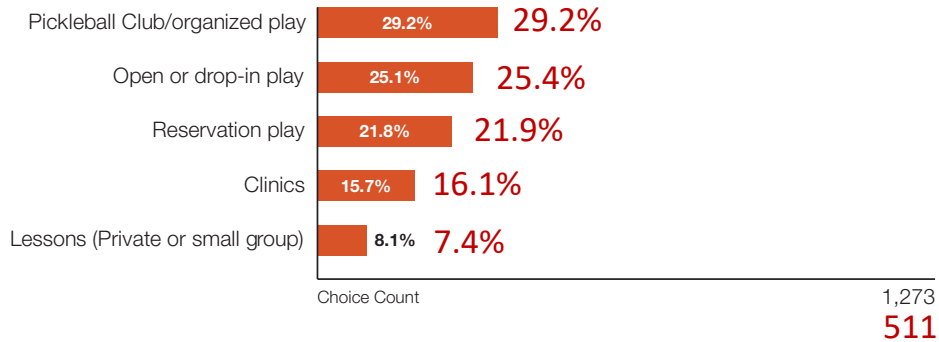


How would you rate the overall quality of tennis facilities and programs at the PC MARC?

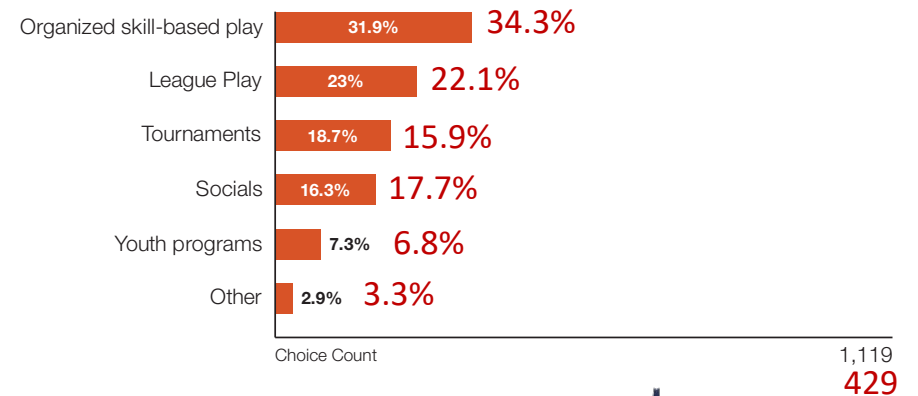


Survey Results

What pickleball programs do you currently participate in? (select all that apply)

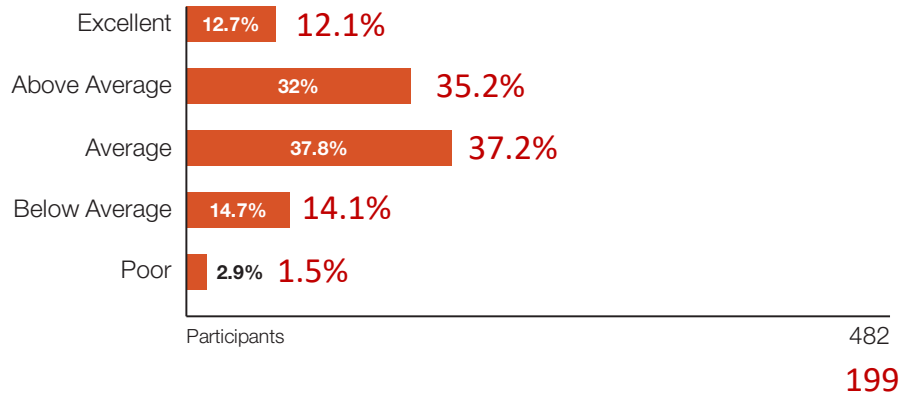


What additional or expanded pickleball programs would you like to see offered at the PC MARC? (select all that apply)

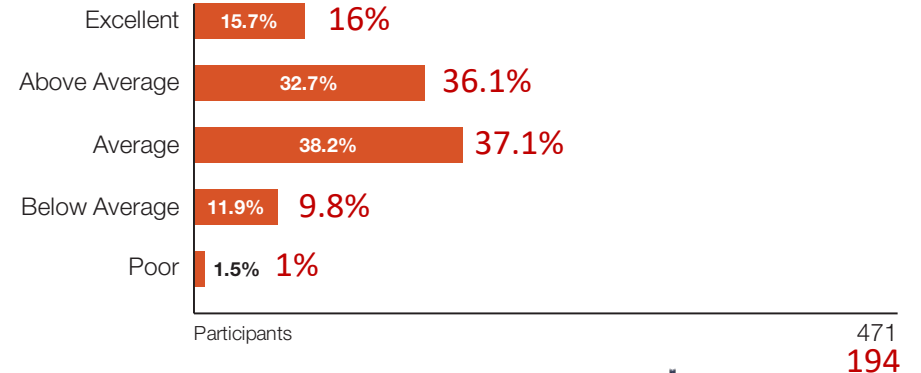


Survey Results

How would you rate the overall quality of pickleball facilities at the PC MARC?

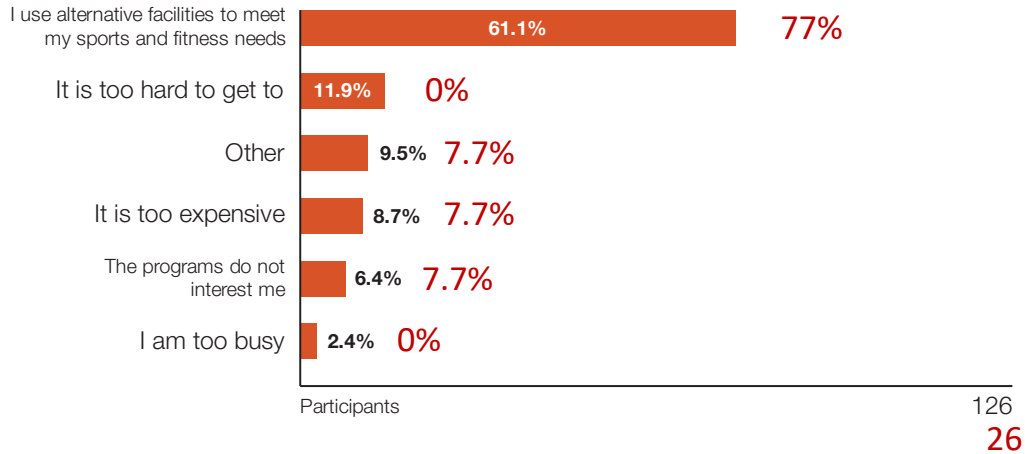


How would you rate the overall quality of pickleball programs at the PC MARC?



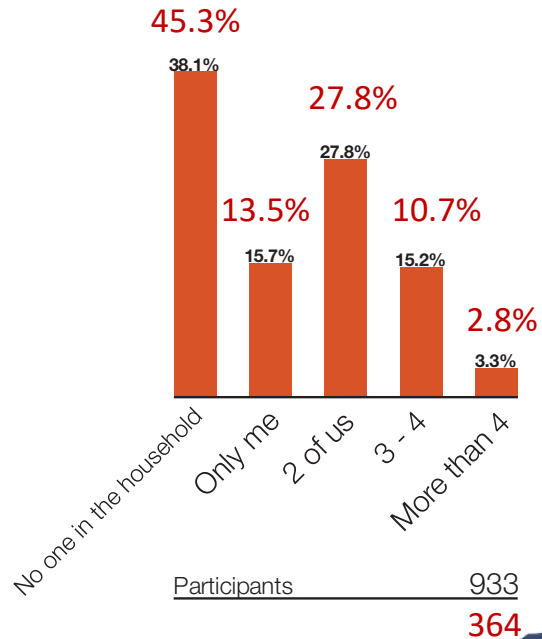
Survey Results

Why don't you currently use the PC MARC?

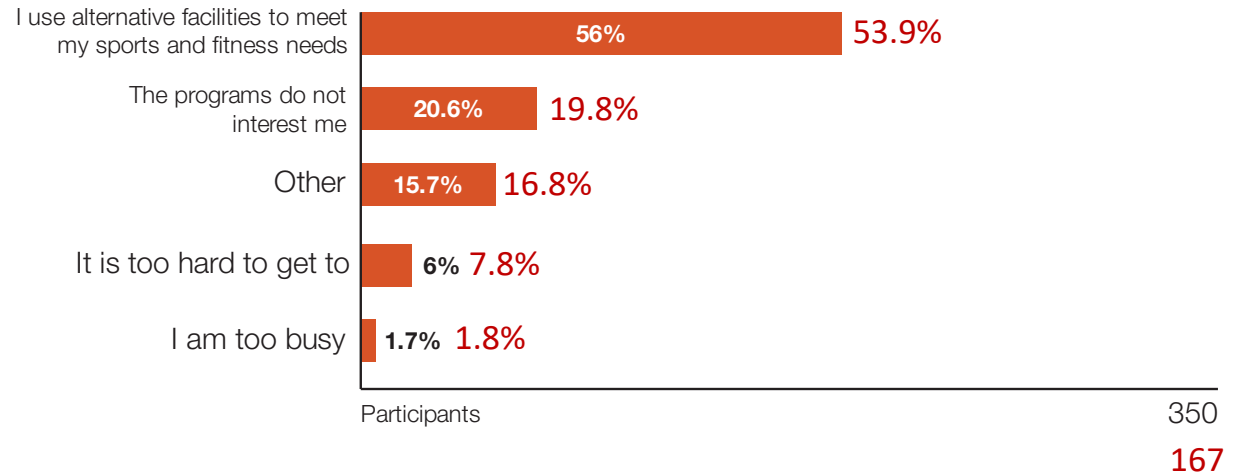


Survey Results

How many people in you household use the Park City Sports Complex?

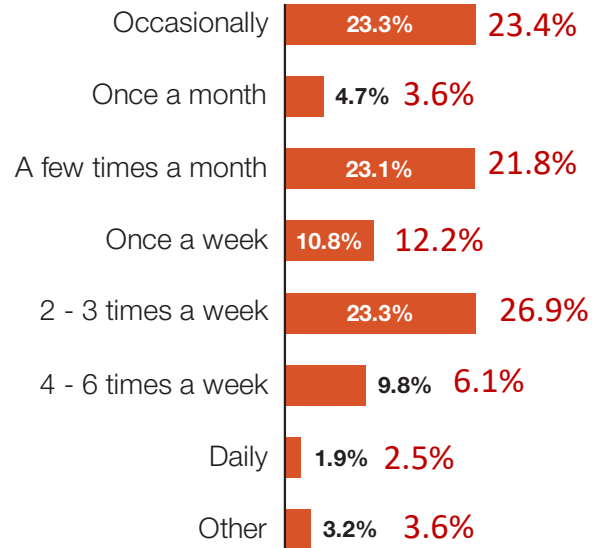


Why don't you currently use the Park City Sport's Complex at Quinn's Junction?



Survey Results

How often do you or a member of your household access the Park City Sports Complex?



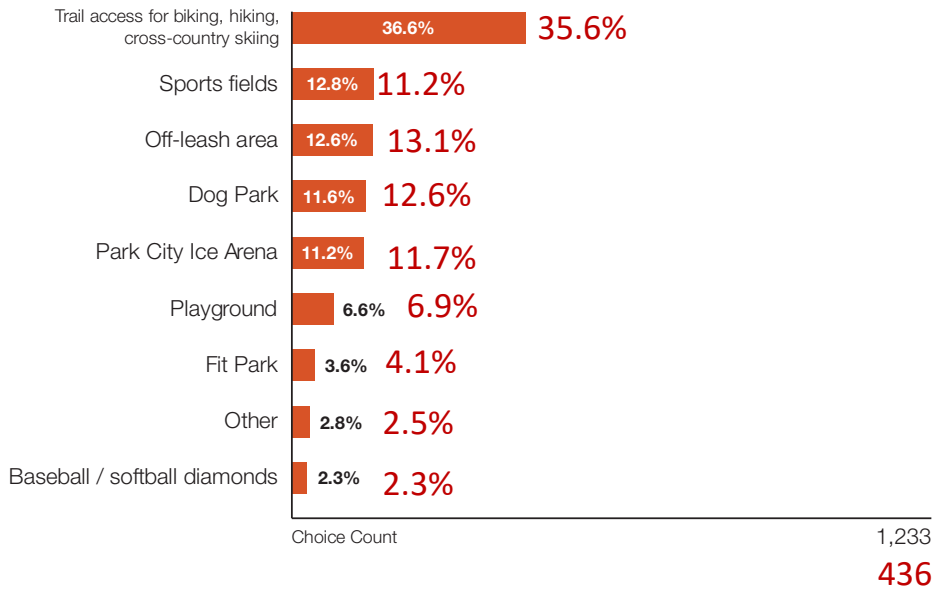
Participants

572
197

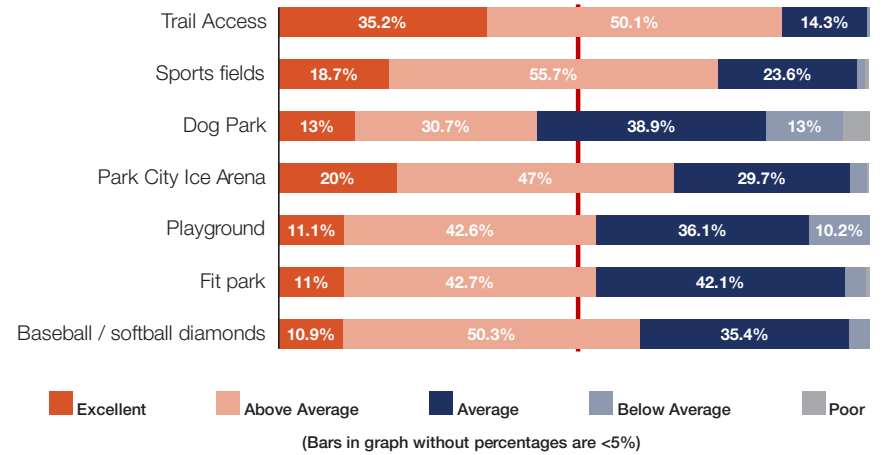


Survey Results

Which of the following amenities do you use at the Park City Sports Complex?
(select all that apply)

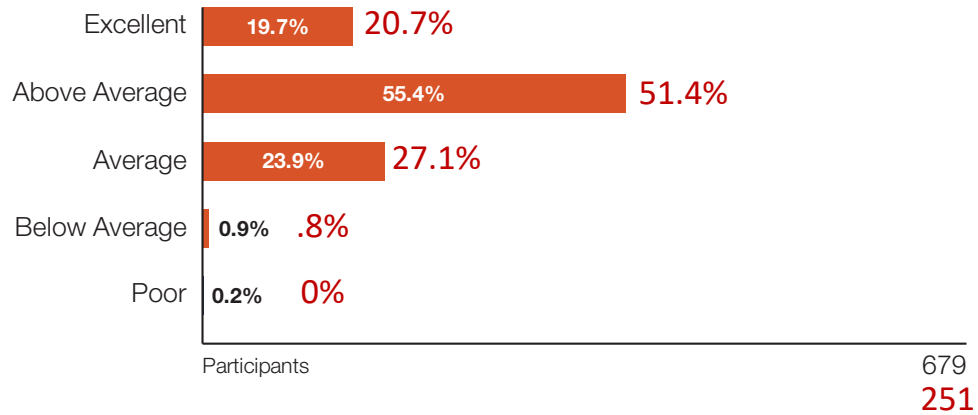


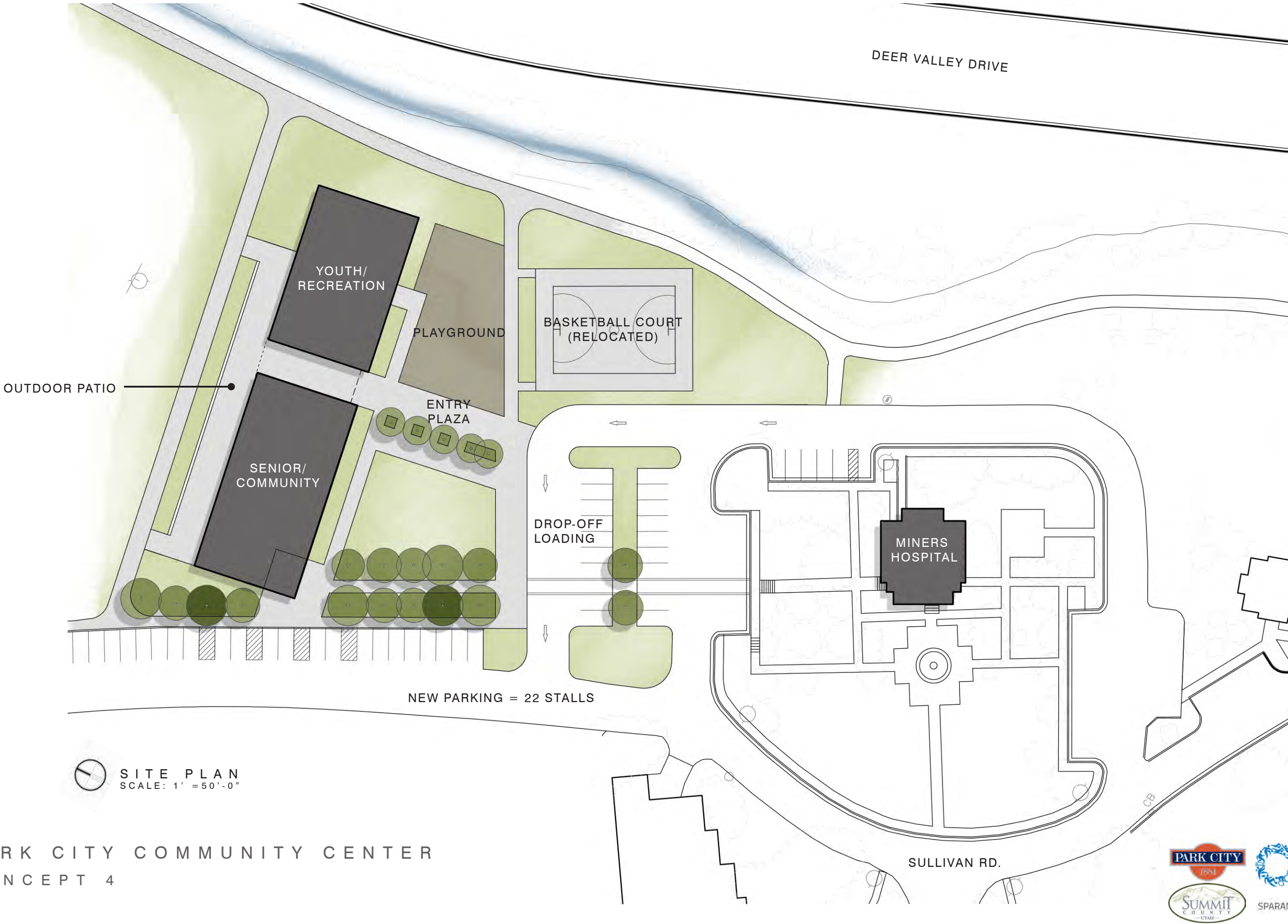
How would you rate the facility condition for each of the following areas of the PC MARC?



Survey Results

How would you rate the overall quality of the Park City Sports Complex?





PARK CITY COMMUNITY CENTER
CONCEPT 4

Exhibit B: City Park Building -2017

Park City Community Center

Reduced Program

Preliminary - Opinion of Probable Cost

ITEM	Estimated Cost
Geotech Report	\$6,000
Property / ALTA Survey/Title Report	\$10,000
Public Safety Impact Fee	\$0
Parks, Trails & Open Space	\$0
Utility Connection/Impact Fees (RMP)	\$40,000
Sewer Impact Fees	\$30,000
Landscape / Irrigation Fee	\$10,000
Testing & Special Inspections	\$20,000
Data/Security/Elevator/Fire/Peak Alarm	\$45,000
Environmental	\$5,000
Rental/moving	\$50,000
Owner's FF&E	\$75,000
Miscellaneous	\$20,000
Commissioning Net-zero	\$15,000
Subtotal	\$326,000
10% Contingency:	\$32,600
Public Art - 1% (~\$5 M construction)	\$50,000
Soft Costs - Construction Fees Subtotal:	\$408,600

Soft Costs - Design	
Design Fees - Concept/Schematic	\$94,125
Design Fees - DD/CD/CA	\$200,000
Subtotal	\$294,125
10% Contingency:	\$29,413

Construction	
Demo of Exist. Bldg. and Site Elements	\$88,000
Community Center Building Construction (13,000 SF x \$350)	\$4,550,000
Playground	\$153,600
Splash Pad	\$125,000
Hardscape, Sidewalk, Plaza Areas	\$240,000
Landscape Area	\$140,000
Site Furnishings	\$100,000
Sand Volley Ball Court Relocation	\$118,800
Basket Ball Court Relocation	\$86,000
Asphalt Parking and Loading	\$108,000
Soils - (\$85/Ton = \$120/CY)	\$200,000
Sewer Line Move	\$75,000
New Water Line	\$40,000
New Gas Line	\$10,000
Power	\$30,000
Net Zero - Photovoltaic Array	\$300,000
Subtotal	\$6,364,400
10% Contingency:	\$636,440

Total	
Project Cost	\$7,732,978

Park City Community Center

Full Program

Preliminary - Opinion of Probable Cost

ITEM	Estimated Cost
Geotech Report	\$6,000
Property / ALTA Survey/Title Report	\$10,000
Public Safety Impact Fee	\$0
Parks, Trails & Open Space	\$0
Utility Connection/Impact Fees (RMP)	\$40,000
Sewer Impact Fees	\$30,000
Landscape / Irrigation Fee	\$10,000
Testing & Special Inspections	\$20,000
Data/Security/Elevator/Fire/Peak Alarm	\$45,000
Environmental	\$5,000
Rental/moving	\$50,000
Owner's FF&E	\$75,000
Miscellaneous	\$20,000
Commissioning Net-zero	\$15,000
Subtotal	\$326,000
10% Contingency:	\$32,600
Public Art - 1% (~\$5 M construction)	\$50,000
Soft Costs - Construction Fees Subtotal:	\$408,600

Soft Costs - Design	
Design Fees - Concept/Schematic	\$94,125
Design Fees - DD/CD/CA	\$200,000
Subtotal	\$294,125
10% Contingency:	\$29,413

Construction	
Demo of Exist. Bldg. and Site Elements	\$88,000
Community Center Building Construction (15,661 SF x \$350)	\$5,481,350
Playground	\$153,600
Splash Pad	\$125,000
Hardscape, Sidewalk, Plaza Areas	\$240,000
Landscape Area	\$140,000
Site Furnishings	\$100,000
Sand Volley Ball Court Relocation	\$118,800
Basket Ball Court Relocation	\$86,000
Asphalt Parking and Loading	\$108,000
Soils - (\$85/Ton = \$120/CY)	\$200,000
Sewer Line Move	\$75,000
New Water Line	\$40,000
New Gas Line	\$10,000
Power	\$30,000
Net Zero - Photovoltaic Array	\$300,000
Subtotal	\$7,295,750
10% Contingency:	\$729,575

Total	
Project Cost	\$8,757,463



Council Agenda Item Report

Meeting Date: February 2, 2023

Submitted by: Michelle Kellogg

Submitting Department: Engineering

Item Type: Staff Report

Agenda Section: OLD BUSINESS

Subject:

Review the Lower Park Avenue Improvement Project Public Engagement Process
(A) Public Input

Suggested Action:

Attachments:

[Lower Park Avenue Improvement Project Staff Report](#)

[Exhibit A: Public Engagement Summary](#)

[Exhibit B: 2002 Old Town Improvement Study](#)

[Exhibit C: 2011 Old Town Improvement Study Alternatives Analysis](#)

City Council Staff Report

Subject: Lower Park Avenue Improvement Project Public Engagement Review

Authors: John Robertson, Alex Roy, Gabriel Shields, Linda Jager

Department: Engineering, Transportation Planning, Community Engagement

Date: February 2, 2023

Type of Item: Work Session

Recommendation

Review the Lower Park Avenue Improvement Project (Project) public involvement process, discuss community and partner agency feedback, and consider providing direction on the next phase.

Following a Council discussion, we plan to work with the design team to complete the Lower Park Avenue Reconstruction concept based on Council feedback and community goals.

Background

The Project is the last identified from the 2002 Old Town Improvement Study (OTIS) as well as the updated 2011 OTIS Alternatives Analysis. Both Park City Public Utilities and Snyderville Basin Water Reclamation District (SBWRD) also desire to replace their aging infrastructure under Park Avenue, from Empire Avenue to Heber Avenue, requiring major road reconstruction; the current roadway has provided a service life exceeding 30 years since the last full reconstruction. The Project is a major opportunity to reimagine the existing roadway configuration and gather public feedback on potential roadway features for this important neighborhood and transportation corridor.



Figure 1 – Project Limits from Empire Avenue to Heber Avenue

Following Fall 2020 community outreach, Park City implemented a pilot project on Park Avenue in Spring 2021. Enhancements included painted bike lanes, rebalancing on-street parking supply, and other speed reduction measures such as narrowing, lane shifting, and visual improvements in the ROW. In Fall 2022, Park City contracted with Avenue Consultants to provide community outreach to review the pilot project and contemplate permanent redesign alternatives.

Stakeholder Involvement Summary

The Project team designed a public involvement strategy focused on gathering input from a cross-section of the community – residents, businesses, institutional users, partners, and visitors. In addition to community outreach and stakeholder meetings, we hosted interdepartmental meetings to discuss the Project from a purely engineering, safety, and transportation perspective.

Outreach at a Glance

- Public Survey:
 - Survey ran October 24 – November 14;
 - 378 responses (78 lower Park Ave. residents);
 - Survey advertised and promoted on the City's social media platforms, KPCW, Park Record, Town Lift, project area postcard mailer, and community partner newsletters; and
 - Survey presentation and distribution to Park City Seniors.
- The Community Engagement team created a [project page](#) on Engage Park City that provides a project overview, links to survey presentations, and a portal for Project questions and feedback. Since creation in October, 592 individuals engaged with the project page.
- Stakeholder Visioning Meeting;
 - November 29, 2022; and
 - 25 residents, businesses, community advocates, council liaison.
- Public Information Session:
 - December 5, 2022; and
 - Lucky Ones Coffee @ the Park City Library.
- Technical Advisory Committee Meeting:
 - December 9, 2022; and
 - High Valley Transit, Park City Fire District, Park City Municipal Corporation, Snyderville Basin Water Reclamation District, Summit County, and Utah Department of Transportation.
- Internal Advisory Committee Meetings:
 - January 6, 2023; and
 - Departments included Community Engagement, Engineering, Parking, Police, Planning, Public Works, Trails and Open Space, Transit, Transportation Planning, and Water.

A comprehensive summary of public involvement meetings and outcomes can be found in Exhibit A.

Stakeholder Feedback

During the public involvement process, participants shared the following desired outcomes for the project:

- Improved pedestrian facilities were the most important consideration for Park Avenue residents, as well as the majority of survey respondents;
- Accommodating vehicle access remains important;
- On-street parking was the least important for Park Avenue residents and the larger respondent population. While parking ranked lowest in the overall score, we heard it remain an important consideration for some residents and business owners.

Park Avenue Corridor Design Priorities

The project team developed design priorities based on public feedback, discussion with Park City Departments and partner agencies, and community benefits. These include:

- Safety – Improved pedestrian safety and crossings;
- Safety – Reduced speeds along the corridor;
- Accessibility – Continued community accessibility;
- Mobility – Bike treatments with minimal impacts on the footprint of the corridor; and
- Parking – On-street parking in key locations.

Questions for Council

1. Does the Council support the project goals and design prioritization identified during the public involvement process?
2. Does Council support moving to concept design in alignment with the project goals and design prioritization?
3. Does the Council desire additional outreach before beginning the concept design phase?

Funding

The Lower Park Avenue Reconstruction is an approved and funded Capital Improvement Project (CP0385) with \$5,086,503 budgeted for visioning, public involvement, final design, and utility reconstruction. Concept Design will begin in March 2023, if supported, and produce an initial cost estimate in Summer 2023XXX. The estimate will likely result in an additional FY24 capital budget request to fund full construction.

Exhibits

Exhibit A – Public Involvement Summary

Exhibit B – 2002 Old Town Improvement Study

Exhibit C – 2011 Old Town Improvement Study Alternatives Analysis

An aerial photograph of a residential street, Lower Park Avenue, under a clear blue sky with scattered clouds. The street is lined with houses and trees. On the left, there are tall, thin evergreen trees and a red building. On the right, there are brick buildings, including one with a 'PUBLIC PARKING GARAGE' sign. Several cars are parked along the street, and a few people can be seen walking on the sidewalks. The overall scene is bright and sunny.

LOWER PARK AVENUE IMPROVEMENT PROJECT

City Council Update | February 2023

Prepared by Avenue Consultants

PROJECT OVERVIEW

Park City will be upgrading utilities on Park Avenue, which will require reconstruction of the road.

- We have the opportunity to make changes to the final roadway configuration and want the public's feedback on what the final solution should be.

Schedule

Past

Fall 2020: Initial Outreach

Spring 2021: Pilot Program Implementation

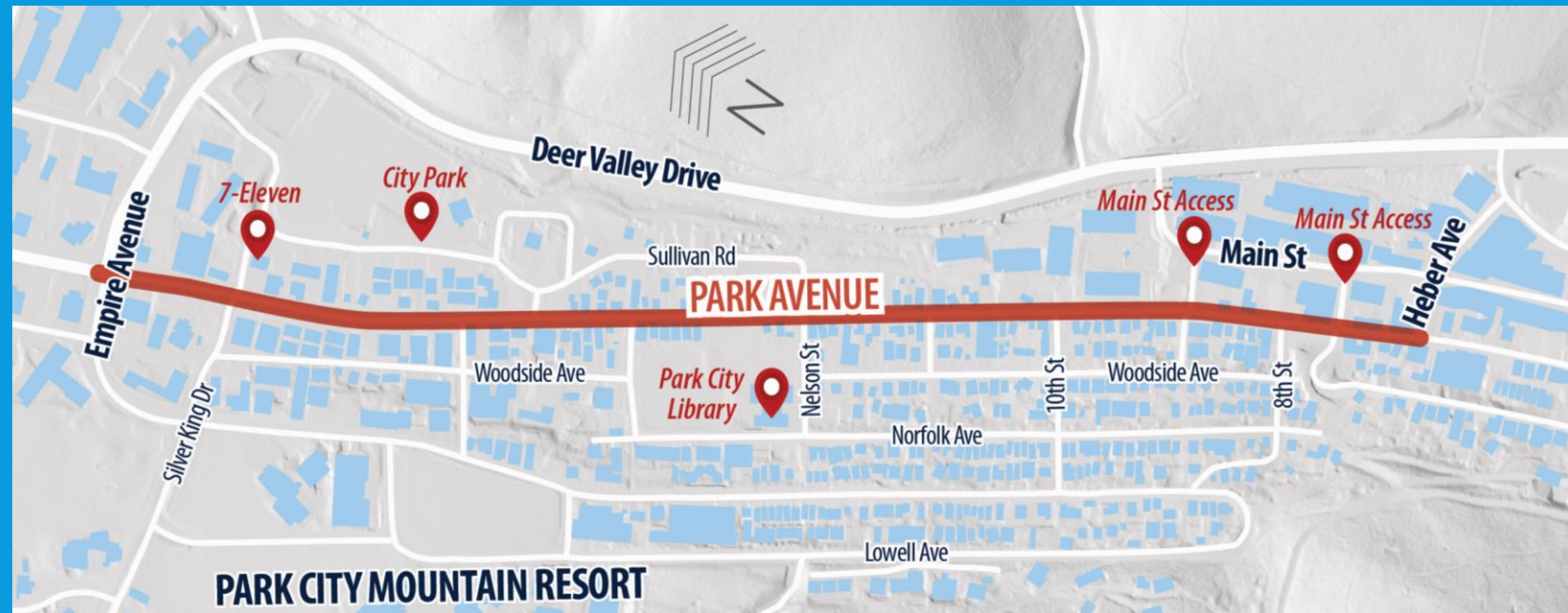
Current

Fall 2022: Additional Outreach / Corridor Visioning

Future

Winter 2023: Design

Spring 2024: Construction



OUTREACH GOALS

- Provide broad outreach to engage as many stakeholders as possible.
- Check in on the community's opinion of the previous pilot program.
- Determine priorities of the community for this stretch of Park Avenue.
 - Residents, Businesses, Frequent Users, etc.
- Develop ideal vision and goals based on public feedback.
- Provide future design team direction on desired roadway configuration.

OUTREACH METHODS

- Park City Website
engageparkcity.org/lower-park-avenue-improvement-project
- Park City Social Media Channels
- Postcards (mailed to 500 properties surrounding the project area)
- Yard Signs (20 locations surrounding the project area)
- Public Survey (378 responses)



OUTREACH METHODS

- Park City Projects Open House
- Summit County Senior Center Lunch Event
- Public Drop-In Event at Park City Library
- Stakeholder Committee Visioning Workshop
- Technical Advisory Committee Meetings



PUBLIC SURVEY

- 378 Responses
- 78 from Lower Park Ave. residents
- Statistically valid for all Park City residents with a 95% confidence interval
- More than 191 responses from Pilot Program survey, Aug. 2020

Lower Park Ave Survey

Park City will be upgrading utilities on PARK AVENUE FROM EMPIRE AVENUE TO HEBER AVENUE which will require reconstruction of the road. We have the opportunity to make changes to the final roadway configuration and want your feedback on what the final solution should be.

Following a community outreach effort in fall 2020, Park City implemented a pilot project to include dedicated and shared bike lanes on Lower Park Avenue. The improvements were implemented in spring of 2021 and now that a year has passed, the City would like to touch base with the community to determine WHAT'S WORKING and WHAT'S NOT along this important corridor.

In this next phase of outreach, we are gathering feedback from those who frequent this stretch of Park Ave so the city can design and implement a long-term solution that works best for the community. For more information, visit <https://engageparkcity.org/lower-park-avenue-improvement-project>

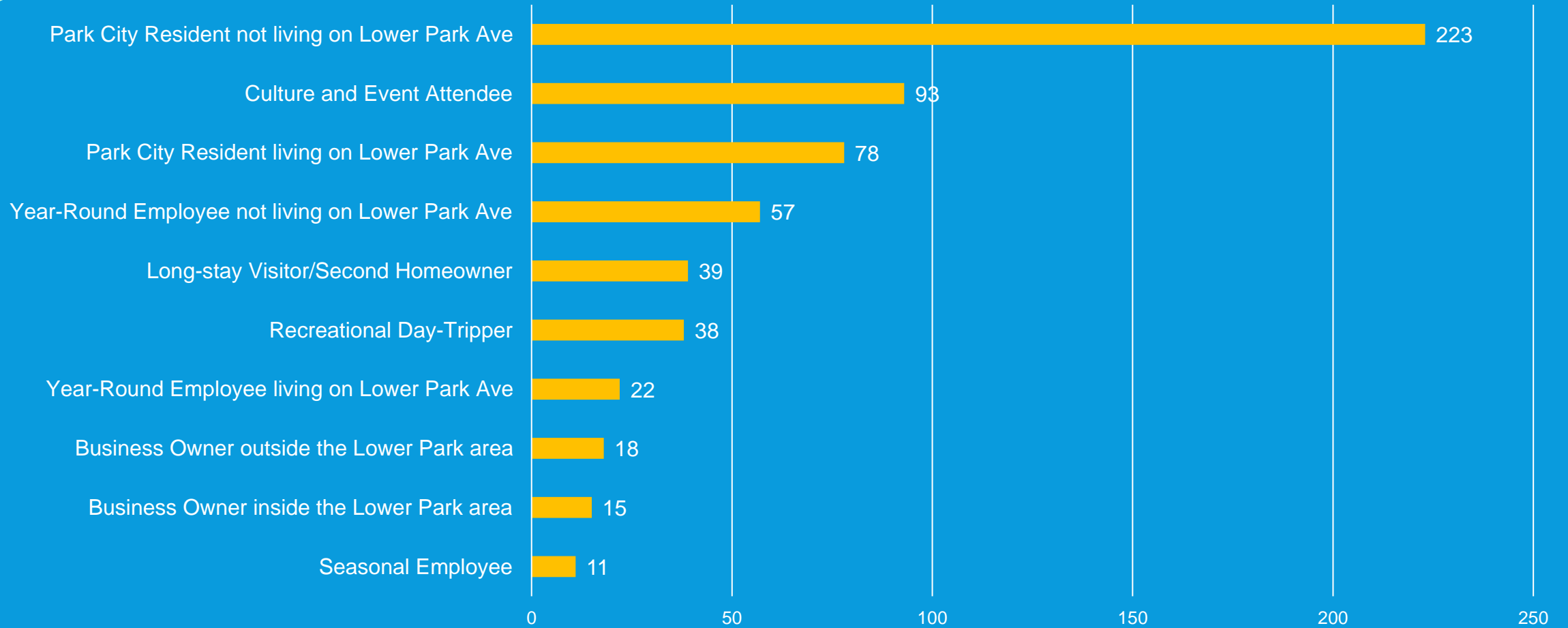
1. Did you know about the previous Pilot Program to add bike lanes to Lower Park Ave?

- ☐ Yes
☐ No

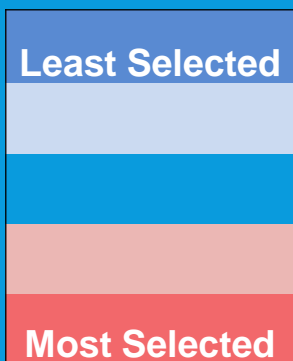
2. Why are you traveling along Lower Park Ave? (Select all that apply)

- ☐ Home
☐ Work/Business
☐ Shopping
☐ Recreation
☐ Dining/bars/entertainment
☐ Community Center(s)
☐ Winter/Summer resort
☐ Other (please specify)

I AM A: (SELECT ALL THAT APPLY)

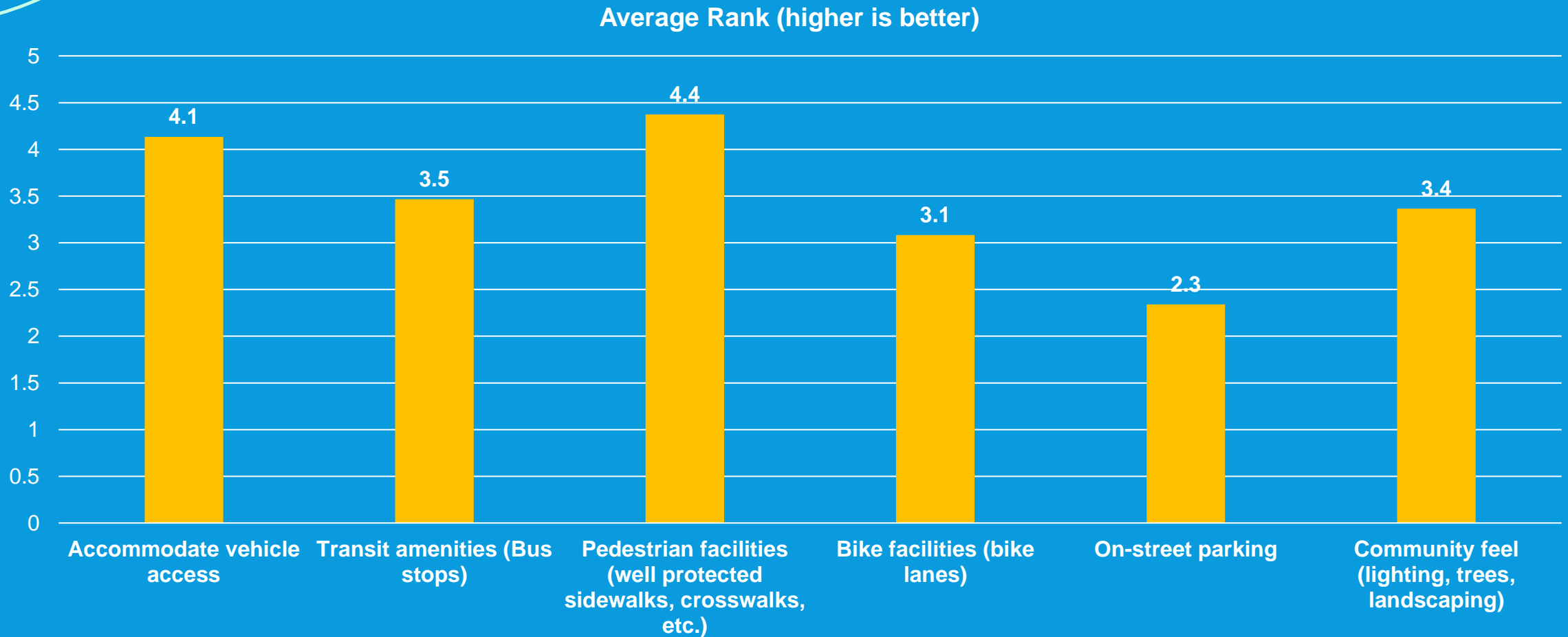


HOW DO YOU TRAVEL ALONG LOWER PARK AVE? (SELECT ALL THAT APPLY)

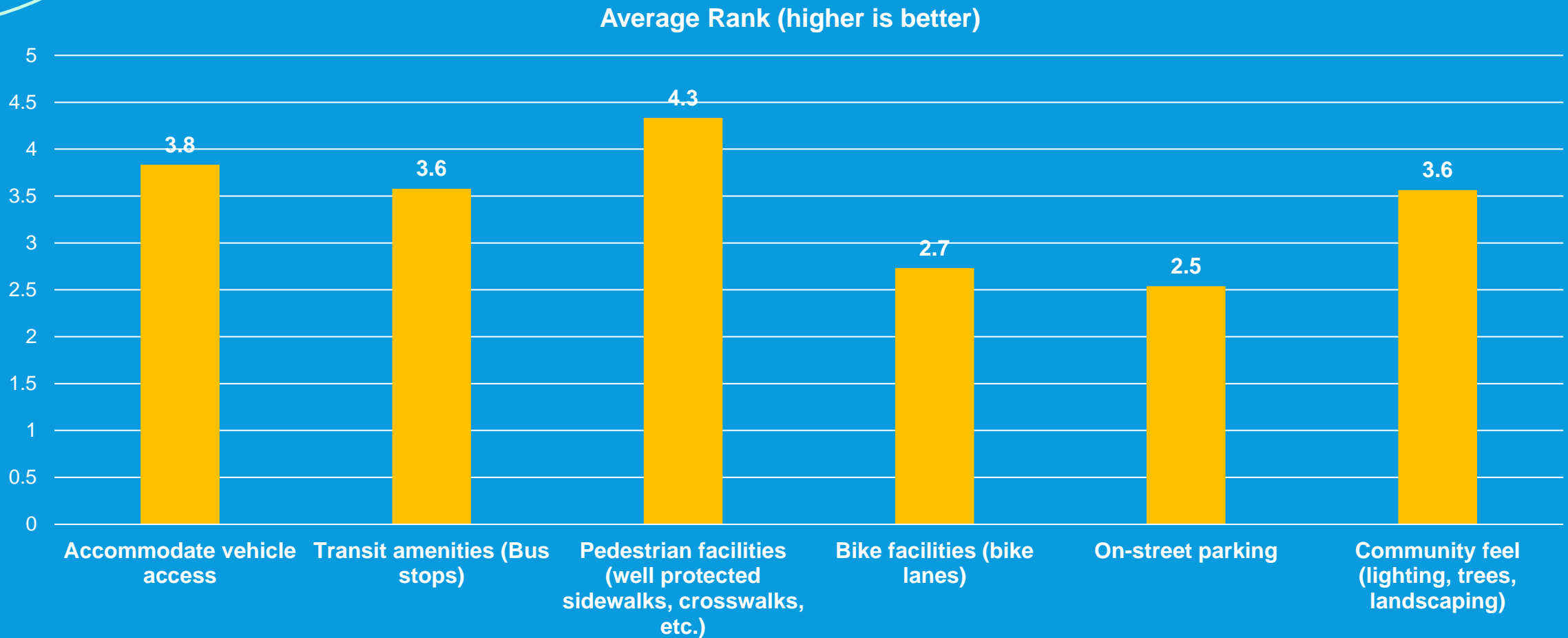


	Daily	Weekly	Monthly	A few times
Walking	82	79	51	88
Biking	20	92	46	74
Driving	143	131	54	30
Public Transit	13	56	60	119
Other	4	5	10	18
Mobility device (cane, walker, wheelchair, etc.)	1	0	1	1

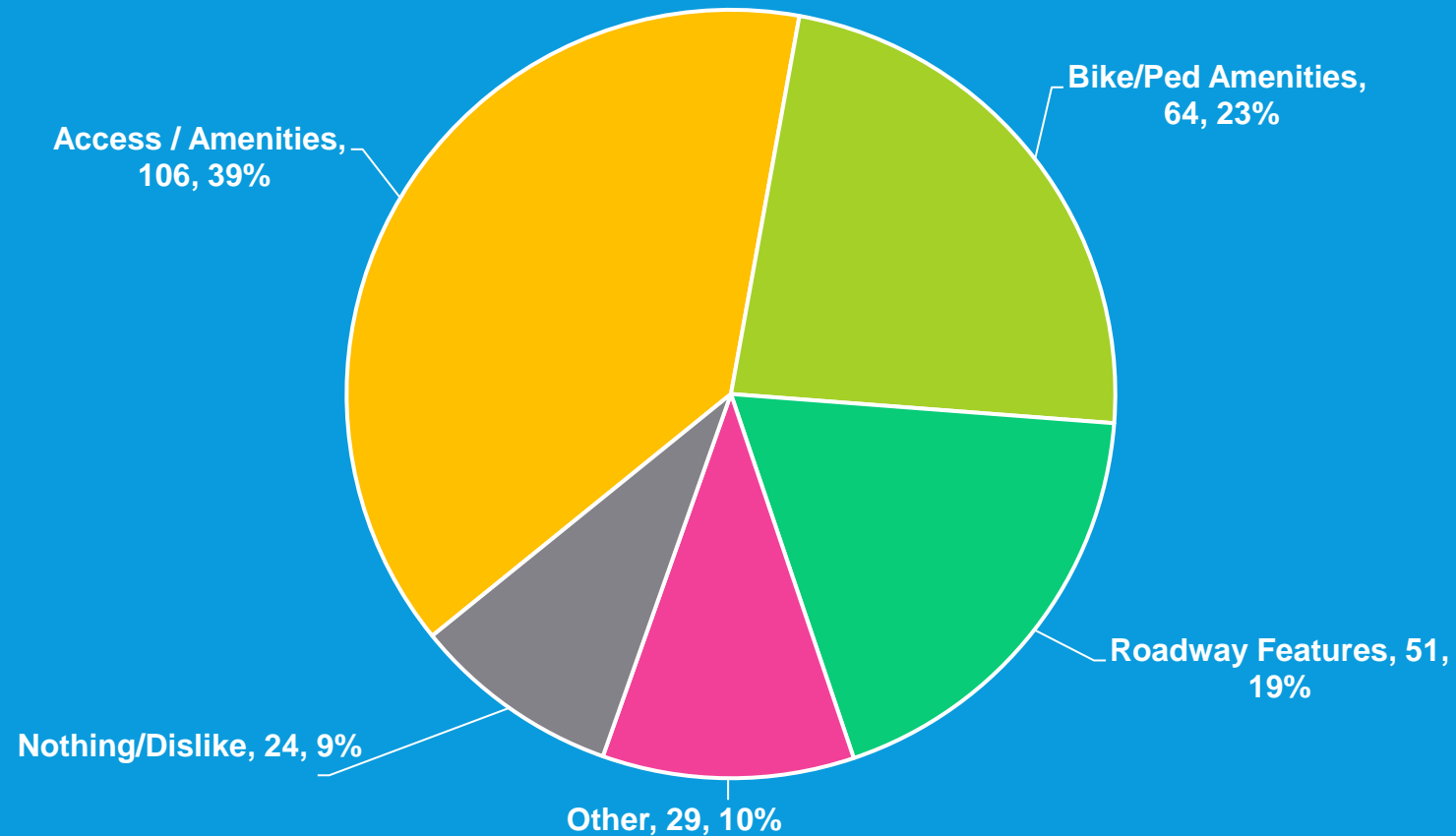
WHAT IS MOST IMPORTANT TO YOU ON LOWER PARK AVE? (RANK THESE IN ORDER OF IMPORTANCE)



WHAT IS MOST IMPORTANT TO YOU ON LOWER PARK AVE? (PARK AVENUE RESIDENTS ONLY)



WHAT DO YOU LIKE ABOUT LOWER PARK AVE THAT SHOULD STAY THE SAME?



PUBLIC SURVEY

Survey Conclusions

- People regularly drive, walk, and bike on the corridor
- Pedestrians, vehicles, and transit are top priorities
- People like the neighborhood feel of the pilot project
- About 10-13% of respondents don't like the new configuration
- Parking is the least important part of the corridor



PUBLIC SURVEY TAKEAWAYS

- Pilot Project an overwhelming success
- People love the planters/flower boxes
- People want safer pedestrian facilities (updated/wider sidewalks)
- Parking is not a priority



STAKEHOLDER COMMITTEE VISIONING WORKSHOP

Members

- 30 invited, 18 attendees
- Residents, Senior Center, Butcher's Chop House, Cole Sport, JANS, Park City Lodging, The Mustang, PCPD, PCFD, Mayor / City Council, Park City Mountain Resort, HPCA, UDOT Planning, High Valley Transit, High West Distillery, Park City Library, Davanza's

Goals

1. Review / validate the results of the Public Survey
2. Develop vision & goals of the corridor

Feedback

- Survey conclusions / takeaways are accurate
- Parking is an important issue for many along this corridor
- Concerns with pedestrian safety / crosswalk safety on Park Ave.

VISION & GOALS

Vision

Preserve a safe, comfortable neighborhood feel for all travelers.

Goals

1. Maintain vehicle and transit mobility
2. Keep the corridor safe
3. Enhance pedestrian experience
4. Preserve neighborhood character
5. Protect cyclists



TECHNICAL ADVISORY COMMITTEE (TAC)

Members

- Park City Departments
 - Community Engagement, Executive, Parking Services, Transportation, Engineering, Planning, Trails, Law Enforcement, Transit, Water, Active Transportation, City Council, Public Works
- Future designer: Stanley Consultants

Goals

1. Inform Park City Departments of the project and the work done to date
2. Review all feedback received
3. Identify possible constraints
4. Brainstorm ideas for future implementation to ensure cross-discipline acceptance

IMPLEMENTATION & NEXT STEPS

Future Schedule

- Winter 2023: Design
- Spring 2024: Construction

Next Steps

- Discussions with Stanley Consultants on roadway design options
- Discussions with TAC members once possible designs have been developed
- Finalize Design
- “Close the Loop” with additional Public Outreach



QUESTIONS?

OTIS STUDY 2011 ALTERNATIVE ANALYSIS

Wednesday, May 04, 2011

Current Option

Remaining Projects	2011 Road Costs	2011 Water Costs	2011 Road & Water Costs	2011 Conduit Costs	Project Total Costs
Empire Avenue (8th to 13th)	\$1,081,743	\$1,327,950	\$2,409,693	\$154,700	\$2,564,393
Empire Avenue (13th to 15th)	\$552,559	\$471,250	\$1,023,809	\$154,700	\$1,178,509
Sullivan Road	\$1,101,620	\$0	\$1,101,620	\$98,750	\$1,200,370
Chambers Avenue (Water)	\$0	\$156,488	\$156,488	\$0	\$156,488
8th Street	\$284,375	\$73,775	\$358,150	\$58,110	\$416,260
10th Street	\$194,123	\$0	\$194,123	\$51,480	\$245,603
11th Street	\$63,863	\$0	\$63,863	\$12,935	\$76,798
14th Street	\$63,538	\$56,550	\$120,088	\$12,935	\$133,023
Rossi Hill Drive	\$489,320	\$214,825	\$704,145	\$19,500	\$723,645
McHenry Street	\$510,770	\$224,250	\$735,020	\$19,500	\$754,520
Deer Valley Loop Road (Water)	\$0	\$461,565	\$461,565	\$0	\$461,565
Swede Alley	\$887,705	\$144,300	\$1,032,005	\$58,370	\$1,090,375
9th Street	\$455,000	\$149,078	\$604,078	\$30,615	\$634,693
12th Street	\$127,790	\$91,813	\$219,603	\$0	\$219,603
Silver King Road	\$423,904	\$161,525	\$585,429	\$0	\$585,429
Ridge Avenue	\$525,850	\$0	\$525,850	\$0	\$525,850
Lowell Avenue (8th to 13th)	\$993,850	\$624,650	\$1,618,500	\$92,820	\$1,711,320
Total Costs	\$7,756,010	\$4,158,018	\$11,914,028	\$764,415	\$12,678,443

Alternative Options

Remaining Projects	2011 Road Costs	Eliminate Sidewalk	Eliminate Other Elements	Final 2011 Road Costs	2011 Water Costs	2011 Road & Water Costs	2011 Conduit Costs	Project Total Costs
Emipre Avenue (8th to 13th)	\$1,081,743	\$37,760		\$1,043,983	\$1,327,950	\$2,371,933	\$154,700	\$2,526,633
Empire Avenue (13th to 15th)	\$552,559	\$31,680		\$520,879	\$471,250	\$992,129	\$154,700	\$1,146,829
Sullivan Road	\$1,101,620	\$62,400	\$11,016	\$1,028,204	\$0	\$1,028,204	\$98,750	\$1,126,954
Chambers Avenue (Water)	\$0	\$0		\$0	\$156,488	\$156,488	\$0	\$156,488
8th Street	\$284,375	\$12,000		\$272,375	\$73,775	\$346,150	\$58,110	\$404,260
10th Street	\$194,123	\$2,800		\$191,323	\$0	\$191,323	\$51,480	\$242,803
11th Street	\$63,863	\$2,800		\$61,063	\$0	\$61,063	\$12,935	\$73,998
14th Street	\$63,538	\$2,800		\$60,738	\$56,550	\$117,288	\$12,935	\$130,223
Rossi Hill Drive	\$489,320	\$19,360		\$469,960	\$214,825	\$684,785	\$19,500	\$704,285
McHenry Street	\$510,770	\$19,200		\$491,570	\$224,250	\$715,820	\$19,500	\$735,320
Deer Valley Loop Road (Water)	\$0	\$0		\$0	\$461,565	\$461,565	\$0	\$461,565
Swede Alley	\$887,705	\$41,000	\$8,900	\$837,805	\$144,300	\$982,105	\$58,370	\$1,040,475
9th Street	\$455,000		\$455,000	\$0	\$149,078	\$149,078	\$30,615	\$179,693
12th Street	\$127,790	\$2,800		\$124,990	\$91,813	\$216,803	\$0	\$216,803
Silver King Road	\$423,904	\$23,520	\$4,240	\$396,144	\$161,525	\$557,669	\$0	\$557,669
Ridge Avenue	\$525,850	\$20,000		\$505,850	\$0	\$505,850	\$0	\$505,850
Lowell Avenue (8th to 13th)	\$993,850	\$37,600		\$956,250	\$624,650	\$1,580,900	\$92,820	\$1,673,720
Total Costs	\$7,756,010	\$315,720	\$479,156	\$6,961,134	\$4,158,018	\$11,119,152	\$764,415	\$11,883,567



2002 Old Town Improvement Study Summary Report



Prepared by

Colin Hilton
Park City Municipal Corporation

Contributing Partners

Tasco Engineering, Inc – Lehi, Utah
Wilbur Smith Associates – SLC, Utah
EDA Architects – SLC, Utah

Table of Contents

I.	Executive Summary	3
II.	Introduction	6
	➤ Purpose of Study	
	➤ Intended Outcomes	
III.	Study Approach	7
	➤ Boundaries of Study	
	➤ Process for Information Gathering	
IV.	Findings	8
	A. Review of Past Studies	
	B. Phase I Information Gathering	
	C. Phase II – Detailed Analysis of Researched Projects	
	1. Street Reconstruction Projects	11
	a. Base level – paving, drainage, sidewalks	
	b. Addressing water line replacements	
	c. Relocating overhead utilities	
	2. Parking Supply Considerations	21
	a. Parking Enhancements – Limited Capital Investment	
	b. Parking Enhancements – Accessibility Improvements	
	c. Structured Parking Options – Large Capital Investment	
	3. Pedestrian-Friendly Enhancements	32
	a. Review of neighborhood & Main Street	
	corridor improvement ideas	
	4. Mixed Bag	34
	a. Listing of uncategorized projects	
V.	Constituent Sentiments	35
VI.	Summary / Suggested Next Steps	40
VII.	Appendices	41
	Appendix 1 - Tasco Engineering – Relocation of Overhead	
	Utility Study Report	
	Appendix 2 - Wilbur Smith Associates – Parking Study Report	
	Appendix 3 - Consolidated project list	

I. Executive Summary

The following report summarizes the findings of the 2002 Old Town Improvement Study. This document reviews the study approach, lists and highlights research on suggested capital improvement projects, and sets up a framework for additional discussions on setting project funding priorities.

As this study has endeavored to provide an objective and unrestricted approach to reviewing all constituent ideas, the collective project listing is very extensive. The end result is a thorough analysis of numerous Old Town capital improvement projects. As a tool to assist the City Council, Staff, and interested citizens to formulate their respective opinions, the enclosed materials provide both qualitative and quantitative details on suggested infrastructure projects.

Below is a summary of the project categories and their cumulative budget forecasts:

- | | |
|---|-----------------|
| 1. Street Reconstruction Projects | \$ 19,350,000 |
| 2. Street Project Add-Ons | |
| a. Water Line Replacements | \$ 1,333,241 |
| b. Relocating Overhead Utilities | \$ 7,554,000 |
| 3. Parking Enhancements | |
| a. Option AA – Reconfigure surface lot use (gain 20-45 spaces) | \$ 16k-\$80,000 |
| b. Option A – Parking Ramp – Improved access (gain 165 spaces) | \$ 2,900,000 |
| c. Option A1 – Parking Ramp w/ Retail/Civic space (gain 147 spaces) | \$ 3,200,000 |
| d. Option B – Structured parking (gain 247 spaces) | \$ 4,300,000 |
| e. Option B1 – Structured parking w/ Retail/Civic space (gain 247 spaces) | \$ 4,700,000 |
| f. Option C1 – Structured parking w/ Retail/Civic space (gain 387 spaces) | \$ 5,900,000 |
| 4. Pedestrian Friendly Enhancements | \$ 2,035,200 |
| 5. Mixed Bag | \$ 4,871,000 |

Those involved with the study, from residents to business operators, all appreciated the opportunity to discuss their ideas. Many of the creative thoughts and suggestions were derived from the mere fact that a forum was created to hear their ideas. The following pages contain numerous details and budget figures generated on each of the researched project ideas. Also included are opinions and constituent sentiments captured throughout the study period.

Priorities within certain project categories (Street and Water projects) have already been listed. What needs further discussion and direction from City Council is priorities between the project categories. There are varying degrees of support behind the proposed projects. Not surprisingly, most people would like to see action taken on the majority of the listed projects, but are wary of paying for it. Parking and relocating overhead utilities received the most attention and remain the most divided in support.

Upon a review of the attached report, it is recommended that the following next steps be taken:

1. Promote a period of additional review and discussion over the researched projects. Actions taken to further stimulate additional debate and discussion will ultimately allow opinions to form on which category priorities are best suited for funding appropriations.

2. City Council should provide staff direction on whether certain project categories are worthy of further research and fund appropriation considerations.
3. Given a “big picture” view of suggested project priorities from City Council, City Staff can then put together a series of funding strategies ranging from conservative to aggressive.
4. Discussions on capital projects within Old Town should be incorporated into the 5 year CIP planning process. Preparations for the next 2 year budget cycle would utilize the outcomes of the CIP prioritization process.

From the information contained within this document, those seeking to formulate opinions on what subsequent actions are prudent will be encouraged to consider the following questions:

- Given that improvements to Old Town is a City priority, what types of infrastructure projects would best serve this City goal?
- Should street reconstruction projects follow the same funding and scope routines as in the past? Or should considerations be made to incorporate additional street features and characteristics such as added sidewalks, traffic calming features, stairways, and relocated utilities?
- Given the emphasis on water quality and supply, will the water fund need to be increased to ensure replacement lines in Old Town can be replaced as street reconstruction projects are planned?
- Can the relocation of overhead utilities be a financially “do-able” project?
- What option for parking supply enhancements makes the most sense at this time?
- Where do “pedestrian-friendly” enhancements fit into the overall plan for appropriating capital funds within Old Town?

These questions will undoubtedly unfold as you review and discuss the following material.

Insert OTIS Project Map

II. Introduction

At the request of the City Council, the 2002 Old Town Improvement Study (a.k.a. “OTIS”) was initiated in July of 2002 to review and research a vast array of suggested infrastructure projects within Park City’s Old Town. Its purpose identified a desire to see City Staff research, publicly discuss, and prioritize capital projects within Old Town.

Over the course of four months, the information that has been gathered and publicly discussed is now summarized in this report.

Park City Vision and Priority Goals

Important to the discussion on improvements to Old Town is the need to understand the recent priorities set by the current City Council. Park City’s vision states a desire to:

“Be a World Class, Multi-Seasonal Destination Resort Community”

Old Town is recognized as the “spirit of Park City” and under the recent goal setting exercise, a High Priority Goal of the City Council is:

“Improving Historic Park City”

As several constituents have lobbied the City for individual infrastructure projects, an approach to review in detail all of the suggested projects was desired.

Throughout the gathering of information, it became apparent that infrastructure projects gradually fell into the following categories:

- A. Street Reconstruction Projects
- B. Parking Supply Considerations
- C. Pedestrian-Friendly Enhancements
- D. Mixed Bag

The intended result of the study was to put together a comprehensive project list that detailed cost estimates, analysis, envisioned scheduling time frames, constituent preferences, professional recommendations, funding and financing options, and proposed policies for assessing and implementing capital projects.



III. Study Approach

As Park City has commissioned several previous studies within the Old Town area, the OTIS Study took a position not to redo or duplicate any previous work. Instead, a thorough review of the key highlights and recommendations from the past studies helped formulate how OTIS study approach would go. Using information and analysis from previous studies allowed for a more efficient use of staff time and reduced the need for outside professional resources to conduct the study.

City staff collected the majority of the OTIS Study data and only engaged the services of outside resources to assist in areas where the Staff did not have technical expertise. The boundaries of the Study were limited to the historical zoned property commonly called “Old Town.”

Careful consideration was made to not rush into researching projects without first allowing for all interested parties to first have a say on which projects the City should further research. Starting with a mailed questionnaire to all Old Town residents and businesses in late July, creative ideas were solicited on suggested infrastructure projects. The questionnaire outlined the intentions behind the OTIS Study and encouraged involvement in one of three August public meetings.

The August public meetings fueled initial interest in discussions about possible infrastructure projects. Discussions here along with questionnaire responses, Park City Municipal staff input, local agency ideas, and a variety of individual meetings helped formulate a project list needing more details to the following:

- Accurate budget forecasts
- Time frames to complete the desired projects
- More technical or detailed analysis of the ideas
- Possible funding sources
- Gathering of constituent preferences

This initiated a 2nd phase of research that now had a targeted project list, but lacked the above details.

For the majority of the “Pedestrian-Friendly,” “Mixed Bag,” standard street, and water project categories, those details were derived with internal staff research. For the engineering needs of further exploring the concept of “relocating the overhead utilities” and “parking enhancements,” outside professionals were obtained.

These details were then brought back to a public forum for a follow-up review of the targeted project list. This late October public meeting went over the initial OTIS Study findings with an intent to gather a snapshot of sentiments from those who attended.

In reviewing the options for suggested infrastructure projects, the OTIS Study and this summary report have taken great efforts to present the material without a perceived bias. The intended hope is to spur additional discussion that can draw upon the details presented in this report. With this outlined approach, the following findings provide the analysis, project specifics and recommendations on suggested next steps.

IV. Findings

A. Review of Past Studies

Park City has made significant improvements to Old Town since the mid 1980's. Through a variety of funding mechanisms, both publicly and privately financed, the area has steadily been improved upon in many ways.



A large part of the City sponsored projects have been stimulated by suggestions made from previous area wide studies. From core street improvements of storm drains and street re-surfacing to the creation of a transit center, stairway connections and “street furniture,” the improvements have had a positive impact. Many of the “new” ideas requested of the City have been around for awhile. A quick recap of the past study recommendations and outcomes is useful to understand.

1993 Sear Brown Study - Street and Utility Improvements

This review of existing street and utility infrastructure outlined a item by item priority list of street repairs to make within Old Town. This prioritization of street projects allowed the City staff to address 1 by 1, the required improvements necessary to handle problematic storm drain, street conditions, and utility capacity concerns. Over the course of eight years, the majority of the outlined projects were completed.

The element helpful to the OTIS study is in the value of forecasting the street reconstruction priorities in 1-5, 6-10, and 11-15 year category periods. This is a basic city service that consumes a large amount of available capital funds and has several possible “add-on” elements that will later be discussed.

1993 Lower Park Avenue Study – Pedestrian and Transportation Improvements

The timing of this study signifies an interesting shift in emphasis towards pursuing a balance of transportation improvements with neighborhood and pedestrian enhancements. A key element introduced as a part of this study was the desire to see traffic calming features added to the entrance of Lower Park Avenue. The “box of rocks” that now sits at the entrance of Lower Park Avenue was seen as a means to subtly divert the majority of through traffic to Main Street via Deer Valley Drive. Elements reviewed in the study began an initiative to create more “pedestrian-friendly” enhancements to this area. The concepts of “bump-outs” – later called “bulb-outs” - were introduced here.

There is a continued desire to see additional traffic calming features and “street furniture” along this corridor. Any project that might move ahead in this area would value from reviewing the concepts discussed in this study.

1996 Wilbur Smith Associates Study – Transportation Systems and Parking Analysis

From early 1995 and into 1996, a very extensive review of the Park City area transportation and parking system was reviewed. This included an analysis of the future options the City had to address a perceived steady increase in the traffic volumes. Those options included:

- Ideas on enhancing the Park City Transit System
- Locations / Concepts to augment the supply of surface parking
- A review of a park-n-ride system
- Identification of the best locations to add structured parking
- A review of traffic management systems and a variety of possible options

Much of the study remains a valuable reference tool for continuing discussions on the topic of parking and transportation systems. Outcomes include:

- City steps to enhance and add to the Park City Transit System
- Upgrades to surface lots in Swede Alley and the Sandridge Lots responding to the demand for more parking capacity.
- A system for tracking parking lot utilization has been in effect since the completion of this study.

The OTIS Study re-engaged the same firm who did the initial study to update their data on the existing supply and perceived demand for parking space in the Main and surrounding street areas. Additionally, several of the original long term parking options discussed in 1996 were updated to apply 2002 dollars to.

1998 Downtown Action Plan – Main Street and Swede Alley Improvement Concepts

The intended purpose was a “Revitalization of Main Street and Swede Alley.” Highlights include:

- The recommendation to add more “pedestrian-friendly” enhancements to the corridors leading up to and on Main Street.
- The idea of creating areas for bulb-outs / widening of sidewalks to promote abilities to stop, rest, socialize, and safely cross streets in designated areas.
- Promoted added landscaping and interactive displays
- Suggested an investment in a comprehensive signage program
- Encouraged outdoor events, activities, and outdoor dining

It was suggested that parking improvements be a blend of strategies – both from a supply perspective and a management one. Any corridor enhancements that lost parking space were suggested to be replaced in a 3 to 1 ratio. The China Bridge garage was recommended to have a face lift while any discussions over building an added structure suggested a minimum of 300 spaces be located adjacent to a proposed transit center. Furthermore, any concepts to add a parking structure saw a positive in having access come off of Marsac Avenue and might want to consider space for City Hall expansion needs. The concept of adding a central transit center was envisioned and eventually fulfilled.

The report suggested incorporating public art into improvement projects, suggesting these categories:

- Visual focal points
- Gathering sites
- Enhance existing opportunities
- Street furniture / fixtures

From these recommendations, several street bulb-outs and corridor improvements have been made. Current discussions relating to the Old Town Improvement Study draw from many of the initial concepts brought up during this area review.

B. Phase I – Information Gathering

From July – August 2002, information related to project ideas for Old Town improvements was collected into a discussion list. Through a series of meetings with the following constituents, a targeted project list for further research was developed:

- Historic Main Street Business Alliance (HMBA)
- Residents – via (3) public meetings and many individual meetings
- Internal PCMC staff – City Engineer, Public Works Director, Water, Transportation, Planning, Building, OCMB Departments
- Snyderville Basin Water Reclamation District (SBWRD)
- Park City Fire Department (PCFD)

As Park City has a diverse and wide ranging spectrum of individual opinion, project ideas were numerous. The HMBA outlined its top priorities as 1) parking enhancements and 2) sidewalk improvements. In a letter to the City Staff, the HMBA requested the City consider looking into these two areas in greater detail.



Old Town residents responded to the Phase I questionnaire and public meetings with numerous ideas on how to improve neighborhood features. Much of the discussion centered on street improvements and pedestrian amenities such as sidewalk widths, lighting needs, and corridor enhancements. These ideas were captured and placed onto the targeted project list. This notable statement was enthusiastically supported – “there is no cookie-cutter look for streets within Old Town” and “with any pending street project, neighborhoods should have a chance to add input on the street design characteristics.” In other words, not every neighborhood desires a sidewalk or added lighting elements and residents should meet to discuss such things prior to the streets being re-done.

Additional themes that arose included an overwhelming desire to see the City further research the options to address the perceived parking shortage, but not to rush into building a large parking structure. 97% of Phase I respondents supported that statement on this topic that proved to be the most controversial.

The concept of burying (or relocating) overhead utilities was also well supported. 88% of those polled stated that the City should at least further research the concept to obtain more detailed cost projections and analysis.

All those who participated in the gathering of this information believed that in order to properly evaluate and weigh which projects should receive funding or not, needed the second step of adding more details and accurate cost projections.

C. Phase II – Detailed Analysis of Researched Projects

1. Street Reconstruction Projects

a. Street Reconstruction Projects – Base Level

Over the course of the next fifteen years, the City Engineer forecasts the need to tackle (16) street reconstruction projects throughout the Old Town area. This alone is forecasted to cost over 19 million dollars.

Traditionally, Park City Municipal Corporation tackles about (1) street reconstruction project every (2-3) years as both funding limitations and neighborhood impacts are considered. Looking at the projected needs, either the timeframe will have to be extended or additional funding sources found to cover the forecasted timeframe needs.

As a core City project, it is important that this category of infrastructure project be discussed. As the regular consumer of the bulk of the City's Capital Improvement Fund (CIP), street projects also relate to many of the subsequent OTIS project ideas.



Impacts of any street reconstruction project are high. Most require a 2-4 month period to complete storm drain installation, any “wet” utilities, road base, paving and curb / gutter placements.

Maintaining resident and public safety access is a challenge requiring coordinated street closures and good communications with the contractor and street residents.

The following breakdown prioritizes the street segments with the listed budget needs, funding options, and scope of work highlights.

Category & Project Listing	Priority or Suggested Period	Projected Budget Need	Funding Source Options	Comments & Analysis Highlights
Street Reconstruction Projects				
Prospect Ave	1 (1-5 years)	\$ 1,100,000	CIP / Operating	Storm drains, sewer, gutters, paving, landscaping, and relocation of fire hydrant
Lower Norfolk (8th-13th)	1 (1-5 years)	\$ 1,500,000	CIP / Operating	Storm drains, sewer, gutters, sidewalk, paving, conduit
Upper Park Ave.(Heber to King)	1 (1-5 years)	\$ 2,000,000	CIP / Operating	Storm drains, sewer, gutters, conduits, sidewalk, paving
Intersection - Marsac & Hillside	1 (1-5 years)	\$ 600,000	CIP / Operating	Sidewalks, gutter, landscaping, paving, public art, utility conduits
Woodside - north of 13th	1 (1-5 years)	\$ 900,000	CIP / Operating	Gutter, paving, storm drains, sidewalk, utility conduits
	Sub total	\$ 6,100,000		
Sandridge	2 (6-10 years)	\$ 700,000	CIP / Operating	Gutters, storm drain, paving, landscaping, right of way
Hillside	2 (6-10 years)	\$ 550,000	CIP / Operating	Retaining walls, storm drain, sewer, sidewalk, paving, guardrails
Empire & Upper Lowell	2 (6-10 years)	\$ 1,900,000	CIP / Operating	Gutters, paving, storm drains, sidewalks, conduits
Sullivan Road	2 (6-10 years)	\$ 1,100,000	CIP / Operating	Sidewalks, storm drains, parking, landscaping, paving, public art, utility conduits
Rossi Hill Drive	2 (6-10 years)	\$ 1,800,000	CIP / Operating	Sidewalks, gutter, right-of-way, paving, utility conduits
Swede Alley	2 (6-10 years)	\$ 1,900,000	CIP / Operating	Sidewalks, landscaping, bringing the stream to surface, public art, paving, utility conduits
	Sub total	\$ 7,950,000		
8th, 9th, 10th, 11th, 12th streets	3 (11-15 years)	\$ 1,400,000	CIP / Operating	Storm drains, sidewalks, stairs, sewer, paving, conduits
13th, 14th, 15th streets	3 (11-15 years)	\$ 600,000	CIP / Operating	Storm drains, sidewalks, stairs, sewer, paving, conduits
Silver King	3 (11-15 years)	\$ 500,000	CIP / Operating	Sidewalk, paving, public art
Ridge Ave	3 (11-15 years)	\$ 1,200,000	CIP / Operating	Right-of-way, gutter, storm drain, paving
McHenry Drive	3 (11-15 years)	\$ 1,600,000	CIP / Operating	Right-of-way, gutter, paving
	Sub total	\$ 5,300,000		

b. Street Reconstruction Project “Add-ons” – Water Line Replacement Projects

Water lines throughout Old Town are on average 30-35 years old (a large number installed in the late 60’s into the early 70’s). The Water Department routinely services areas where corrosion problems have caused leaks during all times of the year. It is a challenge to maintain proper pressure zones and in some specific areas there is concern over maintaining adequate fire flow.

Replacement of water lines as a part of all street reconstruction projects has been the normal practice and remains the preferable course of action. With the installation of new composites of replacement pipe, the investment would extend the normal life of the service area to over 40-50 years. A key desire would also see 6 inch mains be upsized to 8 inch in order to provide better service. Old service laterals could also be upgraded and upsized as streets are reconstructed. Fire hydrants would be replaced as the current variety do not have replacement parts.

In reviewing the priority areas with the Public Works team, the following were identified as the current priorities:

Category & Project Listing	Priority or Suggested Period	Projected Budget Need	Funding Source Options	Comments & Analysis Highlights
Street Reconstruction - Possible "Add-on's"				
Water Line Replacements				
Hillside, Ontario, McHenry, Rossi	1 (1-5 years)	\$ 242,788	Water Fund	Required: 2320' of 8" DIP. Existing: Maintenance problems, age, and inadequate fire flow
Upper Park Ave. - Heber to King	2 (6-10 years)	\$ 272,090	Water Fund	Required: 2600' of 8" DIP. Existing: Maintenance problems, age, and inadequate fire flow
Empire Avenue - 9th to 13 th	2 (6-10 years)	\$ 209,300	Water Fund	Required: 2000' of 8" DIP. Existing: Maintenance problems, age, and inadequate fire flow
Deer Valley Loop Road – All	2 (6-10 years)	\$ 161,161	Water Fund	Required: 1540' of 8" DIP. Existing: Maintenance problems, age, and inadequate fire flow
Lower Norfolk - 13th to 7 th	2 (6-10 years)	\$ 246,974	Water Fund	Required: 2360' of 8" DIP. Existing: Maintenance problems, age, and inadequate fire flow
Prospect Ave. – All	2 (6-10 years)	\$ 89,999	Water Fund	Required: 860' of 8" DIP. Existing: Age, and inadequate fire flow
Sandridge Ave. – All	2 (6-10 years)	\$ 62,790	Water Fund	Required: 600' of 8" DIP. Existing: Age, and inadequate fire flow
Chamber Ave. – All	2 (6-10 years)	\$ 48,139	Water Fund	Required: 460' of 8" DIP. Existing: Age, and inadequate fire flow
	Sub total	\$ 1,333,241		

c. Street Reconstruction “Add-Ons” – Concept of Relocating Overhead Utilities

Although possible to construct as a stand alone project, “relocating” or burying overhead utilities sees a significant advantage to doing it as a part of a street reconstruction project. For this purpose, we list this concept under the heading of a street reconstruction project “Add-On.”

The City staff and residents have discussed this topic for many years. Within the past year, a major street reconstruction project was even put “on hold” at the request of the majority of the street residents on Upper Park Avenue. The sentiment was a desire to see that the City consider making the relocation of utilities an added element to the reconstruction project – even on a cost sharing program. Prior to this study, the only available cost projection on the concept of “relocating overhead utilities,” came from an estimate given on Upper Park Avenue area of town. In light of the City Council, staff, and resident support to at least further explore this concept, the OTIS Study engaged the professional services of Tasco Engineering to look at this concept as a whole in Old Town.



Tasco divided up Old Town into (16) separate project areas in order to provide a framework for the conceptual design and cost estimates. The sixteen (16) projects are divided up as follows: **(The sequence bears no relevance of construction priority).**

- Project 1: Lower (north) Woodside Avenue from 8th to 12th Street
- Project 2: Upper (south) Park Avenue from Heber to King Road
- Project 3: Lower Norfolk Avenue from approximately 8th to 13th Street
- Project 4: Upper (south) Empire Avenue from approximately 8th to 12th Street
- Project 5: Upper (south) Lowell Avenue from approximately 9th Street to 13th Street
- Project 6: Prospect Avenue from Hillside Street/Sandridge
- Project 7: Ontario, McHenry, Swift, Provo, Rossi, and Deer Valley Drive
- Project 8: Marsac Avenue from Ontario North to Ontario South
- Project 9: Swede Alley from 5th Street to Main Street
- Project 10: Upper (south) Woodside Avenue from 7th to King Road
- Project 11: Norfolk Avenue from approximately 4th Street to King Road, King Road, and Sampson Avenue
- Project 12: Daly Avenue from King Road to end
- Project 13: Lower (north) Woodside Avenue from 13th Street to 15th Street
- Project 14: Empire Avenue from 13th Street to 15th Street
- Project 15: Lower Park Avenue from Sullivan to 15th Street and Sullivan Road
- Project 16: Central Park Avenue from 10th Street to 15th Street

Each project has been evaluated separately, and drawings have been prepared on an individual project basis. Tasco coordinated their research with all the “dry utility stakeholders” – PacifiCorp - Utah Power & Light (UP&L), Qwest, and AT&T. They reviewed their concept and overall analysis with the City Staff and provided the following cost estimates.

Projected Costs of Relocating “Dry Utilities” throughout all of Old Town

Street Reconstruction Possible "Add-on's"				
Burying Overhead Utilities				
Street Project	Assoc. Street Project Period	Budget as Part of a Street Reconstruction	Stand-alone Budget need	Comments
Prospect Ave / Hillside / Sandridge	1 (1-5 years) + 2 (6-10years)	\$ 215,000	\$ 270,000	All projects listed here do not reflect any costs to obtain right of ways
Lower Norfolk (8th-13th)	1 (1-5 years)	\$ 744,000	\$ 880,000	Higher cost reflects relocating a main distribution line serving a bigger area
Upper Park Ave.(Heber to King)	1 (1-5 years)	\$ 1,227,000	\$ 1,463,000	Higher cost reflects relocating a main distribution line serving a bigger area
Woodside - north of 13th	1 (1-5 years)	\$ 626,000	\$ 724,000	
Upper Lowell (9-13th)	2 (6-10 years)	\$ 219,000	\$ 294,000	
Ontario, McHenry, Swift, Provo, Rossi, & DV Drive	2 (6-10 years) *	\$ 406,000	\$ 543,000	
Swede Alley	2 (6-10 years)	\$ 362,000	\$ 420,000	
Empire (8-12th)	2 (6-10 years)	\$ 308,000	\$ 415,000	
Empire (13th-15th)	2 (6-10 years)	\$ 299,000	\$ 340,000	
8th-15th Streets, Park Ave (8th-15th)	3 (11-15 years)	\$ 184,000	\$ 198,000	
Lower Park Ave (Sullivan to 15th) & Sullivan Rd	Stand-Alone *	\$ 149,000	\$ 180,000	Street Reconstruction already completed for Lower Park Ave
Marsac (Ontario N to S)	Stand-alone	\$ 146,000	\$ 146,000	Currently a State Road
Upper Woodside - (7th to King)	Stand-alone	\$ 526,000	\$ 526,000	Street Reconstruction already completed – has installed conduit for consideration of relocating utilities
Woodside (8th-12th)	Stand-alone	\$ 625,000	\$ 625,000	Street Reconstruction already completed – has installed conduit for consideration of relocating utilities
Upper Norfolk(4th to King) & Sampson	Stand-alone	\$ 963,000	\$ 963,000	Street in L-T good shape
Daly	Stand-alone	\$ 555,000	\$ 555,000	Street in L-T good shape
	Subtotal:	\$ 7,554,000	\$ 8,542,000	

Tasco’s total cost estimate for all of Old Town – assuming the work was performed as an “Add-On” to street reconstruction projects, is **\$7,554,000**. If done as stand-alone projects, the totals rise to **\$8,542,000**.

Cost Analysis

Their projected budget figures come as a result of over 5 weeks of producing a (3) layer set (electrical, CATV, and Telephone) of conceptual design drawings for each of the (16) project areas and application of itemized unit costs. The overall costs include both “hard costs” and “soft costs.” As outlined by Tasco:

“Hard costs are the costs for providing and installing the actual infrastructure. These include estimates of material, labor, and equipment. Soft costs are those costs associated with a project that are in addition to the actual infrastructure, and may be considered more of an overhead cost. These costs include such things as engineering costs, Park City staff costs, costs associated with financing, contingency costs, etc. The soft costs are not fixed, and can only be estimated during the conceptual phase of a project. Once a decision is made for funding and to move ahead with a project, then these costs can be more closely defined.”

Tasco emphasizes the benefits of doing the relocation as a part of an overall street reconstruction project:

The relocation costs of the dry utility systems to an underground location can best be accomplished by relocating these systems in conjunction with a major road or system improvement. This would assume that the road will be replaced with the improvement and therefore not be part of the dry systems relocation costs. The primary reasons for waiting to do the relocation are as follows:

- 1. Funding for the major improvement could feasibly provide for the excavation and placement of conduit systems for the dry utilities at a small incremental cost to the major improvement. This would make the dry utility costs be significantly less because the pavement costs will be included in the roadway replacement, and the excavation can be accomplished without cutting or replacing the pavement. Placing the conduit system is fairly simple once the trench is in place.*
- 2. The dry utility systems can be located in such a fashion that they will conform to the new improvement and thus save in the attempt to avoid existing obstacles that will be removed with the roadway improvement.*
- 3. In some instances, the Park City rights-of-way (ROW) are wider than the existing roadway, and when utilized in widening the roadway for planter areas, this will create an enhanced area to place the dry utility systems and related equipment.*
- 4. Roadway construction will be disturbing the general area; therefore, the relocation impacts of the dry utility system could be minimized if performed at the same time.*

Tasco contacted the affected utilities, i.e., PacifiCorp, AT&T, and Qwest and evaluated their current posture for underground utilities. They found the following to be a guideline that was used in the cost estimates:

PacifiCorp: PacifiCorp will relocate (underground) the electrical system in each project area at a cost that they will estimate from a design that they will prepare. The design costs are to be paid in advance. They will estimate the costs from their design and require that these costs be paid in advance of the construction. They will coordinate with the City before and during the construction period to assure compliance with the proposed schedule. All costs relevant to the relocation must be born by a Park City funding program

Qwest and AT&T: Qwest has a policy similar to PacifiCorp on relocation, but if the relocation is part of a larger improvement, i.e., roadway, water, wastewater, or storm drain, then much of the relocation expense will be born by the company. This is not a stated or written policy, but has precedent in many other Utah cities. Of course, if all of the relocation and roadway improvements were to be done in a single season, then both of these utilities would have a hard time bearing the costs. AT&T has stated that AT&T generally will install the cable and related equipment if the City will provide the raceways (conduits). Tasco has the capability to negotiate this endeavor as a result of the deregulation and competitive nature of the telephone industry, and our experience in this area. In the Old Town area of Park City, nearly all of the telephone and cable TV systems are installed on a PacifiCorp pole. Qwest and AT&T have joint pole agreements with PacifiCorp. If the poles are removed, these companies no longer have a place to install their respective systems, and therefore need a replacement (raceway – PVC conduit) to relocate their cable and equipment. This being the case, they (Qwest/AT&T) then have to provide the underground raceways. They will, generally, provide the installation of the raceway and cable, and then pay a portion of the trenching costs.

Tasco believes their estimates present a realistic picture of the requirements.

Within the detailed report on utilities in Appendix 1, a breakdown of projected costs for all (16) studied street sections is included. Additional assumptions and details behind the numbers can also be reviewed there.

Funding Options / Legislation examples

Tasco provided Park City Municipal Corporation with a series of funding options available for consideration.

If the mayor and city council, along with the majority of the property owners, favor such an endeavor as described, then Tasco strongly encourages the city council to pass an ordinance requiring all new dry utility services to be constructed utilizing underground procedures and techniques. The passage of such a law could be just for the Old Town boundary, or could be for the entire city. If this law is first passed, then the funding mechanisms and the cooperation from the utilities is much more effective. We have reviewed the possibility of using one or more of the following funding mechanisms:

- *Special Improvement District (SID):*

This method of financing can be used for utility system relocation, but cannot be used for new construction of utility systems. Using the boundaries of the different project areas can form each district. A vote is required of those landowners that are affected by the proposition, and if the vote tabulation is favorable (51%) then funding can be obtained. The funding would represent the total costs of the relocation and be assessed to each property owner according to the amount of property, or simply by dividing the total cost by the number of property owners. Each parcel of property is then lienied until the amount of the assessment is repaid. The repayment is generally done on a yearly basis, and the financing can run from fifteen (15) to thirty (30) years.

As an example of SID funding, Project 3: Lower Norfolk Avenue from approximately 8th to 13th Street has an estimated cost of about \$880,000, with approximately 69 services in

the project. If we assume a 15 year repayment time with a 6% interest rate on the SID loan, \$90,607 would have to be paid each year. If we assume minimal contribution from Park City, then each of the 69 residences would be responsible for a payment of \$1,313 each year for 15 years. If we assume a 25% contribution from Park City, then each residence would be responsible for a payment of \$985 each year for 15 years. If Park City contributed 50%, then each residence would still be responsible for a payment of \$657 each year for 15 years, or about \$55 each month.

- *Sales Tax Revenue Bond:*

This method of financing is used by cities to finance project work, but it requires a pledge of an incremental amount, generally a percentage of the total sales tax collected over the number of years required by the total cost and estimated repayment schedule. This method is available to the mayor and city council, but generally causes a decrease of project work or general fund allocation. No voting by the general public is required, but the city council voting must be favorable.

- *Redevelopment Agency Funding (RDA):*

The Redevelopment Agency Funding methodology has been used in Park City to fund the improvements on Main Street. This method is generally used when the improvement or project will create an increased property value from the existing state. This could be a controversial method because there is definitely an aesthetic improvement in the minds of most, but not all, and property values may or may not be increased as a result of the improvement. The repayment mechanism is the differential tax assessment between the existing and the new improvements, which are pledged for repayment. There is possibility of obtaining Utah State matching funds, or in some cases an outright grant. This method of financing is tax exempt. This method is also controversial in that it could feasibly reduce the amount of funding going to the public school sector.

- *Economic Development Agency Funding (EDA):*

This method of financing is similar to the RDA noted above, but is generally used when the economy of an area is enhanced by the project construction.

- *Creative Financing:*

There are methods of financing that can be used that utilize a contribution from property owners involved with the improvement mixed with borrowed or financed funds, and possibly city funds from one of the previous methods, or directly as a result of the total improvement.

A monthly assessment for the improvements in the entire district could be levied and raise the money necessary to do the improvements over a period of time.

A user fee could be assessed to all Park City residents. This may seem unfair to the people outside of Old Town, but many of those people are served directly or have the redundant service provided by these utilities through Old Town.

A mix of the above could be utilized to create a more acceptable means of financing.

- **Municipalization:**

Although the process required to municipalize the dry utility systems is cumbersome and quite expensive, this is an alternative to the other funding mechanisms. Tasco has provided the services necessary to municipalize electrical power, natural gas, and telephone systems to other cities. Because of the expenses born by the City and the residents, this may be an option to recover the initial investment and provide a revenue source for the future.

Identified Pros and Cons

The relocation of the dry utility systems to underground in the Old Town area of Park City consists of a series of internal projects that can definitely be completed. There are many cities that have undertaken the same endeavor and completed it successfully. Tasco has been able to learn of the positive aspects of the endeavor as well as the negative aspects of the endeavor. Any construction project has pitfalls and positive aspects before, during, and after the process is completed. Conceptual pros and cons for performing the project work include the following:

- **Pros**

Reliability: An underground dry utility system will be more reliable. Weather conditions such as ice and snow will not be a factor in maintaining suitable system service. An overhead distribution system for electrical power, telephone, and cable TV is more exposed to hazards such as automobile collisions.

Aesthetics: The underground system will definitely be more aesthetically pleasing for both residents and visitors. Although this may not be an issue for some, the large majority will enjoy the unobstructed views enhanced by undergrounding the existing overhead utilities.

Single Phase Electrical Power Distribution System: Much of the electrical power distribution system to be undergrounded is a simple single-phase electrical power distribution system. This means for most of the projects, the cost to place this system underground is one-third (1/3) of the cost on the streets requiring three-phase service.

Telephones and Cable TV: Telephones and cable TV systems are fairly inexpensive to place in a raceway, once a trench is in place. Much of the cost to underground this system is in the excavation and asphalt repair costs. To add to this positive feature, Tasco believes that these systems will be relocated underground at no expense to the project if the poles are all removed and the City passes an ordinance requiring the utilities to be constructed or relocated to an underground position.

- **Cons**

Electrical Power Transmission Lines: Most lines in the affected area are distribution lines, although there is one transmission line running east and west near 9th Street. This line has not been considered for relocating underground. The financial burden to place this portion of the

system underground would be prohibitive.

Three Phase Power System: A portion of the distribution is a three-phase main trunk feeder. There are projects areas where there is an existing overhead main trunk feeder, and thus will be expensive to relocate. It has been recommended that Tasco review the concept of leaving these major trunk feeders in place, and all other utilities relocated underground. Tasco believes that the total improvement is worth the expenditure.

Cost: Either the \$8,487,000 as a stand-alone project or even the \$7,498,000 when the dry utilities are relocated with major street improvements constitute a major expenditure.

Funding. A funding mechanism needs to be determined. This can represent a political separation between neighbors. The funding may or may not be supported by the city council. Even if the utilities are to be relocated underground with a standard street construction project, these street projects also need funding.

Historical Features: Avoiding the historical features with excavation and resultant installation of the utilities in the Old Town area could feasibly be a problem. The features will need to be identified in the design process. Coordination with the Historical District Commission will be needed and will undoubtedly add time to the project.

Equipment Placement: The placement of equipment with limited space or small road widths will be a challenge. When buildings are constructed on the roadway, finding a place to put transformers and j-boxes will be a challenge.

Individual Service Replacement: When new service is brought to an older residence or commercial building, the City will require the individuals to replace sub-standard wiring and bring the electrical system up to meet the most recent publication of the National Electrical Code.

Construction Process: The construction process and limited access to the properties, and in some cases the width of the street, will present some challenges to the contractor in the process of relocating the utility systems. Effects may include delays to traffic, difficulties to public safety services to reach those areas, temporary loss of parking for residents, etc.

2. Parking Supply Considerations

While this topic has received a great deal of attention over the past eight years, the discussions about making modifications to the current infrastructure supply and parking control systems continue. Concerns over both were heard throughout the summer.

The parking study set out to obtain the following information:

1. Updated inventory of parking spaces
2. A review and update of the forecasted parking demand
3. Evaluate options to add additional parking without building a structure
4. Provide conceptual drawings of a possible new structured parking facility



While the issue of the current “paid parking” control system has been widely discussed, this study will serve only as a precursor to any discussions about paid parking. The direction of the OTIS study is to set up a framework that allows for a possible two-step process in discussing parking within Old Town. The results of the OTIS study will provide a list of infrastructure ideas and analysis. This will serve as the initial step towards any added considerations on parking control systems. Should the City Council desire to bring up those considerations, a new inventory of supply options will now be available.

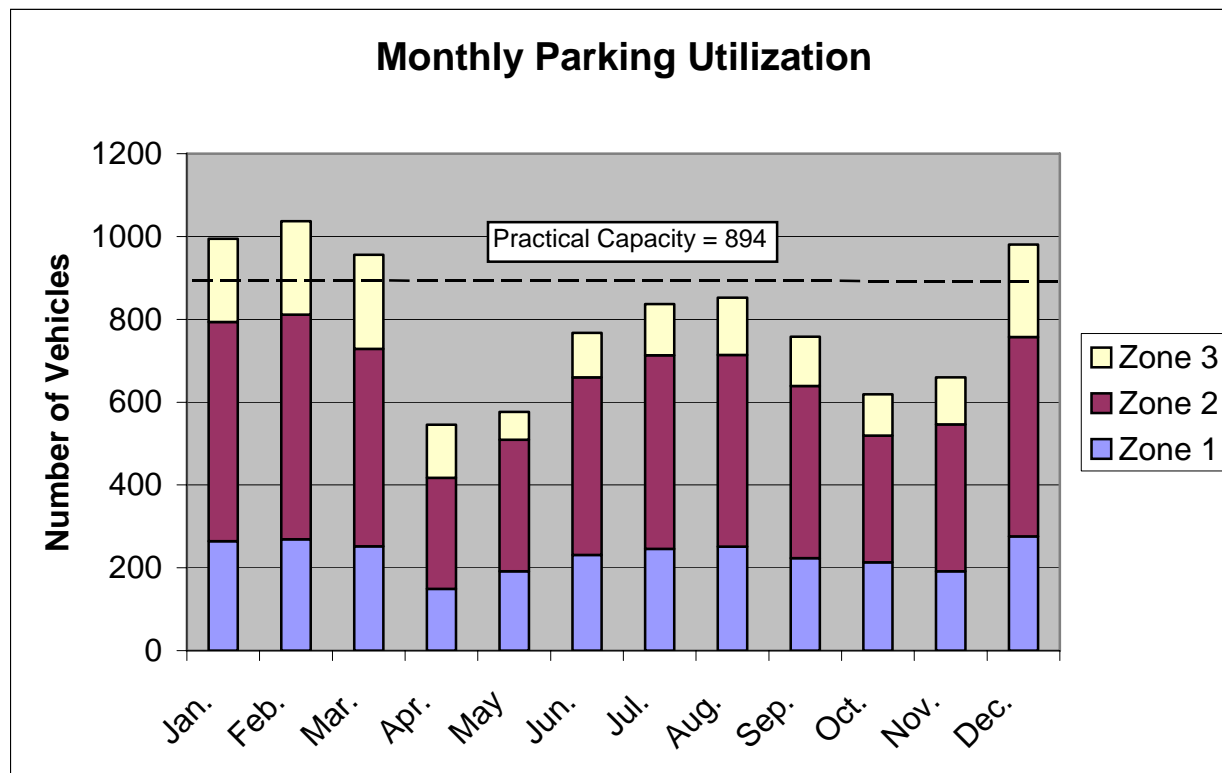
Wilbur Smith Associates were asked by Park City Municipal Corporation to update the parking data collected in the 1996 Transportation & Parking Study and to provide the requested information outlined above. Their detailed report can be found in its entirety in Appendix 2.

Supply & Demand

Wilbur Smith Associates reported that the Main Street businesses are supported by 1,819 parking spaces. Of that number, 1,016 are estimated as available for public use. It is projected that the practical capacity of parking space is 894 – using a 88% industry capacity figure of the available public parking spaces.



In reviewing data collected by the PCMC Transportation Department on current parking utilization, Wilbur Smith produced the following chart reflecting the practical capacity and current estimates on use:



As shown in the chart, there are four months during the year when utilization exceeds practical capacity.

Based on the utilization data, it appears that there is a parking problem during the four winter months of December through March. The parking problem occurs during the evening hours on both weekdays and weekends. There does not appear to be a parking problem during the other eight months of the year.

Needed as a next step, was the interest to figure out the projected demand – based not just on recorded utilization, but also on estimates of typical industry averages and a perceived latent demand (latent demand being the defined as those who are turned away because of either space not being available or failures to even to attempt because of perceived inability to park).

Several models and methodologies were used to estimate the demand. As described by Wilbur Smith:

Methodology

The approach used to determine existing parking demand had multiple steps. The first step involved assessing the city inventory of land uses and summarizing these in fairly homogeneous categories. Two sources were used to determine existing land uses in Old Town: 1) those obtained from the database of city business licenses, which list the size and nature of the business, and 2) a similar categorization performed by the waste removal firm BFI. Both sources were very close in the tally of business types and sizes. The table on the following page shows the various land uses and their corresponding square footage. The table shows the city broken into three land use zones: north of Heber Avenue, between 5th Street and Heber Avenue, and south of 5th Street. This was done in an effort to determine where the parking shortage was most critical.

Land Use Summary

Land Use	South of		Between		North of		Total
	5th Street	%	& Heber	%	Heber Ave.	%	
Bank	0	0%	914	35%	1,700	65%	2,614
Hotel	61,100	23%	37,700	14%	169,000	63%	267,800
Medical Office	550	25%	0	0%	1,660	75%	2,210
Office	72,100	68%	26,292	25%	7,680	7%	106,072
Restaurant	86,137	52%	42,458	26%	36,990	22%	165,585
Retail	79,681	48%	54,287	33%	31,516	19%	165,484
Warehouse	1,970	88%	267	12%	0	0%	2,237
Total Square Feet	301,538	42%	161,918	23%	248,546	35%	712,001

The second step was iterative in nature and involved determining parking generation rates that could be applied to the land uses determined in the first step. Since data were available on parking utilization for public facilities, it was possible to use the parking utilization as a partial check on the parking demand calculations. (Parking utilization values show the met parking demand, but don't indicate the latent demand, i.e., those that would park if parking were available. Furthermore, data was not available on private parking spaces that account for approximately 44 percent of the Old Town parking supply. Thus, the data provided only a partial check.) It was assumed that private parking utilization was similar to public parking utilization.

*Peak parking generation rates were derived from the Institute of Transportation Engineers (ITE) publication, *Parking Generation*; the Urban Land Institute (ULI) publication, *Shared Parking*; and from other studies performed by Wilbur Smith Associates in other resorts communities. Because of the mix of land uses and relatively dense development in Old Town, adjustments were made to the parking demand calculations to account for use of transit, walking trips, trips that had multiple purposes (e.g., restaurant trip that also involved shopping), and captive market trips (e.g., employee having lunch at a restaurant or shopping during the lunch hour, hotel patron walking down the street for dinner, etc.).*

Using the above rates and factors, peak parking demand was determined. In general, peak parking demand represents the demand during winter weekend evenings (say Friday and Saturday nights).

The parking generation rates and other factors derived in the above work are useful from three primary perspectives:

- 1. The methodology of using parking generation rates enables further analysis of parking demand for future land uses and thus is an excellent planning tool;*
- 2. Similarly, the use of parking generation rates allows analysis of various subdivisions of Old Town; and*
- 3. The methodology provides insight to what type of parking is needed such as long-term employee*

parking, short-term retail parking, etc.

Calculated Parking Shortage

Using the above methodology, the existing parking shortage in Old Town is in the range of 324 to 412 spaces. Virtually all of this unmet demand is south (up hill) of Heber Avenue. The unmet demand is fairly homogeneous block-by-block south of Heber Avenue. This shows that the newer developments north of Heber Avenue have done a good job of meeting their own demand. The table below shows the number of parking spaces compared to the range of estimated demand for parking and the resulting range of parking spaces shortage.

Estimated Parking Demand and Shortage

	<i>Public Spaces</i>	<i>Private Spaces</i>	<i>Total Spaces</i>	<i>Estimated Demand¹</i>	<i>Estimated Parking Shortage</i>
<i>North of Heber</i>	24	579	603	592 - 616	-11 - 13
<i>Between 5th & Heber</i>	288	99	387	542 - 564	155 - 177
<i>South of 5th</i>	704	125	829	1,009 - 1,051	180 - 222
<i>Total</i>	1,016	803	1,819	2,143 - 2,231	324 - 412

¹Estimated demand has been adjusted up to take into account the 88% practical capacity.

a. Parking Enhancements – Limited Capital Investment

As requested by Park City Municipal Corporation, Wilbur Smith Associates was asked to look into options to increase parking supply without first rushing into the thought of building a parking structure. The results of their study reflect a difficulty to add parking capacity through means of re-striping existing surface parking or the idea of angled parking on Main Street.

Where some increase could be found, was in adding parallel parking space to wide side streets and the development of some City properties for parking use. Cumulatively, this added up to approximately 33 additional spaces for a nominal investment.

Additional ideas included the possible enhancement of vehicular and pedestrian access to underutilized parking spaces such as the Sandridge lots and some private parking areas. Wilbur Smith offered these sentiments on enhancing the accessibility to the Upper Marsac avenue surface lots:

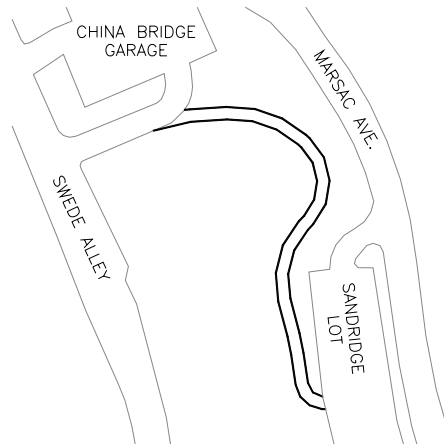
b. Parking Enhancements – Accessibility Improvements

ACCESS ENHANCEMENTS

The Sandridge Lots on upper Marsac Avenue are under utilized. This is primarily because of their distance from Main Street and their relative inaccessibility from Swede Alley.

Vehicular Access

It is very difficult to gain vehicular access to the Sandridge Lots from Swede Alley. There is approximately 40 feet of elevation difference between the lower Sandridge Lot and upper Swede Alley. It is possible to design a narrow one-way road that would provide direct access from Swede Alley to the lower Sandridge Lot as shown in the figure to the right. This road is about 380 feet long, which means that the average grade on the road would be about 10.5%, which is quite steep, particularly considering the winter conditions when the road would be most heavily utilized. The road would require extensive retaining walls and guardrails for safety. The road would also displace the existing walkway through the area, which could either be replaced or the road could also function as the walkway, which would obviously present a challenge when ascending vehicles cross descending pedestrians. The roadway could also be made wide enough to accommodate pedestrians. This would increase the construction cost of the road since larger retaining walls would be required. It would also be possible to build a shorter walkway using more stairs and fewer ramps.



It is difficult to estimate the costs for such a roadway without accurate survey information. A rough guess would be about \$300,000, which is more than the Sandridge Lots themselves cost to build. Presumably, this money could be better spent on additional parking and enhancing pedestrian access.

Pedestrian Access

There is currently a pedestrian path from each of the Sandridge Lots to Swede Alley. While these paths are adequate, it is possible to improve each to make them more attractive to users. A big issue for these paths is improving the lighting along the path. Additional lighting increases the safety and attractiveness of the pathway. There is some lighting along both paths, but it is generally widely spaced and mounted quite high in the air. Some of the lights on the path from the upper lot are actually above the trees, which means that little light actually gets down to the path. It may be desirable to provide new lighting. This lighting could have a closer spacing between lights with shorter pole lengths, which would keep the light below the trees. These new lights could be in the same historic style as those currently in use in the Sandridge Lots.

Another way to improve the character of the pedestrian paths may be to add some street furniture to the route. This is a bit of a challenge given the slopes along the paths, but it is possible. Adding a bench or two could be of value to those who lack the stamina for the climb up to the lots, while creating a comfortable atmosphere for all users. In addition to benches it may be possible to incorporate some public art into these “rest areas.”

The path to the lower lot is difficult to walk due to the spacing of the steps. Some of the steps are spaced in such a way that it is difficult to traverse them using a natural gait. One must take smaller or larger steps, which is awkward and uncomfortable. These same steps are made from wood boxes filled in with road base. Over time some of this road base has washed away creating lips on each step. These lips present a safety hazard as they may cause tripping. They also add to the difficulty in traversing the

pathway. It would be desirable to replace these steps with concrete ones and to construct them in such a way that they are much more comfortable to use.

The path to the upper lot has the challenge of going through dense trees and bushes. This foliage encroaches on the path creating a tunnel-like feel, which is not a real safe feeling. It is important to keep trees and bushes out of the path and to ensure that there is adequate visibility both to and from the path. For example, there is currently a large tree growing right across the path that causes users to have to duck to get past it, as shown in the photo to the left. Presumably, this tree is very important to somebody, but it creates a hazard is difficult to pass, and should be removed. The pathway should probably be trimmed so that it is possible to see both the sky and the street from the path. This, in conjunction with improved lighting should create a better feeling of safety and comfort for the users.

c. Structured Parking Options – Large Capital Investment

Those who participated in the OTIS Study debated various reasons for supporting or downplaying the need to do so. Some argued that a parking structure is a long term need for the area even though the data shows a shortage only four months of the year. Others wanted to see a better argument put forth prior to investing such a large amount of money.

Most liked the idea of consolidating the parking to Swede Alley and simplifying the message on where to park. Not all felt that parking was a problem in their respective business or residential areas. Lower Main Street residents generally felt that there is not a shortage of space. That is supported by the Wilbur Smith supply and demand data. However, as you move up Main Street, both business owners and residents tell a story of compounding parking problems. Residents along Upper Park Avenue report a challenge to find enough parking for even street residents. Many reported that the challenges for parking on upper Main Street spill onto their residential street when both customers and business employees look for the easiest and cheapest place to park, which is usually onto the residential streets.

As discussed in the 1998 Downtown Action Plan, the best solution is most likely a blend of parking strategies that includes infrastructure improvements along with strategies on addressing employee parking and enforcement needs. The discussed options for infrastructure improvements through the summer public meetings helped shape ideas put forth by the combined team of Wilbur Smith and EDA Architects. Below are their highlighted ideas on structured parking options:

PARKING GARAGE CONCEPTS

In the Historic Park City Transportation and Parking Plan performed by Wilbur Smith Associates in 1995-1996, a potential parking garage site was identified just north of the existing China Bridge Garage on Swede Alley. The rationale was that a new structure that joined with the existing structure would be able to provide the internal circulation that the current garage lacks. This study examines in more detail the different types and sizes of potential parking structures and ramping systems.

Three parking structure concepts were developed as three separate phases that could each build on the prior phase. This system allows for the construction of smaller pieces spreading the total cost out over time. Each alternative is discussed in more detail in the subsequent sections followed by information regarding architectural concepts and cost estimates.

SCHEME A

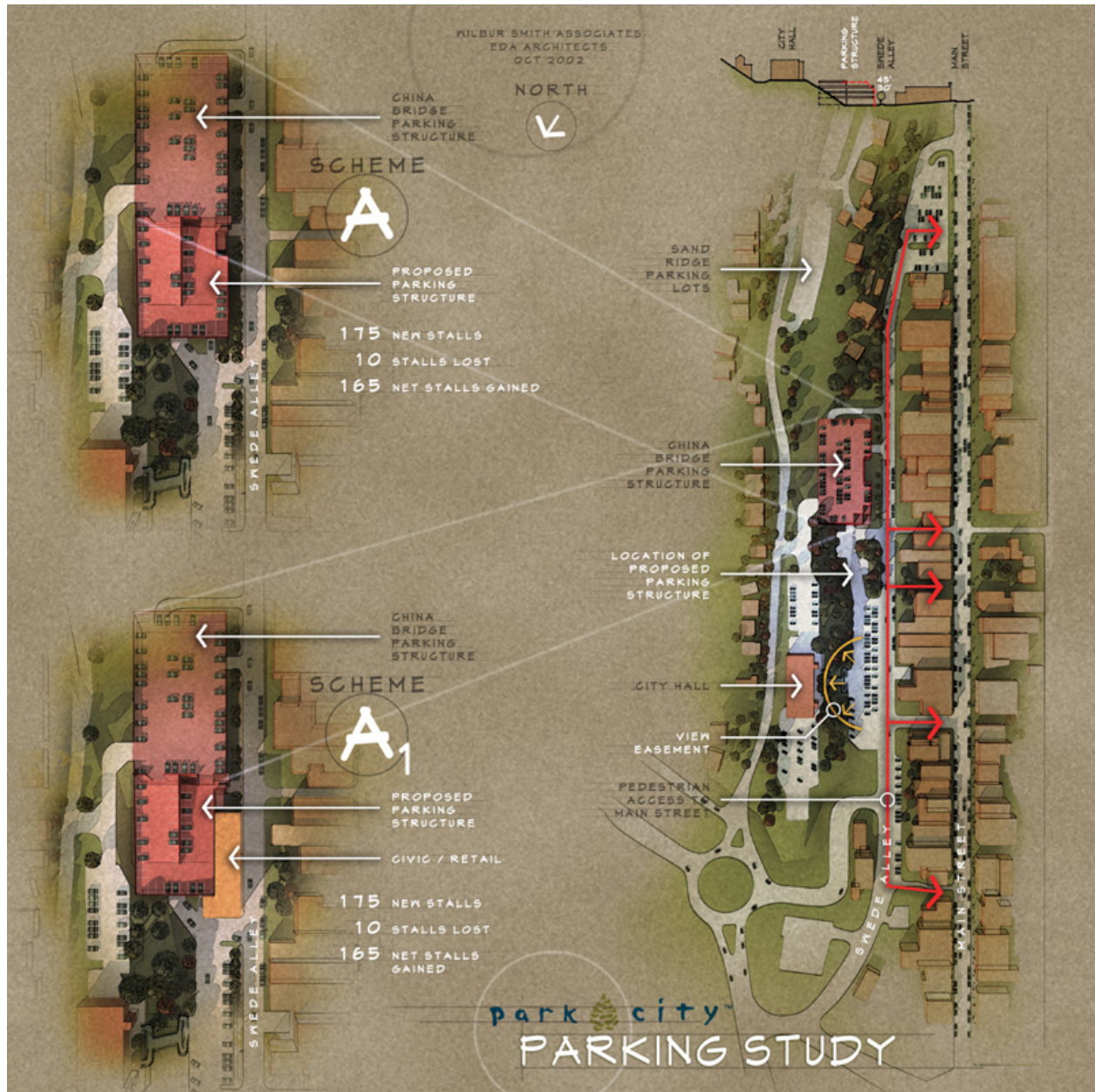
Scheme A represents the minimum structure that can be built on the proposed site. This alternative provides the necessary ramping for circulation within the combined structure. The proposed structure would be a rectangular helix with sloping floors that would rise one-half story on each side requiring 3½ complete revolutions to reach the top. The garage would be entered from the north side into the back half of the garage. The sloping floor would travel upwards at a 5% slope to meet the first floor of the existing garage. A vehicle would then make a 180° right turn to enter the sloping floor on the front half of the garage. This floor would then rise another half story at a 5% slope before another 180° would be necessary. The garage would continue in this pattern, servicing each floor, until reaching the fourth level of the existing garage. Each floor would have perpendicular parking on both sides of the travel aisle. This concept creates three levels in the front half of the garage and four levels in the back half.

A benefit to constructing a ramping system is that it allows vehicles to enter the garage from Swede Alley and exit onto Marsac Avenue. This means that if a vehicle enters the garage only to find that it is full, they can be directed to the nearby Sandridge Lots by exiting onto Marsac Avenue. This makes it easy for the Sandridge Lots to serve as an overflow for the parking garage, thereby increasing the utilization of those lots.

The advantage to this scheme is that it provides internal circulation to the China Bridge Garage, thereby making it more efficient, while providing new parking spaces at the same time. This scheme results in a net addition of approximately 165 spaces. The figure on the following page illustrates the Scheme A and A₁ concepts.

Scheme A₁

This alternative is a variation on Scheme A with the difference being the addition of approximately 10,000 square feet of space on two stories to be used for retail or civic uses. This space would be located in the front of the garage and wrap around the corner to the north side. The first row of parking on two levels would be lost. The space would also extend further out towards the street, breaking up the front of the garage.

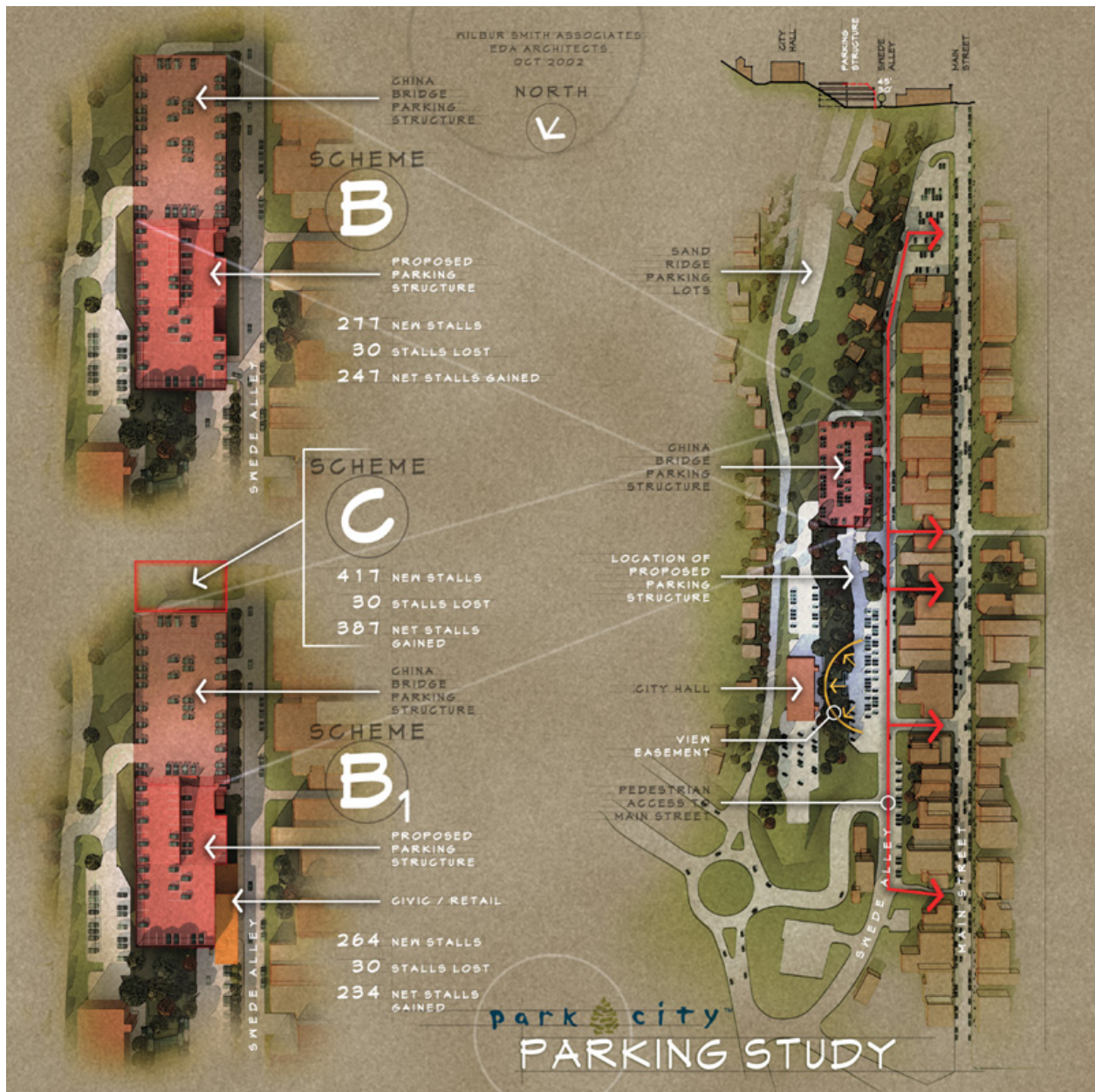


This retail/civic space serves two purposes. First, it can help break up the building architecturally and serves to conceal some of the large mass that is a parking garage. Second, the space can serve as a source of additional revenue for the construction and operation of the parking garage. The fire department is in need of additional office space, a need that could be filled through this structure. They also have impact fees that they have collected that could be used to pay for their portion of the structure. Retail space would collect rent that could be used to pay off bonds or to finance ongoing maintenance. Either option or a combination of the two would be of benefit to the city.

This scheme would result in a reduction of new parking spaces compared to Scheme A with the new total net addition being about 152 spaces.

SCHEME B

Scheme B is an addition to Scheme A. It proposes to add on to the new ramping system developed in Scheme A with four flat parking levels extending out to the north. The elevation of these new floors would all be half a story lower than the corresponding floor in the existing China Bridge Garage. Theoretically, this new garage could extend to the north for hundreds of feet, but that is inadvisable due to the impact on the view of City Hall on Marsac Avenue. For this reason, the proposed structure would



end approximately 50 feet from the south end of City Hall. This would preserve the view of this historic building.

This scheme simply adds more parking to that in Scheme A and may be done in junction with Scheme A or at a later date. This scheme results in a net addition of approximately 247 spaces including those

developed in Scheme A. The net parking addition due to Scheme B alone is approximately 82 spaces. The figure on the previous page illustrates the Scheme B, B₁, and C concepts.

Scheme B₁

This alternative is identical to Scheme A₁ in that approximately 10,000 square feet of retail/civic spaces would be added to the structure to break up the box of the garage, to hide the mass of the garage, and to provide revenue for the construction and maintenance of the garage. This scheme could be done with Scheme A₁ if Scheme A₁ was done first and Scheme B₁ was to follow several years later. This would result in a total of approximately 15,000 square feet of retail/civic space and would require the demolition of some of the retail/civic space in A₁ during construction.

This scheme would result in a reduction of new parking spaces compared to Scheme B with the new total net addition being about 234 spaces. The net parking addition due to Scheme B₁ alone is approximately 69 spaces.

SCHEME C

This scheme was developed to provide the total number of parking spaces that were estimated to be required as described in Chapter 1. This scheme calls for the addition of a structure on the south side of the China Bridge. This structure would have four flat levels that would match those on the existing garage. This scheme would need to be built after or in conjunction with Scheme A, but could be done before Scheme B. This scheme would result in a net new addition of approximately 387 spaces including those from Schemes A and B. The net parking addition due to Scheme C alone is approximately 140 spaces.

ARCHITECTURAL CONCEPTS

The proposed location of the parking additions to the China Bridge structure will be subject to the design guidelines that are included in the HCB district. The parking schemes described above can and should follow those guidelines.

The guidelines identify a building “envelope” that limits building heights along Swede Alley. The guidelines also deal with building massing, materials and architectural character. The inclusion of retail/civic type space as identified in the options discussed earlier creates a better opportunity to architecturally respond to the otherwise cumbersome massing often associated with parking structures. That is not to say that the parking schemes with no retail frontage could not comply with HCB district design guidelines, it’s just that they will have to be approached skillfully and thoughtfully. The parking structure with the adjoined retail arguably establishes a more pedestrian friendly “streetwall” and contributes more to the overall experience of Main Street and it’s surrounds. Additionally, thought should be given to a modest architectural façade upgrade to China Bridge. If any of the parking structure options are initiated it would be relatively simple to “borrow” some of the new design elements and incorporate them into China Bridge.

For the residents that live on the east side of Marsac Avenue, on the hill, the view looking down onto the top floor of any parking structure is somewhat problematic. Consideration could be given to creating some paving and or paving patterns on the parking surface of the top parking level. Landscaping, including small trees could also be integrated into a “plaza” like parking surface on the top floor of

China Bridge and to any additions to it as well.

Summary of Projected Costs for the Outlined Options

Category & Project Listing	Option	Projected Budget Need	Funding Source Options	Comments & Analysis Highlights
Parking Enhancements				
Re-Configured Parking & Added Parking - No structure	Option AA	\$16-80,000	CIP / Revenue Bond / Other	Re-configure the surface parking for expanded quantities within Swede Alley and Main Street
Intermediate Solution - Enhancing Access & Increasing parking by 165 spaces	Option A	\$ 2,900,000	CIP / Revenue Bond / Other	Improves the access to the China Bridge & Upper Marasac lots while adding parking
Intermediate Solution - Enhancing Access & Increasing parking by 147 spaces - 10k sq' civic &/or retail space	Option A1	\$ 3,200,000	CIP / Revenue Bond / Other	Improves the access to the China Bridge & Upper Marasac lots while adding parking
Build a structured parking facility - adding 247 spaces	Option B	\$ 4,300,000	CIP / Revenue Bond / Other	Locate north of the existing China Bridge parking lot
Build a structured parking facility - adding 234 spaces - 10k sq' civic &/or retail space	Option B1	\$ 4,700,000	CIP / Revenue Bond / Other	Locate north of the existing China Bridge parking lot
Build a structured parking facility – w/ 10k sq' of Civic / Retail space adding 387 spaces	Option C1	\$ 5,900,000	CIP / Revenue Bond / Other	Locate north and south of the existing China Bridge parking lot

For discussion purposes, a \$5 million dollar loan over a 20 year period with a 4.5% annual rate shows an annual payment being \$354,716/year.

Public safety impact fees, retail space lease revenues, and projected parking revenues could reduce the payment figure by anywhere from 20% to 75% depending on numerous planning assumptions.

3. Pedestrian Friendly Enhancements

Within historic Old Town, there has been a decade long trend towards enhancing public amenities for pedestrians. As the review of past studies pointed out, the addition of stairways, improved side walks, added street “furniture,” lighting and pedestrian signage has enhanced the attractiveness of the Main Street and surrounding areas. Through this past summer, an even greater call for additional “pedestrian friendly” enhancements was articulated.



Residents and business operators alike stated a desire to see the City look into many of the following ideas:

Category & Project Listing	Priority or Suggested Period	Projected Budget Need	Funding Source Options	Comments & Analysis Highlights
Pedestrian Friendly Enhancements				
Sidewalk & Gutter repair-Main St,Heber,Swede, Lower Park	1 (1-5 years)	\$ 28,950	CIP / Operating	300 linear feet of Level #4 sidewalks at 10' wide. 225 linear feet of Level #4 curb/gutter. Level #4 equates to areas in the most dire repair need
Sidewalk & Gutter repair - All other sections of Old Town	1 (1-5 years)	\$ 16,250	CIP / Operating	100 linear feet of Level #4 sidewalks at 10' wide. 375 linear feet of Level #4 curb/gutter
Widen sidewalks on and leading up to the Main Street corridor	1 (1-5 years)	\$ 225,000	CIP / Operating	Main Street, Heber Ave, others ?
Add additional pedestrian wayfinding and parking signage	1 (1-5 years)	\$ 80,000	CIP / Operating	Include an artistic element to plan as option
Post Office Pedestrian Corridor Improvements	1 (1-5 years)	\$ 250,000	CIP / Operating	Meetings have occurred with Post Master
Mawhinney Lot / Lower Park Ave Bulb out/Road narrowing	1 (1-5 years)	\$ 250,000	CIP / Operating	Sidewalks, gutter, parking lot, paving, storm drains, trees, landscaping, public art, conduits.
Lower Park Ave enhancements-DV Drive to Heber	1 (1-5 years)	\$ 600,000	CIP / Operating	Add urban design elements - possibilities: sitting areas, public drinking fountains, decorative street lighting, possible traffic calming elements
Upgrade "Crescent Tramway"	1 (1-5 years)	\$ 95,000	CIP / Operating	Location: Park Avenue to 8th Street & Norfolk. Type of Improvements: asphalt and concrete surface upgrades, lighting
Decorative concrete pavers for intersections	2 (6-10 years)	\$ 50,000	CIP / Operating	For enhancements on up to (6) crosswalks - locations tbd
Decorative street lighting - top of Main to King Ave	2 (6-10 years)	\$ 40,000	CIP / Operating	added light poles, fixtures, electrical work
Add a 9th Street stairway	2 (6-10 years)	\$ 400,000	CIP / Operating	Connection to be made between Park Ave & Lowell (4 blocks)
	Sub total	\$ 2,035,200		

4. Mixed Bag

This last section outlines capital projects that did not categorize into any of the above:



Category & Project Listing	Priority or Suggested Period	Projected Budget Need	Funding Source Options	Comments & Analysis Highlights
Mixed Bag - Other				
Sr. Citizen Center - enhance parking lot & landscaping	1 (1-5 years)	\$ 300,000		Paving, fencing, drainage, and landscaping
Marsac Building - upgrades	1 (1-5 yaers)	\$ 1,671,000		Current building needs to address seismic & accessibility improvements
Acquire open space either side of new ski bridge	2 (6-10 years)	\$ 2,400,000	Parks Bond or Open Space Bond	Desire to see this area undeveloped and available to local residents / visitors as open space. Cost is for land acquisition only. It would be necessary to rewrite the encroachment agreement
Spruce up historic "white house" top of Main St - Hillside	2 (6-10 years)	\$ 500,000	CIP / Operating	Can't get to it w/o purchase of vacant lots
Hiding areas for garbage cans				Desire to see something done to hide cans
	Subtotal:	\$ 4,871,000		

Between Pedestrian Friendly Enhancements and the Mixed Bag category, the stated reasons by those who proposed these ideas were to ensure that improvements in Old Town took into consideration all types of projects.

Many of the ideas show a real desire to see more people walk instead of drive; make streets more safe and attractive; or to highlight a historic space in town.

V. Constituent Sentiments

It would be naive to think that even one of the proposed project ideas could have unanimous support. Simply put, Park City maintains a unique mix of people and ideas. Some are vocal about their opinions, the majority is not.

In attempts to gather constituent sentiments regarding the variety of proposed projects, several requests for input were done. As outlined in the study approach, a questionnaire to all of the post office boxes in Old Town requested input. Three public forums in August and one in late October were held. City staff and local agency input netted many ideas and data. All said, for a town of over 9000 residents, the “study group” that spoke up with their ideas and sentiments numbered no more than 250. In recognition of that fact, the following should be viewed as more of a “snapshot” of constituent sentiments rather than the notion that this is a collection of “representative” opinions.

Old Town Residents

In a general sense, residents here are very glad to see that the City is “turning its attention towards improving historic Old Town.” Many were eager to see the City expand their funding to include more projects in the actual Old Town neighborhoods. The following gives a sampling of some notable resident responses to requests on their thoughts about Old Town:

“First priority consideration should be the needs and welfare of permanent residents.”

“... my street is crumbling, has no drainage, and is not pedestrian friendly.”

“Contrary to public opinion, Old Town is full of families and kids.”

“Overhead lines are very unsightly. Why are new homes required to bury?”

“Please install more drinking fountains in town and at the stairways.”

“Great vision is in the eye of the beholder. Please work hard to preserve what beauty is left.”

“Neighborhood parties and pedestrian friendly enhancements may bring families back into Old Town instead of turning it into a nightly ghost town.”

“We want to live in the country, not a big City!”

“Senior and disability access is long overdue. More senior / disabled housing is needed.”

“Rebuilding of the Crescent Tramway would be terrific!”

“Pedestrian elements bring people together”

Many spoke of their appreciation of what the City has done to enhance the transit system and view any efforts to minimize traffic a good thing. Residents stated a desire to see more traffic calming features on

Lower Park Avenue and a hope to see more commercial traffic use Deer Valley Drive. Residents stated that they would like to have a say in how their respective street would be reconstructed ... and would rather see it done sooner rather than later.

Standard street reconstruction projects and pedestrian friendly enhancements are viewed as appropriate projects to pursue. Many highlighted their respective streets as ones that needed attention. Within the pedestrian enhancement category, sidewalk improvements, added signage, and road narrowing features on Lower Park Avenue received a lot of positive discussion.

Most are not supportive of a parking structure when given the details about the actual parking shortage period. Additionally, very against the idea if there would be the expense of seeing higher taxes or funding being taken away from street improvements and pedestrian enhancements. The majority of the resident participants in the OTIS study thought that the amount of investment for such a small amount of shortage was unnecessary given the big expense. However, would be supportive of a consolidation of parking space (to include a new structure), if the financing was done with little or no effect on their pocket books.

Upon reviewing the analysis and costs associated with “relocating overhead utilities,” those responding to a questionnaire and attending the public meeting see this as a project worth doing. Most desired to see the City contribute the majority of the funding to do so during a planned street reconstruction project. Much of the interest in this concept started with the Upper Park Avenue Property Association. However, interest in this concept is strong across all of Old Town. The cost sharing details are still the limiting and unresolved factors as opinions vary when the funding allocation shifts emphasis.

Many believe there has been too much of an emphasis on funding Main Street improvement projects and not enough in the neighborhoods. Sentiments were hopeful the City would look to include projects in the resident neighborhoods.

Business Operators

Discussions with the business owners and operators re-affirmed a Spring-time survey prioritizing these projects:

1. Parking enhancements
2. Sidewalk Improvements / Widening

Many viewed any capital investment to Main Street as an appropriate step to bring additional consumers to their businesses. Most focused their comments on parking and a desire to “solve the parking situation once and for all.” Several operators pointed to the frustration expressed by their customers during peak season over finding a parking space. Concerns were also stated about how many consumers now didn’t even try to come to Main Street because of their perception about how tough it was to do so.

It was challenging for the participants in the OTIS study to not get into discussions about the current concerns over the commercial mix of businesses and the reasons behind a perceived decline in gross revenues. Although the OTIS study was focused on capital infrastructure projects, much discussion amongst business operators surrounded ideas to improve the “off season” consumer volume. Those sentiments drive the desire to enhance and widen sidewalks to allow for more “outdoor atmosphere,”

like outdoor dining.

Ease in access to the respective businesses is a key concern. Having adequate parking for customers within a short walk was viewed as imperative. Some operators expressed a desire to see the City simplify the parking by consolidating it to a larger parking structure in Swede Alley. The benefits being:

- Location – A Swede Alley location sits in the middle of Main Street
- Simplified Message – all parking signage could direct visitors to the consolidated parking structure ... similar to the Olympic wayfinding and parking scheme.
- Funding – “The City could then sell off the Brew Pub lot and even the Sandridge lots for a premium amount and use that as the initial parking structure investment.”

Others desired to see an attempt at angled parking on Main Street or better use of a trolley system to move people along the street. Discussions on financing showed an aversion to seeing a funding mechanism come from a “parking improvement district” or other such funding mechanisms. Many were interested in revisiting discussions on the current parking control system.

City Staff

The City staff helped shape the priorities in the categories of Street and Water projects. Additionally, their analysis and historical data in the areas of parking, pedestrian projects, and the “Mixed Bag” category was invaluable in facilitating the public discussions and consultant recommendations. The Staff’s level of knowledge and understanding of these areas is impeccable.

Local Agency Input

The Park City Fire Department desired to see any new street reconstruction projects within Old Town keep in mind their vehicle turning radius and access needs. Many of the existing Old Town streets require the PCFD to maintain a smaller fire truck to allow for access into the tight areas of upper Old Town. Simple adjustments to intersection corners and parking layouts would facilitate better service. Additionally, any water line improvements – both replacements and upsizing of the lines – would definitely improve the existing fire flow.

The Snyderville Basin Water Reclamation District (SBWRD) already routinely coordinated their project improvements with the City Engineer – therefore consolidating as much as possible, any construction needs.

Both the Fire Department and PC Police Departments are considering options for new facilities. Some of the proposed locations may show a benefit in jointly working with a proposed OTIS projects such as a Swede Alley Parking structure. Economies of scale in overall project costs may be available.

“Snapshot” of Sentiments - Questionnaire Responses from October Open House

In presenting the initial findings of the Old Town Improvement Study to those attending an October 29th public meeting, the following summarizes the opinions expressed by those who completed a questionnaire (45 in attendance – 15 respondents):

Rank Project Categories

1. Pedestrian Friendly Enhancements
2. Improved Streets
3. Bury Overhead Utilities
4. Parking Enhancements
5. Improve the Water Lines

Top Three Pedestrian Friendly Enhancements

1. Sidewalk Improvements
2. Add additional wayfinding & parking signage
- 3t. Refurbish the Crescent Tramway
- 3t. Narrow Lower Park Avenue at the Malwhinney Lot

Parking Category Preference

- 1(tied)- Construct a 250 car space parking garage
1(tied)- Do nothing

Relocating Overhead Utilities – Cost Sharing Preference

- Half the respondents said the City should fund 50-100% of the cost to do so
- Half said it should be either < 25% or nothing at all

The Upper Park Avenue Property Association (UPAPA)

The steering committee of this active homeowners association met several times with representatives of the OTIS Study. Their keen interest in the street reconstruction process and the concept of relocating overhead utilities has provided valuable insight and input on many project details.

In a past street petition done by the UPAPA steering committee, 57 property owners, who own 45 out of the 64 residential properties on Upper Park Avenue (70%) signed a petition discussing the concept of underground the utilities and adding a west side sidewalk. 56 signers wanted underground utilities were willing to pay a connection fee (estimated at the time at \$11,000 per property). One petition signer did not want underground utilities and no responses were had from 19 properties (30%).

The key desires of the Upper Park Avenue residents remain in seeing that street characteristics, like sidewalk placements and landscape features, be captured in the street reconstruction process. They would also like the City to consider some form of cost sharing efforts in the concept of relocating overhead utilities.

Several key issues remain for the UPAPA steering committee:

1. Main Street “Unfinished Relocation Costs” – They have requested that a separate project listing be captured to reflect the unfinished cost of relocating the Main Street utilities. In a past project to remove the overhead utilities from Main Street, the power lines were added to the Upper Park Avenue distribution system. They would like consideration be given to reducing the Upper Park Avenue project cost by an amount estimated for the impacts of the Main Street power being routed that way.

2. Cost Sharing Funding Options – They would like any options being discussed to reflect not just worst case cost scenarios, but also ones that reflect probable savings.
3. Individual Property Connections – Previously estimated at \$11,000 per property, they would like to point out that the Tasco estimates are significantly less for this portion of the cost estimates. Therefore, any cost sharing program needs to divide out the funding responsibilities in an understandable way.

Marsac / Prospect Avenue Homeowners

In discussions with this group, their collective desires fall into the following priorities:

1. Re-configuration of the Marsac / Hillside intersection is extremely important
2. Reconstruction of Prospect should take into consideration the need to relocate the fire hydrant at the top of the street.

VI. Summary & Recommended Next Steps

All said, this targeted project list outlines well over \$40 million dollars worth of proposed projects. Most of those constituents who participated in the OTIS study understand the fact that this is an enormous project list that will eventually be prioritized to fit within the City budget limitations.

For a healthy discussion, the full list of projects will hopefully stimulate necessary debate over the merits of one project over another. Budget considerations traditionally limit the “approved” capital improvement projects to approximately 4-6 million dollars over the traditional 2-year City Budget cycle. Arguments for adjustments to this standard practice will certainly be brought up.

The PCMC Capital Improvement Project fund has steadily amassed a sizable amount. The rationale for assembling the current pool of CIP dollars was over the anticipation of future growth diminishing within the City limits and the desire to have a fund to maintain the ongoing and future project needs. Additional discussion about the strategies to implement the CIP funding will now have a thorough project inventory to review.

The findings of the Old Town Improvement Study prompt these suggested next steps:

1. Set a one month goal of additional public discussions on the researched OTIS projects. Actions taken to further stimulate additional debate and discussion will ultimately allow opinions to form on which category priorities are best suited for funding appropriations.
2. City Council should provide staff direction on whether certain project categories have support and can be considered in a budget prioritization process.
3. Given a “big picture” set of project priorities, City Staff should put together a series of funding strategies ranging from conservative to aggressive. Council will need to provide direction on the degree of funding alternatives deemed appropriate.
4. Discussions on the envisioned capital projects within Old Town would then enter into the 5 year CIP planning process. Preparations for the next 2 year budget cycle would utilize the outcomes of the CIP prioritization process.
5. As discussions evolve, policy guidelines will be updated and/or created relating to the prioritization process for capital projects.

VII. Appendices

Appendix 1 - Tasco Engineering – Relocation of Overhead Utility Study Report

Appendix 2 - Wilbur Smith Associates – Parking Study Report

Appendix 3 - Consolidated project list

Appendix 1 - Tasco Engineering – Relocation of Overhead Utility Study Report

TABLE OF CONTENTS

INTRODUCTION	1
RESEARCH.....	3
PROVIDE UNDERGROUND SYSTEM DESIGN	5
PROVIDE ITEMIZED COST ESTIMATES	7
FUNDING ALTERNATIVES	15
PRO'S AND CON'S OF RELOCATING THE DRY UTILITY SYSTEMS TO UNDERGROUND	17
SUMMARY	19
EXHIBIT 1 – OLD TOWN BOUNDARIES.....	E-1
EXHIBIT 2 – COST ESTIMATES ASSUMING A STAND-ALONE PROJECT	E-2
EXHIBIT 3 – COST ESTIMATES ASSUMING THE PROJECTS ARE PART OF A STREET RECONSTRUCTION	E-3
ATTACHMENT 1 – CONCEPTUAL DESIGNS.....	A-1
ATTACHMENT 2 – CONCEPTUAL DESIGNS.....	A-2
ATTACHMENT 3 – CONCEPTUAL DESIGNS.....	A-3
ATTACHMENT 4 – CONCEPTUAL DESIGNS.....	A-4
ATTACHMENT 5 – CONCEPTUAL DESIGNS.....	A-5
ATTACHMENT 6 – CONCEPTUAL DESIGNS.....	A-6
ATTACHMENT 7 – CONCEPTUAL DESIGNS.....	A-7
ATTACHMENT 8 – CONCEPTUAL DESIGNS.....	A-8
ATTACHMENT 9 – CONCEPTUAL DESIGNS.....	A-9
ATTACHMENT 10 – CONCEPTUAL DESIGNS.....	A-10
ATTACHMENT 11 – CONCEPTUAL DESIGNS.....	A-11
ATTACHMENT 12 – CONCEPTUAL DESIGNS.....	A-12

ATTACHMENT 13 – CONCEPTUAL DESIGNS.....	A-13
ATTACHMENT 14 – CONCEPTUAL DESIGNS.....	A-14
ATTACHMENT 15 – CONCEPTUAL DESIGNS.....	A-15
ATTACHMENT 16 – CONCEPTUAL DESIGNS.....	A-16
ATTACHMENT 17 – SANDY CITY UNDERGROUND ORDINANCE	A-17
ATTACHMENT 18 – UTAH STATE UNDERGROUND CONVERSION OF UTILITIES LAW	A-18

INTRODUCTION

Tasco Engineering, Inc. (Tasco) has been engaged by Park City to study the design features and costs of relocating the dry utility systems, i.e., electrical power distribution, telephone, and cable TV to an underground location in the area of Park City called “Old Town.”

We have coordinated our efforts with each of the affected utilities and the Park City staff. Mr. Colin Hilton, and Mr. Eric DeHaan have been very helpful and informative in helping us complete this study.

Old Town Park City (OTPC) is the area of Park City that is historical in both age and in the preserved features in the area. Main Street was completely renovated in 1985 and the dry utility systems serving the buildings on the east side and west side of Main Street were relocated to Upper Park Avenue and Swede Alley in an effort to aesthetically clean-up the Main Street area from 8th Street to the intersection of Swede Alley on the south. This renovation was completed with re-development funds from a Redevelopment Agency formed for the project.

In 2002, the City and interested citizens began study to evaluate the need and the desire for improvements in OTPC. Questionnaires were received by the City and tabulated to provide a basis for the “Old Town Improvement Study” – OTIS. 88% of the tabulated responses wanted a review of the costs to underground the dry utilities.

Another organization was formed by residents on the west side of Upper Park Avenue to request and research the costs of similar renovations to their street, from 7th Street to King Road. This organization has indicated that they would be willing to pay a portion of the costs to do so.

The boundary for this study is illustrated in Exhibit 1 – Old Town Boundaries. There are two large areas in the outlined project area that do not require additional project money to relocate, as the dry utility system utilities are presently underground. This is noted in Exhibit 1.

The relocation costs of the dry utility systems to an underground location can best be accomplished by relocating these systems in conjunction with a major road or system improvement. This would assume that the road will be replaced with the improvement and therefore not be part of the dry systems relocation costs. The primary reasons for waiting to do the relocation are as follows:

5. Funding for the major improvement could feasibly provide for the excavation and placement of conduit systems for the dry utilities at a small incremental cost to the major improvement. This would make the dry utility costs be significantly less because the pavement costs will be included in the roadway replacement, and the excavation can be accomplished without cutting or replacing the pavement. Placing the conduit system is fairly simple once the trench is in place.

6. The dry utility systems can be located in such a fashion that they will conform to the new improvement and thus save in the attempt to avoid existing obstacles that will be removed with the roadway improvement.
7. In some instances, the Park City rights-of-way (ROW) are wider than the existing roadway, and when utilized in widening the roadway for planter areas, this will create an enhanced area to place the dry utility systems and related equipment.
8. Roadway construction will be disturbing the general area; therefore, the relocation impacts of the dry utility system could be minimized if performed at the same time.

Tasco has attempted to estimate and present all of the associated costs in the relocation of the dry utility systems, but soft costs (engineering, administration, financing costs, and contingencies) are presented in such a manner as to easily integrate or deduct to the over-all cost estimates.

Tasco is pleased to submit to Park City this report, together with associated exhibits and attachments that contain the conceptual drawing package, and cost estimates of each of the sixteen (16) projects within the Old Town Park City Boundary. Also included as an attachment are the Sandy City Underground Ordinance, and the Utah State Law regarding the "Underground Conversion of Utilities."

The following report details our approach and provides the estimated costs for each separate project. Exhibit 2 contains the details of the cost estimates assuming each project is constructed as a stand-alone project. The total of all project costs is estimated to be **\$8,487,000**. Exhibit 3 contains the details of the cost estimates assuming each project is a part of a street reconstruction project where the excavation and conduit systems are a part of the larger project. The total of project costs is estimated to be **\$7,498,000**.

The costs include both *hard costs* and *soft costs*. Hard costs are the costs for providing and installing the actual infrastructure. These include estimates of material, labor, and equipment. These costs are detailed in Attachments 1-16. Soft costs are those costs associated with a project that are in addition to the actual infrastructure, and may be considered more of an overhead cost. These costs include such things as engineering costs, Park City staff costs, costs associated with financing, contingency costs, etc. The soft costs are not fixed, and can only be estimated during the conceptual phase of a project. Once a decision is made for funding and to move forward with each project, then these costs can be more closely defined.

Tasco has performed the required work and summarizes each of the tasks as noted below:

- **Research**
- **Provide Underground System Design**
- **Provide Itemized Cost Estimates**
- **Funding Alternatives**
- **Pro's and Con's of Relocating the Dry Utility Systems t Underground**

RESEARCH

Tasco has located the existing overhead utilities in the defined project area of the Old Town Park City. Most of the utility lines have been identified with drawings submitted by the serving utility, i.e., PacifiCorp and AT&T. The Qwest system lines were identified by site visits, an estimate of the overhead cables, and our knowledge of telephone system design.

We were instructed by the Park City staff to separate the Old Town Park City into sixteen (16) different projects, basically designated by the roadways. The dry utility systems relocation to an underground location can be much more economical when a major improvement such as roadway, water, wastewater, storm drain, or all four improvements are funded and prioritized by the City Council. The sixteen (16) projects are designated on the drawings and related to the following roads: **(The sequence bears no relevance of construction priority).**

- Project 1: Lower (north) Woodside Avenue from 8th to 12th Street
- Project 2: Upper (south) Park Avenue from Heber to King Road
- Project 3: Lower Norfolk Avenue from approximately 8th to 13th Street
- Project 4: Upper (south) Empire Avenue from approximately 8th to 12th Street
- Project 5: Upper (south) Lowell Avenue from approximately 9th Street to 13th Street
- Project 6: Prospect Avenue from Hillside Street/Sandridge
- Project 7: Ontario, McHenry, Swift, Provo, Rossi, and Deer Valley Drive
- Project 8: Marsac Avenue from Ontario North to Ontario South
- Project 9: Swede Alley from 5th Street to Main Street
- Project 10: Upper (south) Woodside Avenue from 7th to King Road
- Project 11: Norfolk Avenue from approximately 4th Street to King Road, King Road, and Sampson Avenue
- Project 12: Daly Avenue from King Road to end
- Project 13: Lower (north) Woodside Avenue from 13th Street to 15th Street
- Project 14: Empire Avenue from 13th Street to 15th Street
- Project 15: Lower Park Avenue from Sullivan to 15th Street and Sullivan Road
- Project 16: Central Park Avenue from 10th Street to 15th Street

Each project has been evaluated separately, and drawings have been prepared on an individual project basis. The cost estimates are also related to the individual projects. The majority of the projects could feasibly be constructed during a scheduled roadway, water, wastewater, or storm drain improvement.

Tasco has contacted the affected utilities, i.e., PacifiCorp, AT&T, and Qwest. We have evaluated their current posture for undergrounding the utilities, and found the following to be a guideline that was used in the cost estimates: (A key for Park City to remember, and that Tasco will emphasize throughout this project, is that Park City does not have to accept prices quoted by PacifiCorp, Qwest, and AT&T. Park City has the capability for obtaining independent bids and having input on specifications of the construction parameters.)

PacifiCorp: PacifiCorp will relocate (underground) the electrical system in each project area at a cost that they will estimate from a design that they will prepare. The design costs are to be paid in advance. They will estimate the costs from their design and require that these costs be paid in advance of the construction. They will coordinate with the City before and during the construction period to assure compliance with the proposed schedule. All costs relevant to the relocation must be born by a Park City funding program

Qwest and AT&T: Qwest has a policy similar to PacifiCorp on relocation, but if the relocation is part of a larger improvement, i.e., roadway, water, wastewater, or storm drain, then much of the relocation expense will be born by the company. This is not a stated or written policy, but has precedent in many other Utah cities. Of course, if all of the relocation and roadway improvements were to be done in a single season, then both of these utilities would have a hard time bearing the costs. AT&T has stated (Mr. Stewart Sehah, 801-401-3024) that AT&T generally will install the cable and related equipment if the City will provide the raceways (conduits). Tasco has the capability to negotiate this endeavor as a result of the deregulation and competitive nature of the telephone industry, and our experience in this area. In the Old Town area of Park City, nearly all of the telephone and cable TV systems are installed on a PacifiCorp pole. Qwest and AT&T have joint pole agreements with PacifiCorp. If the poles are removed, these companies no longer have a place to install their respective systems, and therefore need a replacement (raceway – PVC conduit) to relocate their cable and equipment. This being the case, they (Qwest/AT&T) then have to provide the underground raceways. They will, generally, provide the installation of the raceway and cable, and then pay a portion of the trenching costs.

Unlike other engineering companies, Tasco does turnkey work with our construction arm. When we estimate a price, it is based on actual experience on the labor, equipment, and material costs. Tasco is not dependent on book estimates. Therefore, when costs are quoted by the utilities, Tasco can make a comparison and represent Park City to obtain the best price available to do the work. We believe our estimates present a realistic picture of the requirements. Tasco is certain that this price is accurate because we would actually be willing to perform the work at the estimated price taken from the detailed construction drawings.

PROVIDE UNDERGROUND SYSTEM DESIGN

Tasco is providing a conceptual layout for the relocation of the dry utility systems to underground (electrical power, telephone, and cable TV). The conceptual design package includes the following and is located in the report as Attachments 1 thru 16 that are indicative of the project number, as follows:

- Project 1: Lower (north) Woodside Avenue from 8th to 12th Street
 - E1: Electrical Power Distribution System
 - T1: Telephone System
 - C1: Cable TV System

- Project 2: Upper (south) Park Avenue from Heber to King Road
 - E2: Electrical Power Distribution System
 - T2: Telephone System
 - C2: Cable TV System

- Project 3: Lower Norfolk Avenue from approximately 8th to 13th Street
 - E3: Electrical Power Distribution System
 - T3: Telephone System
 - C3: Cable TV System

- Project 4: Upper (south) Empire Avenue from approximately 8th to 12th Street
 - E4: Electrical Power Distribution System
 - T4: Telephone System
 - C4: Cable TV System

- Project 5: Upper (south) Lowell Avenue from approximately 9th Street to 13th Street
 - E5: Electrical Power Distribution System
 - T5: Telephone System
 - C5: Cable TV System

- Project 6: Prospect Avenue Hillside Street/Sandridge
 - E6: Electrical Power Distribution System
 - T6: Telephone System
 - C6: Cable TV System

- Project 7: Ontario, McHenry, Swift, Provo, Rossi, and Deer Valley Drive
 - E7: Electrical Power Distribution System
 - T7: Telephone System
 - C7: Cable TV System

- Project 8: Marsac Avenue from Ontario North to Ontario South
 - E8: Electrical Power Distribution System

- T8: Telephone System
C8: Cable TV System
- Project 9: Swede Alley from 5th Street to Main Street
E9: Electrical Power Distribution System
T9: Telephone System
C9: Cable TV System
- Project 10: Upper (south) Woodside Avenue from 7th to King Road
E10: Electrical Power Distribution System
T10: Telephone System
C10: Cable TV System
- Project 11: Upper Norfolk Avenue from approximately 4th Street to King Road, King Road, and Sampson Avenue
E11: Electrical Power Distribution System
T11: Telephone System
C11: Cable TV System
- Project 12: Daly Avenue from King Road to end
E12: Electrical Power Distribution System
T12: Telephone System
C12: Cable TV System
- Project 13: Lower (north) Woodside Avenue from 13th Street to 15th Street
E13: Electrical Power Distribution System
T13: Telephone System
C13: Cable TV System
- Project 14: Empire Avenue from 13th Street to 15th Street
E14: Electrical Power Distribution System
T14: Telephone System
C14: Cable TV System
- Project 15: Lower Park Avenue from Sullivan to 15th Street
E15: Electrical Power Distribution System
T15: Telephone System
C15: Cable TV System
- Project 16: Central Park Avenue from 10th Street to 15th Street
E15: Electrical Power Distribution System
T15: Telephone System
C15: Cable TV System

The legend and symbols are shown on the individual drawings to make the component designation easily readable. These drawings are conceptual in nature and are not designed for actual construction.

PROVIDE ITEMIZED COST ESTIMATES

Tasco is providing herein itemized costs to Park City based on the conceptual design and layout. Costs include unit estimates based on each project. The itemized details of each project are included as Attachments 1-16, and are summarized below:

Project 1:	Lower (north) Woodside Avenue from 8 th to 12 th Street (The raceways have been installed to accommodate the dry utility systems, and therefore have reduced the costs of the relocation).	
a.	Electrical Power Distribution System Relocation:	\$215,000
	Soft Costs:	\$85,000
b.	Telephone System Relocation:	\$106,000
	Soft Costs:	\$42,000
c.	Cable TV System Relocation:	\$36,000
	Soft Costs:	\$14,000
d.	Excavation:	\$70,000
	Subtotal:	\$568,000
Project 2:	Upper (south) Park Avenue from 7 th Street to King Road.	
	Estimated Costs Assuming a Street Reconstruction Project:	
a.	Electrical Power Distribution System Relocation:	\$667,000
	Soft Costs:	\$255,000
b.	Telephone System Relocation:	\$146,000
	Soft Costs:	\$56,000
c.	Cable TV System Relocation:	\$63,000
	Soft Costs:	\$24,000
d.	Excavation:	\$16,000
	Subtotal:	\$1,227,000
	Estimated Costs Assuming a Stand-alone Project:	
a.	Electrical Power Distribution System Relocation:	\$685,000
	Soft Costs:	\$261,000
b.	Telephone System Relocation:	\$190,000
	Soft Costs:	\$72,000
c.	Cable TV System Relocation:	\$76,000
	Soft Costs:	\$29,000
d.	Excavation:	\$150,000
	Subtotal:	\$1,463,000

Project 3: Norfolk Avenue from approximately 8th to 13th Street
Estimated Costs Assuming a Street Reconstruction Project:

a. Electrical Power Distribution System Relocation:	\$434,000
Soft Costs:	\$169,000
b. Telephone System Relocation:	\$46,000
Soft Costs:	\$18,000
c. Cable TV System Relocation:	\$45,000
Soft Costs:	\$17,000
d. Excavation:	\$15,000
Subtotal:	\$744,000

Estimated Costs Assuming a Stand-alone Project:

a. Electrical Power Distribution System Relocation:	\$443,000
Soft Costs:	\$172,000
b. Telephone System Relocation:	\$58,000
Soft Costs:	\$22,000
c. Cable TV System Relocation:	\$57,000
Soft Costs:	\$22,000
d. Excavation:	\$106,000
Subtotal:	\$880,000

Project 4: Upper (south) Empire Avenue from approximately 8th to 12th Street
Estimated Costs Assuming a Street Reconstruction Project:

a. Electrical Power Distribution System Relocation:	\$140,000
Soft Costs:	\$59,000
b. Telephone System Relocation:	\$40,000
Soft Costs:	\$17,000
c. Cable TV System Relocation:	\$28,000
Soft Costs:	\$12,000
d. Excavation:	\$13,000
Subtotal:	\$308,000

Estimated Costs Assuming a Stand-alone Project:

a. Electrical Power Distribution System Relocation:	\$143,000
Soft Costs:	\$59,000
b. Telephone System Relocation:	\$50,000
Soft Costs:	\$21,000
c. Cable TV System Relocation:	\$36,000
Soft Costs:	\$15,000
d. Excavation:	\$92,000
Subtotal:	\$415,000

Project 5: Upper (south) Lowell Avenue from approximately 9th Street to 13th Street
Estimated Costs Assuming a Street Reconstruction Project:

a. Electrical Power Distribution System Relocation:	\$92,000
Soft Costs:	\$40,000
b. Telephone System Relocation:	\$27,000

Soft Costs:	\$12,000
c. Cable TV System Relocation:	\$27,000
Soft Costs:	\$12,000
d. Excavation:	\$10,000
Subtotal:	\$219,000
Estimated Costs Assuming a Stand-alone Project:	
a. Electrical Power Distribution System Relocation:	\$92,000
Soft Costs:	\$40,000
b. Telephone System Relocation:	\$34,000
Soft Costs:	\$15,000
c. Cable TV System Relocation:	\$37,000
Soft Costs:	\$16,000
d. Excavation:	\$60,000
Subtotal:	\$294,000

Project 6: Prospect Avenue from Hillside Street to the end

Estimated Costs Assuming a Street Reconstruction Project:

a. Electrical Power Distribution System Relocation:	\$106,000
Soft Costs:	\$47,000
b. Telephone System Relocation:	\$22,000
Soft Costs:	\$10,000
c. Cable TV System Relocation:	\$14,000
Soft Costs:	\$6,000
d. Excavation:	\$10,000
Subtotal:	\$215,000

Estimated Costs Assuming a Stand-alone Project:

a. Electrical Power Distribution System Relocation:	\$107,000
Soft Costs:	\$47,000
b. Telephone System Relocation:	\$27,000
Soft Costs:	\$12,000
c. Cable TV System Relocation:	\$17,000
Soft Costs:	\$7,000
d. Excavation:	\$54,000
Subtotal:	\$270,000

Project 7: Ontario, McHenry, Swift, Provo, and Deer Valley Drive

Estimated Costs Assuming a Street Reconstruction Project:

a. Electrical Power Distribution System Relocation:	\$186,000
Soft Costs:	\$75,000
b. Telephone System Relocation:	\$53,000
Soft Costs:	\$21,000
c. Cable TV System Relocation:	\$43,000
Soft Costs:	\$17,000

d. Excavation:	\$11,000
Subtotal:	\$406,000
Estimated Costs Assuming a Stand-alone Project:	
a. Electrical Power Distribution System Relocation:	\$189,000
Soft Costs:	\$76,000
b. Telephone System Relocation:	\$69,000
Soft Costs:	\$28,000
c. Cable TV System Relocation:	\$53,000
Soft Costs:	\$21,000
d. Excavation:	\$106,000
Subtotal:	\$543,000

Project 8: Marsac Avenue from Ontario North to Ontario South
Estimated Costs Assuming a Street Reconstruction Project:

a. Electrical Power Distribution System Relocation:	\$42,000
Soft Costs:	\$22,000
b. Telephone System Relocation:	\$16,000
Soft Costs:	\$8,000
c. Cable TV System Relocation:	\$9,000
Soft Costs:	\$5,000
d. Excavation:	\$44,000
Subtotal:	\$146,000
Estimated Costs Assuming a Stand-alone Project:	
a. Electrical Power Distribution System Relocation:	\$42,000
Soft Costs:	\$22,000
b. Telephone System Relocation:	\$16,000
Soft Costs:	\$8,000
c. Cable TV System Relocation:	\$9,000
Soft Costs:	\$5,000
d. Excavation:	\$44,000
Subtotal:	\$146,000

Project 9: Swede Alley from 5th Street to Main Street
Estimated Costs Assuming a Street Reconstruction Project:

a. Electrical Power Distribution System Relocation:	\$205,000
Soft Costs:	\$84,000
b. Telephone System Relocation:	\$27,000
Soft Costs:	\$11,000
c. Cable TV System Relocation:	\$20,000
Soft Costs:	\$8,000
d. Excavation:	\$7,000
Subtotal:	\$362,000
Estimated Costs Assuming a Stand-alone Project:	
a. Electrical Power Distribution System Relocation:	\$210,000
Soft Costs:	\$85,000

b. Telephone System Relocation:	\$33,000
Soft Costs:	\$13,000
c. Cable TV System Relocation:	\$26,000
Soft Costs:	\$11,000
d. Excavation:	\$42,000
Subtotal:	\$420,000

Project 10: Upper (south) Woodside Avenue from Heber Avenue to King Road

Estimated Costs Assuming a Street Reconstruction Project:

a. Electrical Power Distribution System Relocation:	\$132,000
Soft Costs:	\$55,000
b. Telephone System Relocation:	\$58,000
Soft Costs:	\$24,000
c. Cable TV System Relocation:	\$42,000
Soft Costs:	\$17,000
d. Excavation:	\$198,000
Subtotal:	\$526,000

Estimated Costs Assuming a Stand-alone Project:

a. Electrical Power Distribution System Relocation:	\$132,000
Soft Costs:	\$55,000
b. Telephone System Relocation:	\$58,000
Soft Costs:	\$24,000
c. Cable TV System Relocation:	\$42,000
Soft Costs:	\$17,000
d. Excavation:	\$198,000
Subtotal:	\$526,000

Project 11: Norfolk Avenue from approximately 4th Street to King Road, King Road, and Sampson Avenue

Estimated Costs Assuming a Street Reconstruction Project:

a. Electrical Power Distribution System Relocation:	\$277,000
Soft Costs:	\$109,000
b. Telephone System Relocation:	\$77,000
Soft Costs:	\$30,000
c. Cable TV System Relocation:	\$46,000
Soft Costs:	\$18,000
d. Excavation:	\$404,000
Subtotal:	\$963,000

Estimated Costs Assuming a Stand-alone Project:

a. Electrical Power Distribution System Relocation:	\$277,000
Soft Costs:	\$109,000
b. Telephone System Relocation:	\$77,000
Soft Costs:	\$30,000
c. Cable TV System Relocation:	\$46,000
Soft Costs:	\$18,000

d. Excavation:	\$404,000
Subtotal:	\$963,000

Project 12: Daly Avenue from King Road to end

Estimated Costs Assuming a Street Reconstruction Project:

a. Electrical Power Distribution System Relocation:	\$144,000
Soft Costs:	\$60,000
b. Telephone System Relocation:	\$45,000
Soft Costs:	\$19,000
c. Cable TV System Relocation:	\$30,000
Soft Costs:	\$12,000
d. Excavation:	\$246,000
Subtotal:	\$555,000

Estimated Costs Assuming a Stand-alone Project:

a. Electrical Power Distribution System Relocation:	\$144,000
Soft Costs:	\$60,000
b. Telephone System Relocation:	\$45,000
Soft Costs:	\$19,000
c. Cable TV System Relocation:	\$30,000
Soft Costs:	\$12,000
d. Excavation:	\$246,000
Subtotal:	\$555,000

Project 13: Lower (north) Woodside Avenue from 13th Street to 15th Street

Estimated Costs Assuming a Street Reconstruction Project:

a. Electrical Power Distribution System Relocation:	\$363,000
Soft Costs:	\$142,000
b. Telephone System Relocation:	\$32,000
Soft Costs:	\$13,000
c. Cable TV System Relocation:	\$45,000
Soft Costs:	\$18,000
d. Excavation:	\$12,000
Subtotal:	\$626,000

Estimated Costs Assuming a Stand-alone Project:

a. Electrical Power Distribution System Relocation:	\$367,000
Soft Costs:	\$144,000
b. Telephone System Relocation:	\$40,000
Soft Costs:	\$16,000
c. Cable TV System Relocation:	\$57,000
Soft Costs:	\$22,000
d. Excavation:	\$78,000
Subtotal:	\$724,000

Project 14: Empire Avenue from 13th Street to 15th Street

Estimated Costs Assuming a Street Reconstruction Project:

a. Electrical Power Distribution System Relocation:	\$152,000
Soft Costs:	\$63,000

b. Telephone System Relocation:	\$17,000
Soft Costs:	\$7,000
c. Cable TV System Relocation:	\$37,000
Soft Costs:	\$15,000
d. Excavation:	\$7,000
Subtotal:	\$299,000

Estimated Costs Assuming a Stand-alone Project:

a. Electrical Power Distribution System Relocation:	\$151,000
Soft Costs:	\$63,000
b. Telephone System Relocation:	\$20,000
Soft Costs:	\$8,000
c. Cable TV System Relocation:	\$48,000
Soft Costs:	\$20,000
d. Excavation:	\$29,000
Subtotal:	\$340,000

Project 15: Lower Park Avenue from Sullivan to 15th Street

Estimated Costs Assuming a Street Reconstruction Project:

a. Electrical Power Distribution System Relocation:	\$67,000
Soft Costs:	\$32,000
b. Telephone System Relocation:	\$14,000
Soft Costs:	\$7,000
c. Cable TV System Relocation:	\$14,000
Soft Costs:	\$7,000
d. Excavation:	\$8,000
Subtotal:	\$149,000

Estimated Costs Assuming a Stand-alone Project:

a. Electrical Power Distribution System Relocation:	\$67,000
Soft Costs:	\$31,000
b. Telephone System Relocation:	\$15,000
Soft Costs:	\$7,000
c. Cable TV System Relocation:	\$18,000
Soft Costs:	\$8,000
d. Excavation:	\$33,000
Subtotal:	\$180,000

Project 16: Central Park Avenue from 10th Street to 15th Street

Estimated Costs Assuming a Street Reconstruction Project:

a. Electrical Power Distribution System Relocation:	\$102,000
Soft Costs:	\$46,000
b. Telephone System Relocation:	\$12,000
Soft Costs:	\$6,000
c. Cable TV System Relocation:	\$7,000
Soft Costs:	\$3,000
d. Excavation:	\$8,000
Subtotal:	\$184,000

Estimated Costs Assuming a Stand-alone Project:

a. Electrical Power Distribution System Relocation:	\$100,000
---	-----------

	Soft Costs:	\$45,000
b.	Telephone System Relocation:	\$14,000
	Soft Costs:	\$6,000
c.	Cable TV System Relocation:	\$8,000
	Soft Costs:	\$4,000
d.	Excavation:	\$21,000
	Subtotal:	\$198,000

Project 1-16 Grand Total with Street Reconstruction: \$7,498,000

Project 1-16 Grand Total with Stand-alone Project Construction: \$8,487,000

FUNDING ALTERNATIVES

Tasco is experienced in working with municipalities on funding options for utility improvements and/or relocations. If the mayor and city council, along with the majority of the property owners, favor such an endeavor as described, then Tasco strongly encourages the city council to pass an ordinance requiring all new dry utility services to be constructed utilizing underground procedures and techniques (See Attachment 17 – Sandy City Ordinance). The passage of such a law could be just for the Old Town boundary, or could be for the entire city. If this law is first passed, then the funding mechanisms and the cooperation from the utilities is much more effective. We have reviewed the possibility of using one or more of the following funding mechanisms:

- Special Improvement District (SID) (Reference Attachment 18, Utah State Law Section 54-8, Utah Underground Conversion of Utilities Law): This method of financing can be used for utility system relocation, but cannot be used for new construction of utility systems. Using the boundaries of the different project areas can form each district. A vote is required of those landowners that are affected by the proposition, and if the vote tabulation is favorable (51%) then funding can be obtained. The funding would represent the total costs of the relocation and be assessed to each property owner according to the amount of property, or simply by dividing the total cost by the number of property owners. Each parcel of property is then lienied until the amount of the assessment is repaid. The repayment is generally done on a yearly basis, and the financing can run from fifteen (15) to thirty (30) years.

As an example of SID funding, *Project 3: Lower Norfolk Avenue from approximately 8th to 13th Street* has an estimated cost of about \$880,000, with approximately 69 services in the project. If we assume a 15 year repayment time with a 6% interest rate on the SID loan, \$90,607 would have to be paid each year. If we assume minimal contribution from Park City, then each of the 69 residences would be responsible for a payment of \$1,313 each year for 15 years. If we assume a 25% contribution from Park City, then each residence would be responsible for a payment of \$985 each year for 15 years. If Park City contributed 50%, then each residence would still be responsible for a payment of \$657 each year for 15 years, or about \$55 each month.

- Sales Tax Revenue Bond: This method of financing is used by cities to finance project work, but it requires a pledge of an incremental amount, generally a percentage of the total sales tax collected over the number of years required by the total cost and estimated repayment schedule. This method is available to the mayor and city council, but generally causes a decrease of project work or general fund allocation. No voting by the general public is required, but the city council voting must be favorable.

- **Redevelopment Agency Funding (RDA):**
The Redevelopment Agency Funding methodology has been used in Park City to fund the improvements on Main Street. This method is generally used when the improvement or project will create an increased property value from the existing state. This could be a controversial method because there is definitely an aesthetic improvement in the minds of most, but not all, and property values may or may not be increased as a result of the improvement. The repayment mechanism is the differential tax assessment between the existing and the new improvements, which are pledged for repayment. There is possibility of obtaining Utah State matching funds, or in some cases an outright grant. This method of financing is tax exempt. This method is also controversial in that it could feasibly reduce the amount of funding going to the public school sector.
- **Economic Development Agency Funding (EDA):**
This method of financing is similar to the RDA noted above, but is generally used when the economy of an area is enhanced by the project construction.
- **Creative Financing:**
There are methods of financing that can be used that utilize a contribution from property owners involved with the improvement mixed with borrowed or financed funds, and possibly city funds from one of the previous methods, or directly as a result of the total improvement.

A monthly assessment for the improvements in the entire district could be levied and raise the money necessary to do the improvements over a period of time.

A user fee could be assessed to all Park City residents. This may seem unfair to the people outside of Old Town, but many of those people are served directly or have the redundant service provided by these utilities through Old Town.

A mix of the above could be utilized to create a more acceptable means of financing.

- **Municipalization:**
Although the process required to municipalize the dry utility systems is cumbersome and quite expensive, this is an alternative to the other funding mechanisms. Tasco has provided the services necessary to municipalize electrical power, natural gas, and telephone systems to other cities. Because of the expenses born by the City and the residents, this may be an option to recover the initial investment and provide a revenue source for the future.

PRO'S AND CON'S OF RELOCATING THE DRY UTILITY SYSTEMS TO UNDERGROUND

The relocation of the dry utility systems to underground in the Old Town area of Park City consists of a series of internal projects that can definitely be completed. There are many cities that have undertaken the same endeavor and completed it successfully. Tasco has been able to learn of the positive aspects of the endeavor as well as the negative aspects of the endeavor. Any construction project has pitfalls and positive aspects before, during, and after the process is completed. Conceptual pros and cons for performing the project work include the following:

- **Pros**

Reliability: An underground dry utility system will be more reliable. Weather conditions such as ice and snow will not be a factor in maintaining suitable system service. An overhead distribution system for electrical power, telephone, and cable TV is more exposed to hazards such as automobile collisions.

Aesthetics: The underground system will definitely be more aesthetically pleasing for both residents and visitors. Although this may not be an issue for some, the large majority will enjoy the unobstructed views enhanced by undergrounding the existing overhead utilities.

Single Phase Electrical Power Distribution System: Much of the electrical power distribution system to be undergrounded is a simple single-phase electrical power distribution system. This means for most of the projects, the cost to place this system underground is one-third (1/3) of the cost on the streets requiring three-phase service.

Telephones and Cable TV: Telephones and cable TV systems are fairly inexpensive to place in a raceway, once a trench is in place. Much of the cost to underground this system is in the excavation and asphalt repair costs. To add to this positive feature, Tasco believes that these systems will be relocated underground at no expense to the project if the poles are all removed and the City passes an ordinance requiring the utilities to be constructed or relocated to an underground position.

- **Cons**

Electrical Power Transmission Lines: Most lines in the affected area are distribution lines, although there is one transmission line running east and west near 9th Street. This line has not been considered for relocating underground. The financial burden to place this portion of the system underground would be prohibitive.

Three Phase Power System: A portion of the distribution is a three-phase main trunk feeder. There are projects areas where there is an existing overhead main trunk feeder, and thus will be expensive to relocate. It has been recommended that Tasco review the concept of leaving these major trunk feeders in place, and all other utilities relocated underground. Tasco believes that the total improvement is worth the expenditure.

Cost: Either the \$8,487,000 as a stand-alone project or even the \$7,498,000 when the dry utilities are relocated with major street improvements constitute a major expenditure.

Funding. A funding mechanism needs to be determined. This can represent a political separation between neighbors. The funding may or may not be supported by the city council. Even if the utilities are to be relocated underground with a standard street construction project, these street projects also need funding.

Historical Features: Avoiding the historical features with excavation and resultant installation of the utilities in the Old Town area could feasibly be a problem. The features will need to be identified in the design process. Coordination with the Historical District Commission will be needed and will undoubtedly add time to the project.

Equipment Placement: The placement of equipment with limited space or small road widths will be a challenge. When buildings are constructed on the roadway, finding a place to put transformers and j-boxes will be a challenge.

Individual Service Replacement: When new service is brought to an older residence or commercial building, the City will require the individuals to replace sub-standard wiring and bring the electrical system up to meet the most recent publication of the National Electrical Code.

Construction Process: The construction process and limited access to the properties, and in some cases the width of the street, will present some challenges to the contractor in the process of relocating the utility systems. Effects may include delays to traffic, difficulties to public safety services to reach those areas, temporary loss of parking for residents, etc.

SUMMARY

Tasco has presented a conceptual design and an evaluation of costs for each of sixteen (16) separate projects within the project area of Old Town Park City. These costs have been added to give two numbers: \$8,487,000 if the projects were constructed as individual projects on a stand-alone basis, or \$7,498,000 if the projects are constructed with major street improvements. We have prepared an honest and unbiased estimate of the individual project areas. We have created a practical design for the dry utility systems, and created conceptual placement of equipment to serve the given areas.

Although there are obstacles in completing the process of relocation of the dry utilities, if a funding mechanism can be provided that the property owners, mayor, and city council agree to, then the financial, technological, and administrative obstacles can be resolved quite easily over time.

Tasco Engineering will be available to aid in the process of evaluation, funding, design, and construction if we are needed. As you move ahead, we look forward to the opportunity of continuing to work with Park City on the OTIS and other related projects.

Appendix 2 - Wilbur Smith Associates – Parking Study

Chapter 1

PARKING SUPPLY AND DEMAND

The study area for the Parking Component of the Old Town Improvement Study consisted of the historic downtown area, which is shown in the figure to the right and bordered by the following streets:

- 9th Street
- Marsac Avenue
- Hillside Avenue
- Park Avenue

Parking supply, utilization, and demand were all analyzed as part of this study. Each of these items is discussed in more detail in the following sections.

PARKING SUPPLY

The parking supply in Park City is made up of both public and private spaces. City staff was extremely helpful in obtaining existing inventory data while field observations were utilized in assembling private parking data. Each is discussed in more detail below.

Public Parking

Public parking spaces in Park City are divided into three zones:

- **Zone 1** – Comprised of Main Street and the Brew Pub Lot for a total of 231 spaces all of which are paid spaces year-round;
- **Zone 2** – Comprised of Swede Alley, China Bridge Garage levels 1-3, and the Flagpole and Gateway Lots for a total of 514 spaces which are paid spaces during the peak period from December 15 to April 15; and
- **Zone 3** – Comprised of China Bridge Garage level 4, the Marsac North and South Lots, and the Sandridge Lots for a total of 271 spaces, which are free spaces year-round.

There are a total of 1,016 public spaces within the project study area. The table on the following page itemizes each of the public spaces by location, type, and parking time limit.



Public Parking Inventory

Location	Type of Parking	15-Minute Limit	30-Minute Limit	1-Hour Limit	2-Hour Limit	3-Hour Limit	4-Hour Limit	24-Hour Limit	Disabled	Reserved	
<u>Main Street</u>											
West Side											8
S of 5th	P					44					
5th to Heber	P					32					
N of Heber	P					5					
East Side											1
S of 5th	P					56					
5th to Heber	P					33					
N of Heber	P					12					
Brew Pub Lot	90					49					4
<u>Swede Alley Surface and Head-In Parking</u>											
Historic Wall Lot	90						24				2
Below 5th Street	90		6				20		3		2
North of China Bridge	90						75		1		7
Galeria Lot					8				1		9
5th Street On-Street			7						1		8
Flag Pole Lot	90						55		2		5
Heber Ave On-Street	P		2		5						7
Gateway Center	90			4			32		2		3
<u>China Bridge Garage</u>											
1st Level	90						89				8
2nd Level	90						84		2		8
3rd Level	90						89		2		9
4th Level	90				18			59			7
Marsac South Lot	90		6		20				1		2
Marsac North Lot	90						64		2		6
<u>Sandridge Lots</u>											
Upper	90							45	1		4
Lower	90							55			5
Total											1

Private Parking

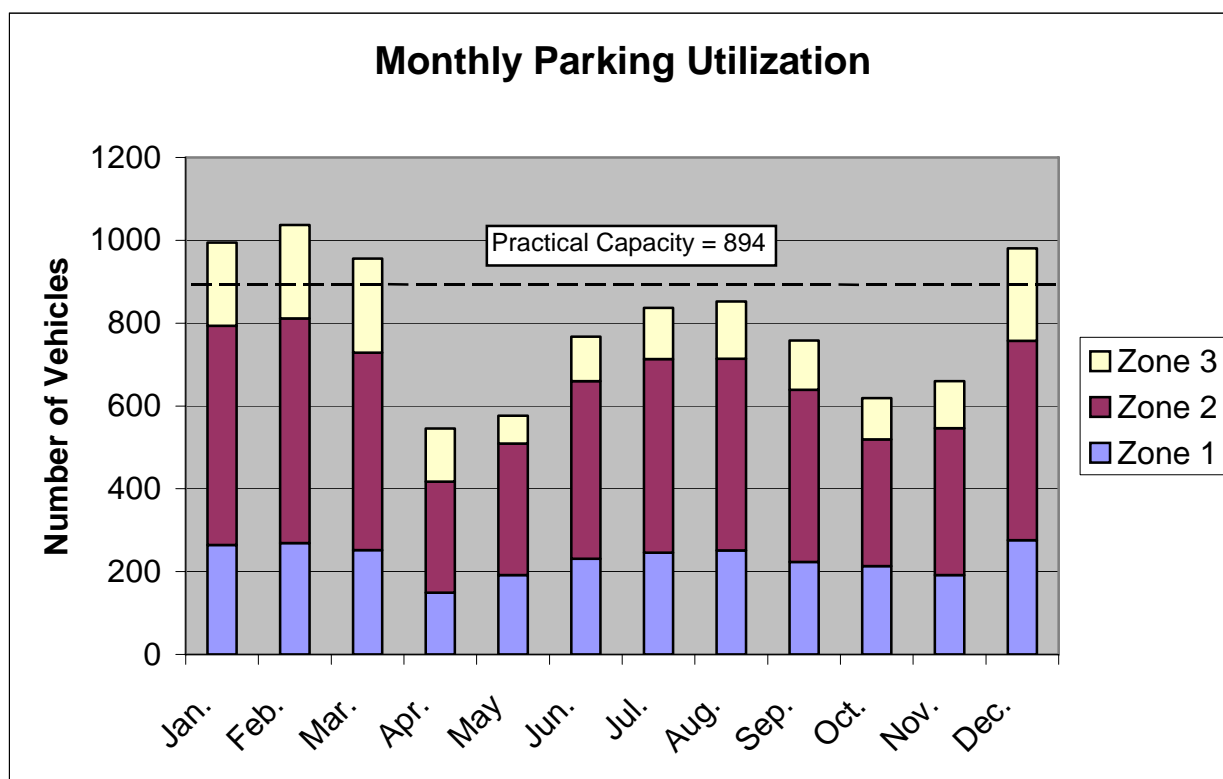
The private parking inventory was developed through a field review by Wilbur Smith Associates personnel in September 2002. WSA staff walked along Park Avenue, Main Street, and Swede

Alley and counted the business and private parking spaces. These private parking areas were itemized individually and listed by the name of the adjacent business that uses them. In most cases these areas do not have marked parking stalls so an estimate was made as to the number of effective spaces at each location. This list was reviewed by Park City staff and a few minor changes were made to these estimates.

A total of 803 private parking spaces were observed within the study area. The figure on the following page illustrates the approximate location of these spaces, the number of spaces in each location, and for whom the spaces are intended. Between both public and private spaces there are approximately 1,819 parking spaces available for businesses, employees, and customers.

PARKING UTILIZATION

For the past several years city staff has collected utilization data for public spaces. On the last Wednesday and Saturday of each month, the number of vehicles parking in public spaces is counted. This data shows the monthly parking trends for the city. The chart below shows the maximum recorded parking utilization for each month by zone. Maximum parking utilization typically occurs in the evening between the hours of 6 and 10



Also shown on the chart is a line representing the practical capacity of the public spaces. Practical capacity refers to the level at which an area can be considered full and is generally when 85% to 95% of the total number of spaces are occupied, depending on the number of parking spaces and their concentration in an area. In Park City the practical capacity has been

estimated at 88%. This allows for the typical under utilization of the Sandridge Lots and the relatively large study area. Since there are 1,016 public parking spaces the practical capacity of these spaces is 894. This means that when there are more than 894 vehicles parking in public

spaces it becomes increasingly difficult to find a space and may require searching 2 or 3 lots before a space is found. This also results in driver frustration and dissatisfaction.

As shown in the chart, there are four months during the year when utilization exceeds practical capacity. The table below shows in more detail the monthly utilization compared to the capacity for each of the zones.

Monthly Parking Utilization by Zone

	Zone 1		Zone 2		Zone 3	
	Occupied	% Capacity	Occupied	% Capacity	Occupied	% Capacity
Capacity	231	-	514	-	271	-
January	264	114%	530	103%	201	74%
February	269	116%	542	105%	226	83%
March	252	109%	477	93%	227	84%
April	149	65%	269	52%	128	47%
May	192	83%	318	62%	67	25%
June	231	100%	429	83%	108	40%
July	246	106%	467	91%	124	46%
August	251	109%	463	90%	138	51%
September	223	97%	416	81%	119	44%
October	213	92%	306	60%	100	37%
November	192	83%	354	69%	114	42%
December	276	119%	482	94%	223	82%

Main Street and the Brew Pub Lot routinely meet or exceeds their total capacity, while the Zone 2 lots are only at capacity during the peak winter season. The Zone 3 lots do not typically reach capacity at any time during the year.

Based on the utilization data, it appears that there is a parking problem during the four winter months of December through March. The parking problem occurs during the evening hours on both weekdays and weekends. There does not appear to be a parking problem during the other eight months of the year.

PARKING DEMAND

Assessing the magnitude of existing parking demand in Old Town was a primary objective of this study. Parking needs depend on the magnitude of parking demand generated by employees, visitors, shoppers, and residents; the proportion of trips made by automobile vs. other modes of transportation; the extent of a captive-market environment; and the parking supply available to accommodate the demand.

The city has collected extensive data on parking occupancy for both midweek and weekend use of public parking facilities in Old Town. It is important to note that parking occupancy is not synonymous with parking demand. Parking occupancy is simply an indicator of how the existing parking supply is utilized. Parking demand, on the other hand, indicates how many patrons would like to park at a given location and time if there were sufficient supply. If spaces are not available nearby, people may park at a distance, use transit/bicycle as an alternative, conduct business elsewhere, or forego the trip entirely.

Parking policy and availability of transit can influence parking demand. Strictly enforcing parking limits can increase turnover making more parking available during a given time period. While the city did not have data on turnover to accompany the occupancy data, the city has made great strides in enforcing parking limits over the past five years. Additionally, Park City has a very good transit system that is operated free of charge for all patrons. During winter months in particular, when demand for goods and services in Old Town are at a peak, transit is heavily utilized.

Managing the balance between parking demand and parking supply can be very complex. In Park City, the demand is greatest during the winter months of December through March,. Much of the need for parking is during evening hours related to high use of restaurants and lounges. Supplying enough spaces to accommodate peak parking demand could result in a surplus of parking during non-tourist months. Since construction of parking facilities is an expensive proposition, parking demand needs to be very carefully scrutinized.

Methodology

The approach used to determine existing parking demand had multiple steps. The first step involved assessing the city inventory of land uses and summarizing these in fairly homogeneous categories. Two sources were used to determine existing land uses in Old Town: 1) those obtained from the database of city business licenses, which list the size and nature of the business, and 2) a similar categorization performed by the waste removal firm BFI. Both sources were very close in the tally of business types and sizes. The table on the following page shows the various land uses and their corresponding square footage. The table shows the city broken into three land use zones: north of Heber Avenue, between 5th Street and Heber Avenue, and south of 5th Street. This was done in an effort to determine where the parking shortage was most critical.

Land Use Summary

Land Use	South of		Between		North of		Total
	5th Street	%	& Heber	%	Heber Ave.	%	
Bank	0	0%	914	35%	1,700	65%	2,614
Hotel	61,100	23%	37,700	14%	169,000	63%	267,800
Medical Office	550	25%	0	0%	1,660	75%	2,210
Office	72,100	68%	26,292	25%	7,680	7%	106,072
Restaurant	86,137	52%	42,458	26%	36,990	22%	165,585
Retail	79,681	48%	54,287	33%	31,516	19%	165,484
Warehouse	1,970	88%	267	12%	0	0%	2,237
Total Square Feet	301,538	42%	161,918	23%	248,546	35%	712,001

The second step was iterative in nature and involved determining parking generation rates that could be applied to the land uses determined in the first step. Since data were available on parking utilization for public facilities, it was possible to use the parking utilization as a partial check on the parking demand calculations. (Parking utilization values show the met parking demand, but don't indicate the latent demand, i.e., those that would park if parking were available. Furthermore, data was not available on private parking spaces that account for approximately 44 percent of the Old Town parking supply. Thus, the data provided only a partial check.) It was assumed that private parking utilization was similar to public parking utilization.

Peak parking generation rates were derived from the Institute of Transportation Engineers (ITE) publication, *Parking Generation*; the Urban Land Institute (ULI) publication, *Shared Parking*; and from other studies performed by Wilbur Smith Associates in other resorts communities. Because of the mix of land uses and relatively dense development in Old Town, adjustments were made to the parking demand calculations to account for use of transit, walking trips, trips that had multiple purposes (e.g., restaurant trip that also involved shopping), and captive market trips (e.g., employee having lunch at a restaurant or shopping during the lunch hour, hotel patron walking down the street for dinner, etc.).

Using the above rates and factors, peak parking demand was determined. In general, peak parking demand represents the demand during winter weekend evenings (say Friday and Saturday nights).

The parking generation rates and other factors derived in the above work are useful from three primary perspectives:

1. The methodology of using parking generation rates enables further analysis of parking demand for future land uses and thus is an excellent planning tool;

2. Similarly, the use of parking generation rates allows analysis of various subdivisions of Old Town; and
3. The methodology provides insight to what type of parking is needed such as long-term employee parking, short-term retail parking, etc.

Calculated Parking Shortage

Using the above methodology, the existing parking shortage in Old Town is in the range of 324 to 412 spaces. Virtually all of this unmet demand is south (up hill) of Heber Avenue. The unmet demand is fairly homogeneous block-by-block south of Heber Avenue. This shows that the newer developments north of Heber Avenue have done a good job of meeting their own demand. The table below shows the number of parking spaces compared to the range of estimated demand for parking and the resulting range of parking spaces shortage.

Estimated Parking Demand and Shortage

	Public Spaces	Private Spaces	Total Spaces	Estimated Demand ¹			Estimated Parking Shortage		
North of Heber	24	579	603	592	-	616	-11	-	13
Between 5th & Heber	288	99	387	542	-	564	155	-	177
South of 5th	704	125	829	1,009	-	1,051	180	-	222
Total	1,016	803	1,819	2,143	-	2,231	324	-	412

¹Estimated demand has been adjusted up to take into account the 88% practical capacity.

Chapter 2

PARKING SUPPLY ENHANCEMENTS

It is desirable to explore all of the low cost parking improvements before making a large financial commitment to a parking structure. There are several parking enhancements possible to the existing parking supply within the Park City Historic District for relatively low cost. These enhancements can be separated into three types of changes: on-street, off-street, and access. The figure on the following page shows the approximate location of the on and off-street enhancements. Each of these is discussed in more detail in the following sections.

For any new spaces added, it will be important to decide whether or not they will be metered. If the new spaces are not metered they will presumably be signed as a two-hour zone. This decision has a large impact on the cost of the spaces. Additional “Pay and Display” meters cost about \$9,000 each. In the descriptions of the individual enhancements that follow, estimated costs will be presented both with and without parking meters.

ON-STREET ENHANCEMENTS

The on-street enhancements are generally the addition of on-street parking where it is currently prohibited. There is also a discussion of modifying the spaces on Main Street from parallel to angle parking. Each individual location is described in below.

Upper Swede Alley (South End)

There is currently no on-street parking on upper Swede Alley and there may be an opportunity to add a few spaces in this location. Generally, on-street parking on Swede Alley is probably not a good idea with the heavy traffic volumes, particularly between the China Bridge Parking Garage and SR-224. However, between China Bridge and the Brew Pub Lot there may be an opportunity for 5-6 spaces on the west side of the street.



The street is about 32 feet wide in this location plus gutters. This means that a parked vehicle would take up no more than seven feet of this width leaving at least 25 feet for traveling vehicles. These spaces would also be against the buildings so they might need to be signed as delivery spaces during the morning and early afternoon and public spaces in the late afternoon and evening. The base cost would be low for this option with the simple items being the repainting of the curb and the changing of signs. The majority of the cost would be in the installation of a “Pay and Display” meter to service this area, since there no other ones close by. Obviously, the cost for these spaces would be significantly reduced if the city were to make these free spaces.

Parking Space Gain: 5-6

Cost (w/ Meter): \$9,500

Cost (w/o Meter): \$500

Heber Avenue

Currently there are seven on-street parking spaces on Heber Avenue. They are all located on the block between Main Street and Swede Alley. Five of the spaces are on the north side of street in a section of the street that has been widened to accommodate them, while the other two are on the south side of the street and are signed as delivery spaces during the day. The five spaces on the north side are signed as free two hour parking. There may be an opportunity to provide an additional 3-4 spaces to the east of the existing spaces on the south side of this same block as well as 4-5 spaces on the block between Park Avenue and Main Street.



The street is about 32 feet wide in this location plus gutters. This means that a parked vehicle would take up no more than seven feet of this width leaving at least 25 feet for traveling vehicles. On the block between Park Avenue and Main Street the new parking could be on either side of the street, depending on which the city prefers. If it were on the north side it would generally be easier to access for vehicles entering downtown from SR-224 while parking on the south side would be more consistent with the block between Main Street and Swede Alley. On both blocks it would be important to end the parking zone about 30 feet in front of the stop sign to allow for adequate sight distance. The base cost would be low for this option with the simple items being the repainting of the curb and the changing of signs. The majority of the cost would be in the installation of up to two “Pay and Display” meters to service this area. This would also allow the existing free spaces to be converted to pay spaces, which is more in character with their proximity to Main Street. Obviously, the cost for these spaces would be significantly reduced if the city were to continue to have free parking on Heber Avenue.

Parking Space Gain: 7-9

Cost (w/ Meter): \$18,700

Cost (w/o Meter): \$700

Lower Main Street (North End)

There is a section of Main Street between 7th Street and Heber Avenue that does not have any on-street parking. The road is narrower through this segment than it is along the rest of the road, however it would be possible to provide 6-7 spaces of on-street parking along one side of the road.

The street is about 32 feet wide in this location plus gutters. This means that a parked vehicle would take up no more than seven feet of this width leaving at least 25 feet for traveling vehicles. The new parking could be on either side of the street, depending on which the city prefers. Each side has one driveway to be worked around, although parking on the east side would more easily line up with existing parking north of this location. The base cost would be fairly low for this option with the simple items being the repainting of the curb and the changing of signs. The majority of the cost would be in the installation of a “Pay and Display” meter to service this area. Obviously, the cost for these spaces would be significantly reduced if the city were to make these free spaces.



Parking Space Gain: 6-7

Cost (w/ Meter): \$9,500

Cost (w/o Meter): \$500

Lower Park Avenue

On the east side of Park Avenue just north of 7th Street there is a section of the road where on-street parking is prohibited. It may be possible to install 4-5 spaces in this area. There is already on-street parking north of this location so it would simply be a matter of extending the parking zone past the existing to the south closer to the intersection. It is important to keep a clear zone near the intersection since buses regularly make the right turn from Heber Avenue to Park Avenue and need some extra space to safely complete their maneuver.



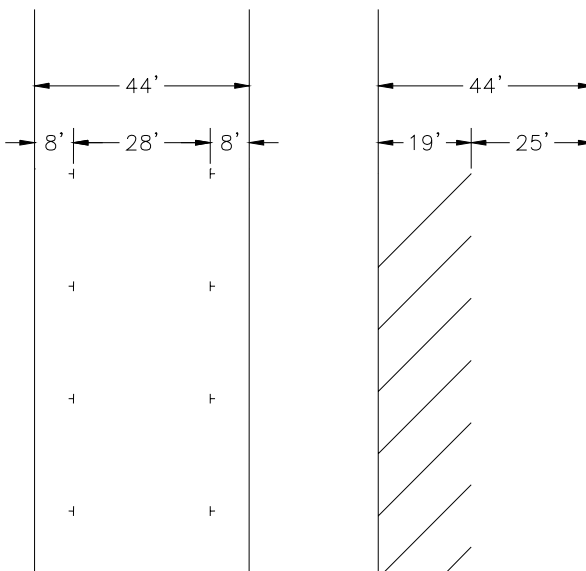
Since on-street parking on Park Avenue in this area is free for two hours, it makes sense that any additional spaces also be free. This makes this a very low cost option since there is no need to install a “Pay and Display” meter. The only costs would be for the repainting of the curb and installation of some signs.

Parking Space Gain: 4-5

Cost: \$400

Main Street Angle Parking

There has been a great deal of discussion regarding the conversion of the parallel parking spaces on Main Street to angle parking spaces. The reasoning is that since angles parking spaces take up less length than parallel spaces more of them can fit into the same space. While this is true, the problem on Main Street has always been the width of the road. As shown in the figure to the right, Main Street is generally 40 feet wide plus 4 feet for the gutter pans. Parallel parking typically takes up about 8 feet on either side of the road leaving 28 feet for travel lanes. When angle parking is added to one side of the road it requires about 19 feet, which leaves about 25 feet for travel lanes, reducing their width by a total of 3 feet. Typical travel lanes are 12 feet wide, which means that 24 feet are required as a minimum to accommodate traffic.



The difficulty arises when trying to accommodate freight delivery on Main Street. Currently it is common practice for delivery vehicles to double park on Main Street while making deliveries. The current configuration provides a little extra room that allows traveling vehicles to move around the parked vehicle without encroaching too much into oncoming traffic. With the reduced travel lane widths of angle parking there would be less room to make this maneuver, which increases the encroachment and the corresponding safety hazard.

The primary reason why angle parking has never been implemented on Main Street is because it actually results in a net loss of parking spaces. Currently there are 182 spaces on Main Street, 81 on the west side and 101 on the east side. If angle parking were to be installed, it would be possible to get between 126 to 140 spaces on the street. This results in an actual loss of at least 42 spaces.

The only way by which there is an increase in spaces is if Main Street is converted to a one-way street with parallel parking on one side and angle parking on the other. However, businesses are generally reluctant to accept one-way streets since the sentiment is that it reduces visibility and increases frustration. A one-way street would also exacerbate the safety concerns with freight vehicles blocking the road, since there would not be an oncoming lane to utilize for passing.

OFF-STREET ENHANCEMENTS

There are a few possible enhancements to off-street parking that are available, although not many, since similar recommendations from previous studies have already been implemented. It is important to remember that property easement costs are not included in cost estimates for new parking and may have a significant impact in project costs. Individual enhancements are described below.

Upper Main Street Lot

On the south end of Main Street there is a vacant lot that is fairly level on the Main Street side. It may be possible to allow perpendicular parking in this location. The area would probably accommodate 10 parking spaces.

There would be some costs associated with developing these spaces. The curb, gutter, and sidewalk in this location would need to be reconstructed to allow vehicle access along the length of the site. The site itself would also need to be graded so that it is level enough for vehicle parking. It would also need to be either paved or covered with road base to provide a decent parking surface. The cost estimate assumes that the lot is paved. The unknown cost is the obtaining of an easement to use the property from the current property owner. It is also likely that a “Pay and Display” meter would be necessary in this location. There is an existing meter across the street, but it may not be feasible to require people to cross the street twice to pay for their parking. Obviously, the cost for these spaces would be significantly reduced if the city were to make these free spaces.



Parking Space Gain: 10

Cost (w/ Meter): \$18,800

Cost (w/o Meter): \$9,800

Upper Swede Alley Lot

There is a narrow vacant lot between Main Street and Swede Alley that is accessible from Swede Alley. The possibility exists to grade this lot and allow parking. However, this lot presents some challenges. Because it is so narrow the spaces would probably need to be for angle parking. This means that vehicles would need to back out all of the way out of the lot and onto Swede Alley, which is a safety concern. The lot could probably accommodate 7 vehicles, however there is currently room for 3 vehicles to park across the entrance to the lot, which results in a net addition of 4 spaces.



There would be some costs associated with developing these spaces. There is a need for a minimal amount of grading to ensure that the site is level enough for parking. It would also need

to be either paved or covered with road base to provide a decent parking surface. The cost estimate assumes that the lot is paved. It may also be advisable to build some stairs next to Main Street to allow people to immediately access Main Street without having to go out to Swede Alley. The unknown cost is the obtaining of an easement to use the property from the current property owner. It may be necessary to provide a “Pay and Display” meter in this location. There are existing meters up on Main Street that may be utilized or if the Upper Swede Alley on-street spaces that were mentioned in the previous section were installed there may be a meter associated with them that could also service this lot. Obviously, the cost for these spaces would be significantly reduced if the city were to make these free spaces.

Parking Space Gain: 4

Cost (w/ Meter): \$18,800

Cost (w/o Meter): \$9,800

Narrower Parking Stall Widths

Parking stalls in the city are typically 9 feet wide. In certain locations it is possible to reduce the width of the stalls to 8½ feet, which can result in additional spaces. The limiting factor to its applicability is that it is necessary that there be 17 spaces in a row that can all be modified to pick up an 18th space. This condition only exists in two locations within the city. The first is along Swede Alley and in the Swede Alley lots. It is possible to gain 4 additional spaces in this area. The second is in the Sandridge Lots. It is also possible to gain 4 spaces here as well. Only the 17 current spaces in each location need be changed, while all other spaces can remain at 9 feet. One of the drawbacks to these spaces is that it is more difficult to park the larger SUV vehicles in the smaller spaces, which may result in more accidents or “door dings.” While these narrower spaces could be signed for smaller vehicles, it probably wouldn’t make much difference in what type of vehicle parked there.

Another option may be taking these locations and just adding one more space to the entire length of the row. By adjusting all of the spaces, the average space width can be increased. For example, if there are currently 27 spaces in a row at an average width of 9 feet, they can all be narrowed to allow 28 spaces at an average width of 8 feet 8 inches. This provides a slightly wider space than just adjusting the minimum 17 spaces.

The cost for this option would be quite low. It is simply a matter of removing or painting over the existing striping and then restriping at the new width.

Parking Space Gain: 8

Cost: \$3,800

Town Lift Garage Sharing

The Town Lift parking garage has about 164 total spaces. Of these spaces, 23 are in a gated area reserved for residents, 27 are reserved for customers of Town Lift businesses, and 114 are available to the public. Based on Wilbur Smith Associates field observations, the Town Lift garage seems to be under utilized. Granted, WSA observations took place in the early fall and the garage may be more fully utilized during the peak season. If it is determined that the garage

is routinely under utilized, Park City may wish to make an arrangement with the garage owners to operate the spaces. This would be similar to the arrangement in the Gateway Center, where about half of the parking spaces are operated by the city. If the city were to manage these spaces they may be able to more effectively market them by including them on city parking maps and on the city web site.



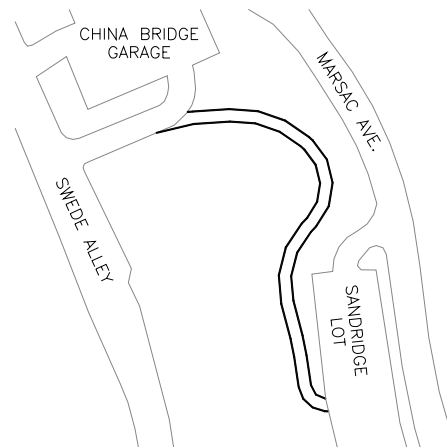
The costs associated with the management of these spaces would primarily consist of purchasing additional “Pay and Display” meters for the garage, which would probably require 3 or 4 meters or \$27,000 to 36,000. Unknown costs would be those necessary to work out an arrangement with the garage owners.

ACCESS ENHANCEMENTS

The Sandridge Lots on upper Marsac Avenue are under utilized. This is primarily because of their distance from Main Street and their relative inaccessibility from Swede Alley. This section looks at improving both vehicular and pedestrian access to these lots.

Vehicular Access

It is very difficult to gain vehicular access to the Sandridge Lots from Swede Alley. There is approximately 40 feet of elevation difference between the lower Sandridge Lot and upper Swede Alley. It is possible to design a narrow one-way road that would provide direct access from Swede Alley to the lower Sandridge Lot as shown in the figure to the right. This road is about 380 feet long, which means that the average grade on the road would be about 10.5%, which is quite steep, particularly considering the winter conditions when the road would be most



heavily utilized. The road would require extensive retaining walls and guardrails for safety. The road would also displace the existing walkway through the area, which could either be replaced or the road could also function as the walkway, which would obviously present a challenge when ascending vehicles cross descending pedestrians. The roadway could also be made wide enough to accommodate pedestrians. This would increase the construction cost of the road since larger retaining walls would be required. It would also be possible to build a shorter walkway using more stairs and fewer ramps.

It is difficult to estimate the costs for such a roadway without accurate survey information. A rough guess would be about \$300,000, which is more than the Sandridge Lots themselves cost to

build. Presumably, this money could be better spent on additional parking and enhancing pedestrian access. Additional information on vehicular access to the Sandridge Lots can be found in Chapter 3 – Parking Garage Concepts.

Pedestrian Access

There is currently a pedestrian path from each of the Sandridge Lots to Swede Alley. While these paths are adequate, it is possible to improve each to make them more attractive to users. A big issue for these paths is improving the lighting along the path. Additional lighting increases the safety and attractiveness



of the pathway. There is some lighting along both paths, but it is generally widely spaced and mounted quite high in the air. Some of the lights on the path from the upper lot are actually above the trees, as shown in the photo to the right, which means that little light actually gets down to the path. It may be desirable to provide new lighting. This lighting could have a closer spacing between lights with shorter pole lengths, which would keep the light below the trees. These new lights could be in the same historic style as those currently in use in the Sandridge Lots, as shown in the photo to the left.



Another way to improve the character of the pedestrian paths may be to add some street furniture to the route. This is a bit of a challenge given the slopes along the paths, but it is possible. Adding a bench or two could be of value to those who lack the stamina for the climb up to the lots, while creating a comfortable atmosphere for all users. In addition to benches it may be possible to incorporate some public art into these “rest areas.”

The path to the lower lot is difficult to walk due to the spacing of the steps. Some of the steps are spaced in such a way that it is difficult to traverse them using a natural gait. One must take smaller or larger steps, which is awkward and uncomfortable. These same steps are made from wood boxes filled in with road base. Over time some of this road base has washed away creating lips on each step. These lips present a safety hazard as they may cause tripping. They also add to the difficulty in traversing the pathway. It would be desirable to replace these steps with concrete ones and to construct them in such a way that they are much more comfortable to use.



The path to the upper lot has the challenge of going through dense trees and bushes. This foliage encroaches on the path creating a tunnel-like feel, which is not a real safe feeling. It is important to keep trees and bushes out of the path and to ensure that there is adequate visibility both to and



from the path. For example, there is currently a large tree growing right across the path that causes users to have to duck to get past it, as shown in the photo to the left. Presumably, this tree is very important to somebody, but it creates a hazard is difficult to pass, and should be removed. The pathway should probably be trimmed so that it is possible to see both the sky and the street from the path. This, in conjunction with improved lighting should create a better feeling of safety and comfort for the users.

Chapter 3

PARKING GARAGE CONCEPTS

In the Historic Park City Transportation and Parking Plan performed by Wilbur Smith Associates in 1995-1996, a potential parking garage site was identified just north of the existing China Bridge Garage on Swede Alley. The rationale was that a new structure that joined with the existing structure would be able to provide the internal circulation that the current garage lacks. This study examines in more detail the different types and sizes of potential parking structures and ramping systems.

Three parking structure concepts were developed as three separate phases that could each build on the prior phase. This system allows for the construction of smaller pieces spreading the total cost out over time. Each alternative is discussed in more detail in the subsequent sections followed by information regarding architectural concepts and cost estimates.

SCHEME A

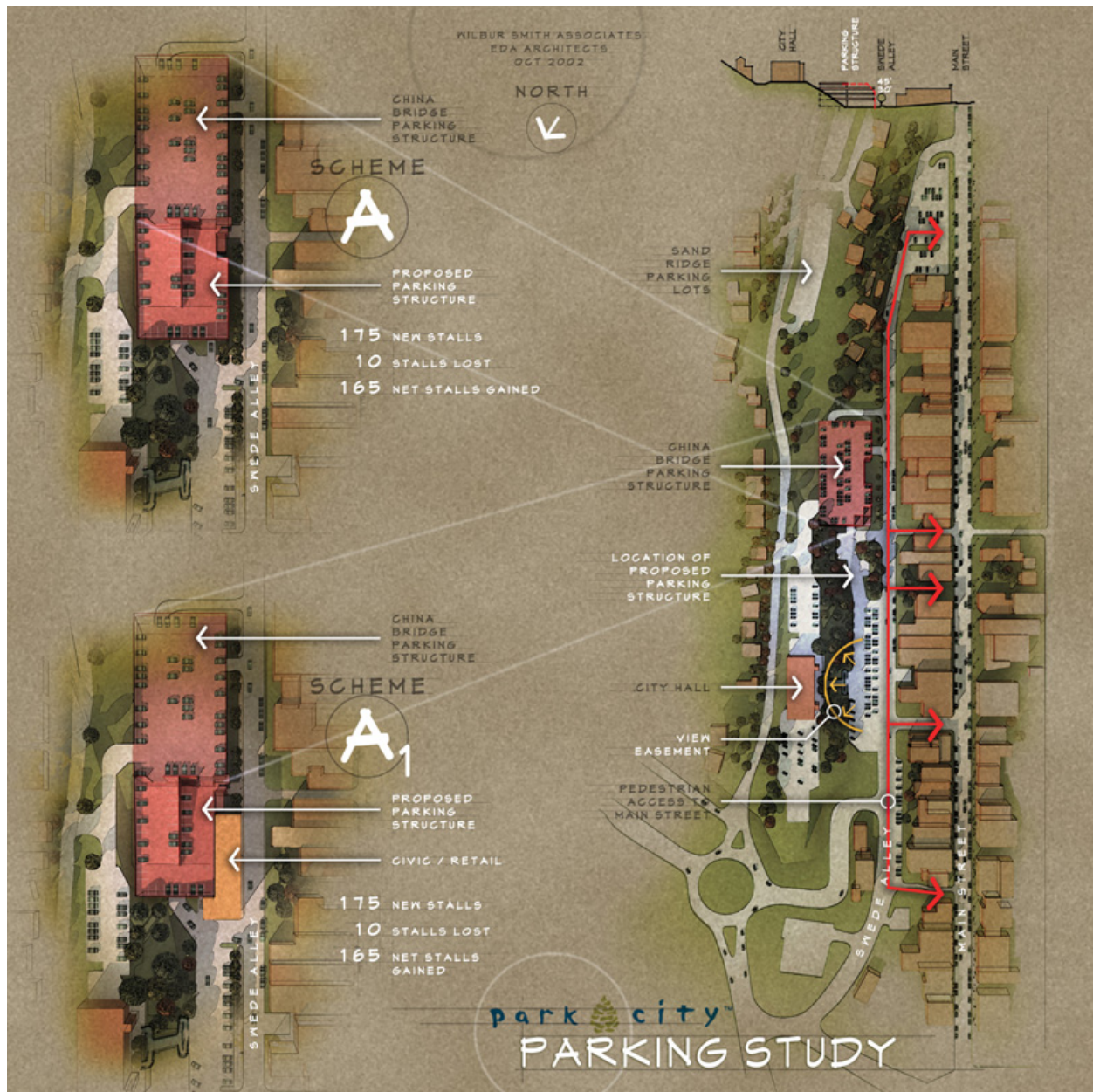
Scheme A represents the minimum structure that can be built on the proposed site. This alternative provides the necessary ramping for circulation within the combined structure. The proposed structure would be a rectangular helix with sloping floors that would rise one-half story on each side requiring $3\frac{1}{2}$ complete revolutions to reach the top. The garage would be entered from the north side into the back half of the garage. The sloping floor would travel upwards at a 5% slope to meet the first floor of the existing garage. A vehicle would then make a 180° right turn to enter the sloping floor on the front half of the garage. This floor would then rise another half story at a 5% slope before another 180° would be necessary. The garage would continue in this pattern, servicing each floor, until reaching the fourth level of the existing garage. Each floor would have perpendicular parking on both sides of the travel aisle. This concept creates three levels in the front half of the garage and four levels in the back half.

A benefit to constructing a ramping system is that it allows vehicles to enter the garage from Swede Alley and exit onto Marsac Avenue. This means that if a vehicle enters the garage only to find that it is full, they can be directed to the nearby Sandridge Lots by exiting onto Marsac Avenue. This makes it easy for the Sandridge Lots to serve as an overflow for the parking garage, thereby increasing the utilization of those lots.

The advantage to this scheme is that it provides internal circulation to the China Bridge Garage, thereby making it more efficient, while providing new parking spaces at the same time. This scheme results in a net addition of approximately 165 spaces. The figure on the following page illustrates the Scheme A and A₁ concepts.

Scheme A₁

This alternative is a variation on Scheme A with the difference being the addition of approximately 10,000 square feet of space on two stories to be used for retail or civic uses. This



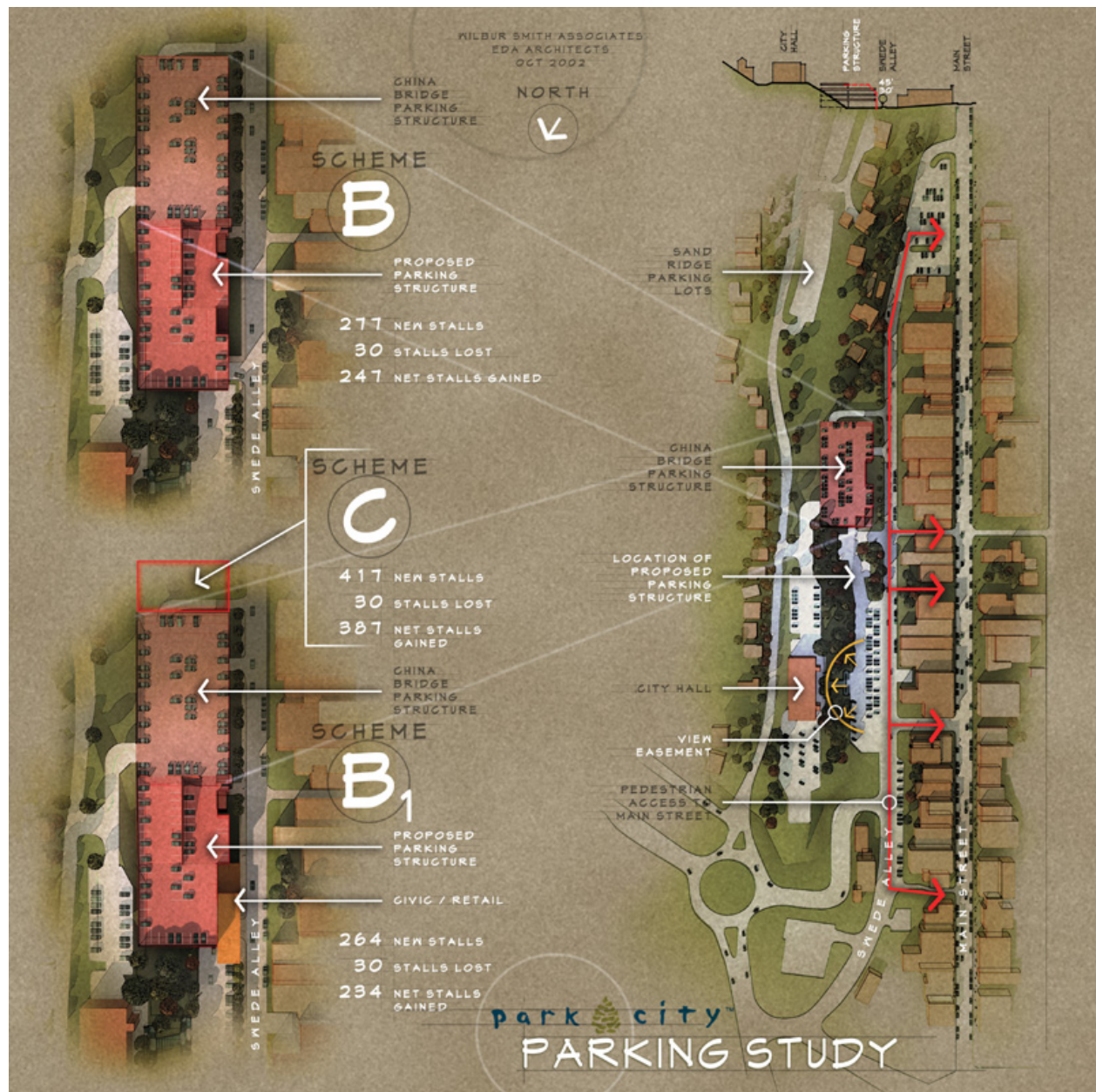
space would be located in the front of the garage and wrap around the corner to the north side. The first row of parking on two levels would be lost. The space would also extend further out towards the street, breaking up the front of the garage.

This retail/civic space serves two purposes. First, it can help break up the building architecturally and serves to conceal some of the large mass that is a parking garage. Second, the space can serve as a source of additional revenue for the construction and operation of the parking garage. The fire department is in need of additional office space, a need that could be filled through this structure. They also have impact fees that they have collected that could be used to pay for their portion of the structure. Retail space would collect rent that could be used to pay off bonds or to finance ongoing maintenance. Either option or a combination of the two would be of benefit to the city.

This scheme would result in a reduction of new parking spaces compared to Scheme A with the new total net addition being about 152 spaces.

SCHEME B

Scheme B is an addition to Scheme A. It proposes to add on to the new ramping system developed in Scheme A with four flat parking levels extending out to the north. The elevation of these new floors would all be half a story lower than the corresponding floor in the existing China Bridge Garage. Theoretically, this new garage could extend to the north for hundreds of feet, but that is inadvisable due to the impact on the view of City Hall on Marsac Avenue. For



this reason, the proposed structure would end approximately 50 feet from the south end of City Hall. This would preserve the view of this historic building.

This scheme simply adds more parking to that in Scheme A and may be done in conjunction with Scheme A or at a later date. This scheme results in a net addition of approximately 247 spaces including those developed in Scheme A. The net parking addition due to Scheme B alone is approximately 82 spaces. The figure on the previous page illustrates the Scheme B, B₁, and C concepts.

Scheme B₁

This alternative is identical to Scheme A₁ in that approximately 10,000 square feet of retail/civic spaces would be added to the structure to break up the box of the garage, to hide the mass of the garage, and to provide revenue for the construction and maintenance of the garage. This scheme could be done with Scheme A₁ if Scheme A₁ was done first and Scheme B₁ was to follow several years later. This would result in a total of approximately 15,000 square feet of retail/civic space and would require the demolition of some of the retail/civic space in A₁ during construction.

This scheme would result in a reduction of new parking spaces compared to Scheme B with the new total net addition being about 234 spaces. The net parking addition due to Scheme B₁ alone is approximately 69 spaces.

SCHEME C

This scheme was developed to provide the total number of parking spaces that were estimated to be required as described in Chapter 1. This scheme calls for the addition of a structure on the south side of the China Bridge. This structure would have four flat levels that would match those on the existing garage. This scheme would need to be built after or in conjunction with Scheme A, but could be done before Scheme B. This scheme would result in a net new addition of approximately 387 spaces including those from Schemes A and B. The net parking addition due to Scheme C alone is approximately 140 spaces.

ARCHITECTURAL CONCEPTS

The proposed location of the parking additions to the China Bridge structure will be subject to the design guidelines that are included in the HCB district. The parking schemes described above can and should follow those guidelines.

The guidelines identify a building “envelope” that limits building heights along Swede Alley. The guidelines also deal with building massing, materials and architectural character. The inclusion of retail/civic type space as identified in the options discussed earlier creates a better opportunity to architecturally respond to the otherwise cumbersome massing often associated with parking structures. That is not to say that the parking schemes with no retail frontage could not comply with HCB district design guidelines, it’s just that they will have to be approached skillfully and thoughtfully. The parking structure with the adjoined retail arguably establishes a more pedestrian friendly “streetwall” and contributes more to the overall experience of Main Street and it’s surrounds. Additionally, thought should be given to a modest architectural façade

upgrade to China Bridge. If any of the parking structure options are initiated it would be relatively simple to “borrow” some of the new design elements and incorporate them into China Bridge.

For the residents that live on the east side of Marsac Avenue, on the hill, the view looking down onto the top floor of any parking structure is somewhat problematic. Consideration could be given to creating some paving and or paving patterns on the parking surface of the top parking level. Landscaping, including small trees could also be integrated into a “plaza” like parking surface on the top floor of China Bridge and to any additions to it as well.

ESTIMATED COSTS

The construction of any of the parking garage concepts is an expensive undertaking. Each requires the excavation of a significant quantity of soil, which will be contaminated and need to be treated. The table below shows the estimated construction cost for each of the parking garage schemes. It is important to note that each of the prices is stand alone and not cumulative.

<i>Estimated Construction Costs</i>		
	Base	Retail/Civic
Scheme A	\$2,705,556	\$3,071,228
Scheme B	\$1,432,715	\$1,798,387
Scheme C	\$978,879	

CONCLUSION

There is a parking shortage of an estimated 324 to 412 spaces within the Old Town Park City area. This shortage occurs during the evening hours from December to March. The potential enhancements to the existing parking supply are not enough to meet this need. If it is determined that the need should be met, an additional parking structure will be required. The Scheme A or A₁ scenario provides a great deal of benefit.

Before making a large financial commitment, it would be wise to make absolutely certain that the garage is needed. There are two things that can be done in an effort to ensure that this is really the case. First, conduct a small utilization study of the private spaces. This study has assumed that the utilization of private spaces mirrors that of the public spaces, but that may not be entirely true. It is a fairly simple exercise to monitor the occupancy of these facilities during a couple of evenings in the peak winter season. If these spaces are not fully utilized, there may be things that can be done to improve that. Second, conduct a statistically valid parking survey of both residents and guests to find out what the actual latent demand may be and to gauge the impact of paid parking. This will allow the city to find out how many people are being kept away by lack of parking or paid parking. These two surveys will allow the city to quantify the actual need for a parking structure.

Appendix 3 – Consolidated Project Listing

Council Agenda Item Report

Meeting Date: February 2, 2023

Submitted by: Michelle Kellogg

Submitting Department: Engineering

Item Type: Staff Report

Agenda Section: NEW BUSINESS

Subject:

Consideration to Approve Three Easements to Rocky Mountain Power for Transmission Lines and Underground Distribution Lines Across City Property

(A) Public Input (B) Action

Suggested Action:

Attachments:

[Utility Easements Staff Report](#)

[Exhibit A: Map](#)

[Exhibit B: Easement - SA-224-X](#)

[Exhibit C: Easement - PCA-110-X, SCCS-C-X, CRKSD-2-X, PACA-900-A-X](#)

[Exhibit D: Easement - PCA-110-G-1-X](#)

City Council Staff Report



Subject: Right-of-Way Easements for Transmission Lines
Author: Dave Gustafson, Project Manager
Luke Henry, Assistant City Attorney
Department: Engineering
Date: February 2, 2023
Type of Item: Administrative

Recommendation

Review and consider approving three easement agreements with Rocky Mountain Power (RMP) for the ability to relocate transmission lines over several City-owned parcels. The agreements cover the following:

1. A surface and aerial easement over parcel SA-224-X, the City's Recycle Utah property;
2. A surface and aerial easement over parcel PCA-110-X, the City's Cemetery on Kearns Drive and the property north of the Cemetery;
3. A surface and aerial easement over parcels SCCS-C-X, CRKSD-2-X, PCA-900-A-X, and PCA-104-1-X, the City-owned property west of the Cemetery parcel as well as the City-owned property containing Creekside Park and the property north of Holiday Ranch Loop Road, adjacent to U.S. Route 224; and
4. An underground easement through parcel PCA-110-G-1-X, the City's Bonanza District property.

A map is attached (Exhibit A) to denote the route of the proposed surface and aerial easements. Several existing easements already occur along portions of this route, including the Cemetery and Creekside Park, but the new easement would alter those slightly to account for necessary changes, like avoiding our water wells and taking advantage of public rights of way. The City and RMP are committed to working together to release sections of existing easements and removing utility poles no longer needed.

Executive Summary

In January 2018, Park City acquired approximately five acres of property in the Bonanza District, located between Kearns Boulevard, Bonanza Drive, and Munchkin Road (Arts and Culture District). The Mayor and Council implemented the Transient Room Tax (predominantly a tourism tax) to support the acquisition and prevent additional private sector/market-rate redevelopment in favor of community-driven development.

RMP and PCMC already have several utility easements, including transmission and distribution lines and wooden utility poles, that run through the Bonanza District property and eastern portions of the City's Cemetery. PCMC and RMP have collaborated on the potential realignment.

Concurrently, RMP began a significant infrastructure upgrade in Summit County and Park City to replace wooden utility transmission poles and lines with metal poles to

harden the community's electricity "grid" for wildfire mitigation. After considerable review, relocating RMP's easements over the Bonanza District and City Cemetery will:

- 1) Reduce the overall number of utility poles cutting through Park City;
- 2) Underground visual impacts of aerial utility wires and lines where and when possible;
- 3) Better protect the electricity grid from wildfire;
- 4) Move easements over large swaths of public roads and streets instead of occupying community land in the District; and
- 5) The realignment will also impact two private parcels.

Specifically, the new PCMC-RMP alignment would pass over Woodbine Way and City-owned parcels, depicted in exhibits B and C. The first parcel is the site of the Recycle Utah facility. The second easement covers parcels at the Park City Cemetery and land out to Park Meadows below "Boot Hill." Recycle Utah and the Cemetery Sexton were consulted about the realignment.

The distribution utility lines on the existing wooden poles are proposed to move underground with the relocation. This is accomplished through the third easement, shown in exhibit D. Along with moving distribution lines underground, they would be moved closer to the western edge of parcel PCA-110-G-1-X, which also aids the community's ability to shape a future community redevelopment vision.

Analysis

Relocation of the existing Cemetery easement is a sensitive consideration. After consulting with the Cemetery Sexton, the relocation was designed to:

- Avoid the Cemetery's large mature trees;
- Allow RMP to remove the pole that exists today in the northeast section of the Cemetery;
- Locate above approximately the same number of plots impacted by the existing utility easement;
- Raise the height of the lines up away from the ground (proposed poles will be 80 feet tall to comply with new RMPs standards);
- Reduce the total number of utility lines as distribution moves underground (around the Cemetery); and
- Potentially remove additional communication lines hosted on RMPs pole through the Cemetery.

Additionally, the City's Cemetery is nearing capacity, with limited alternatives. Removing the existing utility pole in the Cemetery and releasing the existing Cemetery easement provides a potential opportunity to expand and create additional burial opportunities.

Like most public utility easements, there are associated restrictions in the future uses of the impacted property. The restrictions can be found in exhibits B, C, and D. For example, future landscaping would have to be designed to remain consistent with the height restrictions found in the easements.

Importantly, the realignment also impacts two privately owned parcels, YARD-A-1AM and PCA-110-G-5-A, containing the Yard and Emporium properties. Park City's Project Manager proactively worked with the property owner to share information and attempt to coordinate future easements. In addition, we obtained a Certified Right-Of-Way Agent to quantify the potential value of RMPs impingement on the two private parcels, an industry-standard.

The estimate was shared with the property owner, who objects to the valuation and need for a realignment. The property owner's contention is that the new realignment is unnecessary if the City does not grant a new easement to RMP, and associated impacts to property values.

Despite the complexity and the concern expressed by the private property owner, we believe there is good cause for City Council to review, discuss, and consider the realignment due to its overall potential for future community benefit.

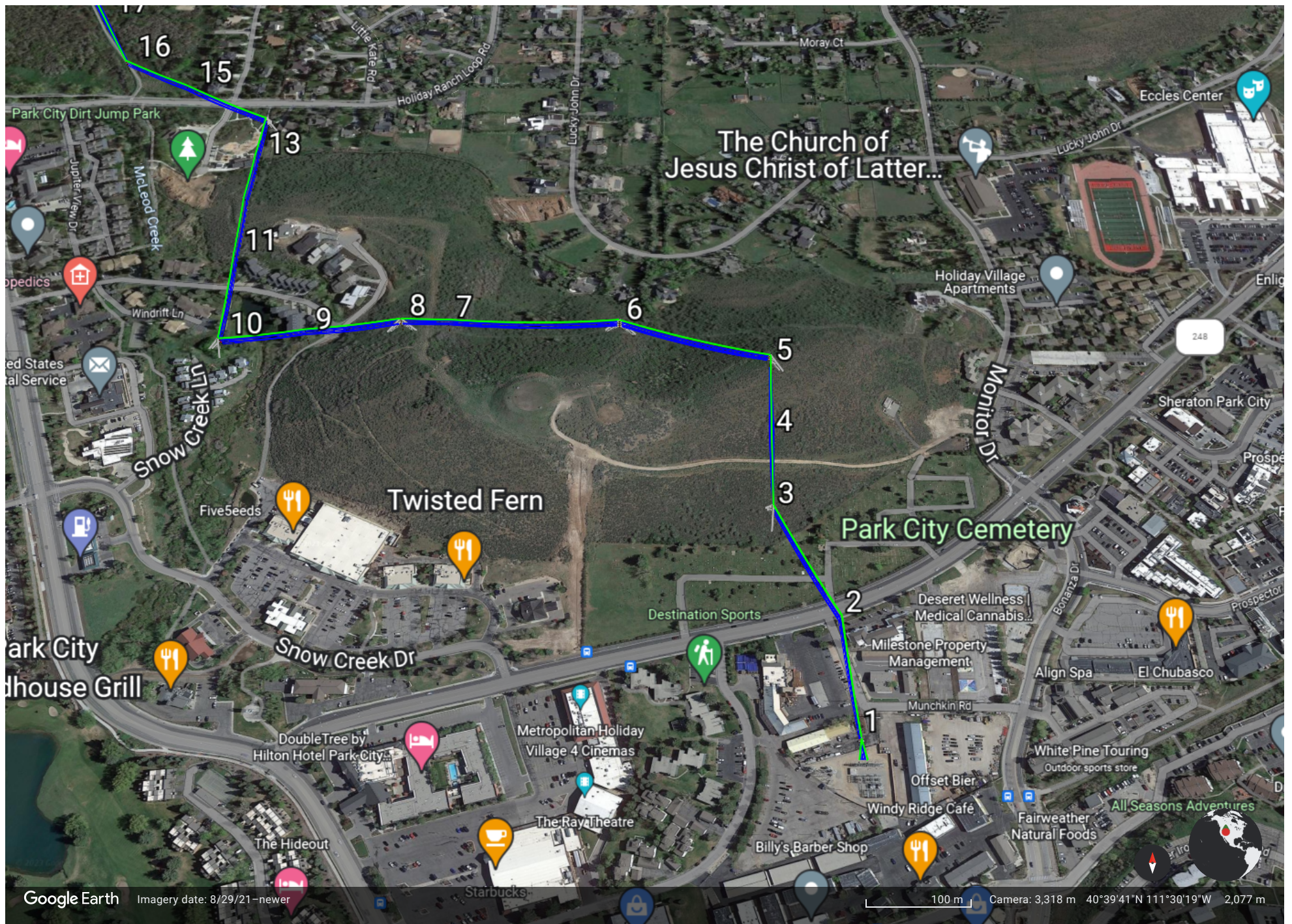
Funding

Because RMP is replacing the wooden poles with metal poles for fire mitigation, the City is not responsible for paying the entire realignment cost. However, RMP will ask the City to contribute to the realignment, as a mutual benefit exists.

Funding is identified and set aside in the Transient Room Tax budget.

Exhibits

- A Map showing path of surface and aerial easements
- B Right of Way Easement Agreement for PCA-110-X
- C Right of Way Easement Agreement for SA-224-X
- D Underground Right of Way Easement Agreement for PCA-110-G-1-X



REV05042015

Return to:

Rocky Mountain Power

Lisa Louder/Brian Bridge

1407 West North Temple Suite 110

Salt Lake City, UT 84116

Project Name: Snyderville to Park City Rebuild 138kV - Fire Prevention

WO#: 10072183

RW#: 2021LBB010

RIGHT OF WAY EASEMENT

For value received, Park City Municipal Corporation, (“Grantor”), hereby grants Rocky Mountain Power, an unincorporated division of PacifiCorp its successors, and assigns (“Grantee”), a non-exclusive easement for a right of way 52 feet in width and 109 feet in length, more or less, for the construction, reconstruction, operation, maintenance, repair, replacement, and removal of electric power transmission and communication lines, including poles, wires, fibers, cables, and other conductors (collectively “**Facilities**”) on or over the real property of Grantor in **Summit** County, State of **Utah** more particularly described as follows and as more particularly described and/or shown on Exhibit “**A**” attached hereto (the “**Easement Area**”) and by this reference made a part hereof:

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

BEGINNING AT A POINT WHICH IS ON THE NORTHERN PARCEL LINE OF THE GRANTORS LAND, SAID POINT BEING SOUTH 89°18’47” EAST 2139.47 FEET ALONG THE CALCULATED QUARTER SECTION LINE, AND SOUTH 0°41’13” WEST 131.97 FEET, FROM THE FOUND MONUMENT AT THE WEST QUARTER CORNER OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, AND RUNNING THENCE NORTH 71°10’53” EAST 51.88 ALONG SAID NORTHERN LINE; THENCE SOUTH 3°21’41” EAST 108.38 FEET TO THE SOUTHERN LINE OF SAID PARCEL; THENCE SOUTH 72°55’53” WEST 51.47 FEET; THENCE NORTH 3°21’41” WEST 106.75 FEET TO THE POINT OF BEGINNING.

LOCATED IN THE SOUTHWEST QUARTER OF SAID SECTION 9

CONTAINING 5378 S.F OR 0.148 ACRES

Assessor Parcel No. SA-224-X

Together with the right of access to the right of way from adjacent lands of Grantor for all activities in connection with the purposes for which this easement has been granted; and together with the present and (without payment therefore) the future right to keep the right of way and adjacent lands clear of all brush, trees, timber, structures, buildings and other hazards which might endanger Grantee's facilities or impede Grantee's activities.

At no time shall Grantor place, use, or permit any equipment or material of any kind that exceeds twelve (12) feet in height under the lines or place, use, or permit any equipment or material of any kind to be placed or operated within fifteen (15) feet of the lines. Any structures existing as of the date of this agreement may remain in place, even if they do not conform to these requirements, but may not be expanded in a way that does not conform to these requirements. Equipment exceeding the twelve (12) foot height restriction may pass under the lines if it can be accomplished safely. Grantor shall not light any fires nor place or store any flammable materials on or within the boundaries of the right of way. For the purposes of this easement, flammable materials do not include agricultural crops or recycled materials. Subject to the foregoing limitations, the surface of the right of way may be used for agricultural crops and other purposes not inconsistent, as determined by Grantee, with the purposes for which this easement has been granted. The easement is granted subject to the following terms and conditions:

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

or property sustained by reason of Grantee's use of this easement nor the Grantee's liability for damage to Grantor's property, including the Easement Area.

4. Removal; Relocation. Grantor shall have the right at such times and in such a manner as it deems necessary to carry out other purposes over, across, under, and through the Easement Area and when Grantee's use interferes with any Grantor's use of Grantor's Property, upon receipt of written notice from Grantor, Grantee will, if requested, remove, relocate, or adjust Grantee's Facilities in the Easement Area within a reasonable time after such notice at Grantor's expense and provided Grantor and Grantee have agreed upon a location for Grantee's facilities that is acceptable to Grantee. Any such removal, relocation, or adjustment of the Facilities made on Grantee's own initiative and without Grantor's request, shall be done at Grantee's sole expense.

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

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

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

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

If to Grantee:	Rocky Mountain Power Right of Way Manager 1407 West North Temple, Suite 110 Salt Lake City, Utah 84116
----------------	---

If to the Grantor:	Park City Municipal Corporation 445 Marsac Avenue PO Box 1480 Park City, Utah 84060
--------------------	--

9. Severability. Any provision of this agreement determined to be in violation of any law will be void but will not affect the validity and enforceability and all other provisions hereof.

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

Dated this _____ day of _____, 20____.

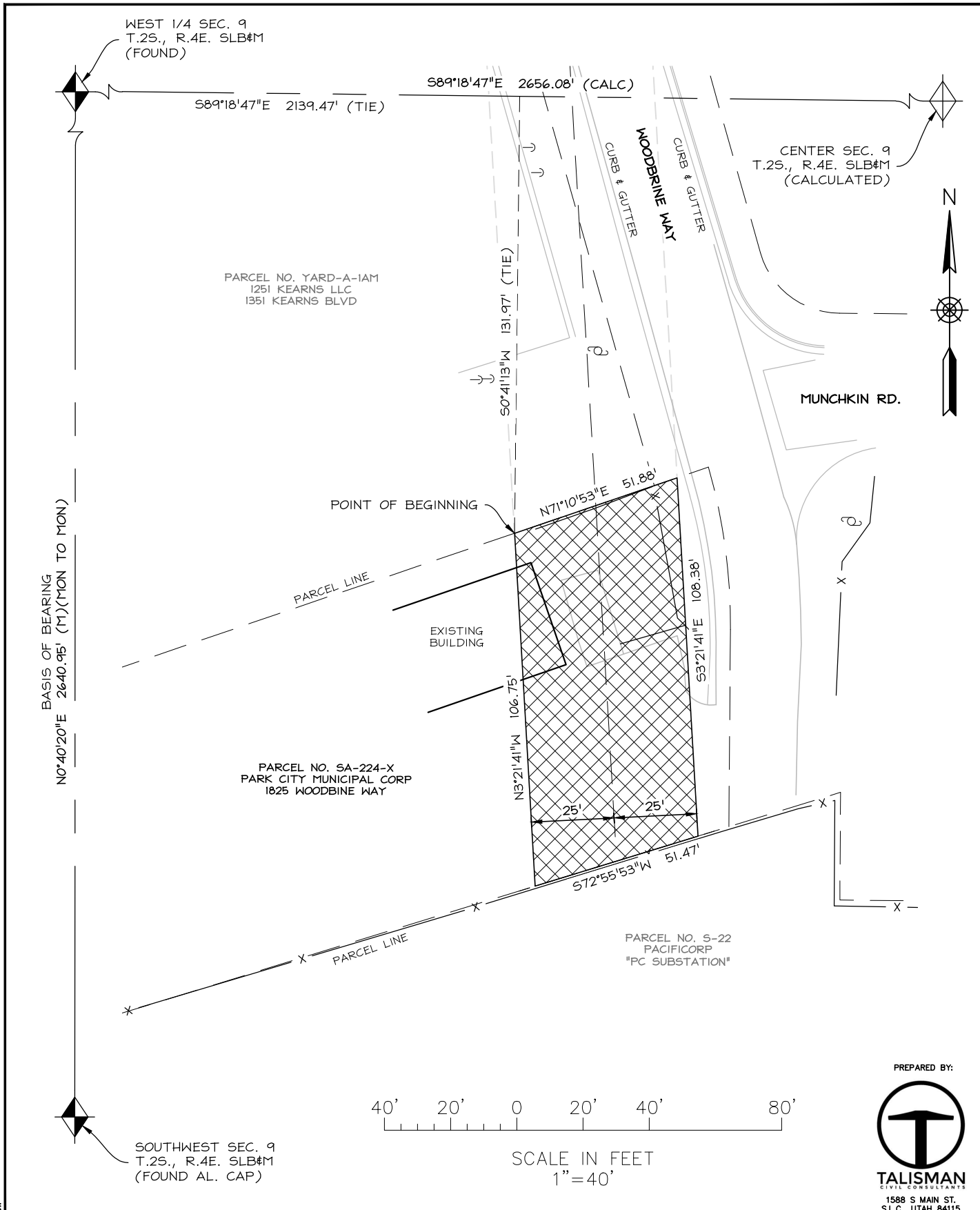
Park City Municipal Corporation - GRANTOR

STATE OF UTAH _____)
) ss.
County of Summit _____)

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

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

(Notary Signature)



PREPARED BY:



REVISED 11.01.06 D. HURLEY CAD NO.:

NO.

DATE

REVISIONS

ENGINEER

DES./ DR.

CHECKED

APPROVED

EASEMENT EXHIBIT

DISCIPLINE ENG.

PROJ/ER#

PL#

PROJECT ENG.

DATE: 2022-08-11

ENG:

DES:

APPROVAL ENG.

DR:

CH:

SCALE: 1"=40'

PC TO SNYDERVILLE


PARCEL NO. SA-224-X

PARK CITY, SUMMIT CO., UT

SW 1/4 SEC. 9. T.2S., R.4W., SLB&M

SHEET 1 OF 1

REVISION



PACIFICORP

A BUNGHIRE HATHAWAY ENERGY COMPANY

REV05042015

Return to:

Rocky Mountain Power

Lisa Louder/Brian Bridge

1407 West North Temple Suite 110

Salt Lake City, UT 84116

Project Name: Snyderville to Park City Rebuild 138kV - Fire Prevention

WO#: 10072183

RW#: 2021LBB010

RIGHT OF WAY EASEMENT

For value received, Park City Municipal Corporation AND Park City Corporation, (“**Grantor**”) hereby grants Rocky Mountain Power, an unincorporated division of PacifiCorp, its successors, and assigns (“**Grantee**”) a non-exclusive easement for a right of way 60 feet in width, more or less, for the construction, reconstruction, operation, maintenance, repair, replacement, and removal of electric power transmission and communication lines, including poles, wires, fibers, cables, and conductors (collectively “**Facilities**”) on or over the real property of Grantor in **Summit** County, State of **Utah** more particularly described as follows and as more particularly described and/or shown on Exhibit “**A**” attached hereto (the “**Easement Area**”) and by this reference made a part hereof:

Legal Description:
EASEMENT DESCRIPTION 1:

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

BEGINNING AT A POINT WHICH IS ON THE SOUTHERN PARCEL LINE OF THE GRANTORS LAND AND THE NORTHERN ROW LINE OF KEARNS BLVD., SAID POINT BEING SOUTH 89°18’47” EAST 2053.25 FEET ALONG THE CALCULATED QUARTER SECTION LINE, AND NORTH 0°41’13” EAST 293.54 FEET, FROM THE FOUND MONUMENT AT THE WEST QUARTER CORNER OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, AND RUNNING THENCE NORTH 26°33’29” WEST 305.92 FEET; THENCE NORTH 1°32’04” EAST 537.81 FEET; THENCE NORTH 69°57’54” WEST 470.47 FEET; THENCE NORTH 89°31’20” WEST 151.94 FEET TO THE WESTERN LINE OF SAID PARCEL; THENCE ALONG SAID WESTERN PARCEL LINE

NORTH 0°40'40" EAST 60.00 FEET TO THE NORTHERN LINE OF SAID PARCEL; THENCE ALONG SAID NORTHERN PARCEL LINE SOUTH 89°31'20" EAST 161.98 FEET; THENCE SOUTH 69°58'06" EAST 524.09 FEET; THENCE SOUTH 1°32'04" WEST 565.99 FEET; THENCE SOUTH 26°33'29" EAST 302.09 FEET TO THE NORTHERN LINE OF KEARNS BLVD.; THENCE ALONG SAID NORTHERN LINE, AND ALONG A NON-TANGENT 1382.26 FOOT RADIUS CURVE TO THE RIGHT, (CHORD BEARS SOUTH 74°00'02" WEST 61.03 FEET), THROUGH A CENTRAL ANGLE OF 2°31'48", FOR AN ARC LENGTH OF 61.04 FEET AND THE POINT OF BEGINNING.

LOCATED IN THE NORTHWEST QUARTER OF SAID SECTION 9

CONTAINING 90,615 S.F OR 2.0802 ACRES

EASEMENT DESCRIPTION 2:

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

BEGINNING AT A POINT WHICH IS ON THE EASTERN PARCEL LINE OF THE GRANTORS LAND, SAID POINT BEING SOUTH 89°18'47" EAST 1325.32 FEET ALONG THE CALCULATED QUARTER SECTION LINE, AND NORTH 0°41'13" EAST 1258.59 FEET, FROM THE FOUND MONUMENT AT THE WEST QUARTER CORNER OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, AND RUNNING THENCE NORTH 89°31'20" WEST 1121.63 FEET TO THE WESTERN LINE OF SAID PARCEL; THENCE ALONG SAID WESTERN LINE NORTH 1°04'08" EAST 60.00 FEET, TO THE NORTHERN LINE OF SAID PARCEL; THENCE ALONG SAID NORTHERN LINE SOUTH 89°31'20" EAST 1121.22 FEET TO THE EASTERN LINE OF SAID PARCEL; THENCE ALONG SAID EASTERN LINE SOUTH 0°40'40" WEST 60.00 FEET TO THE POINT OF BEGINNING.

LOCATED IN THE NORTHWEST QUARTER OF SAID SECTION 9

CONTAINING 67,286 S.F OR 1.5447 ACRES

EASEMENT DESCRIPTION 3

THE BASIS OF BEARING FOR THIS EASEMENT IS SOUTH 0°41'46" WEST 2627.13 FEET

MEASURED BETWEEN THE FOUND MONUMENTS AT THE EAST QUARTER CORNER AND NORTHEAST CORNER OF SECTION 8, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN. THIS BEARING WAS MEASURED IN UTM 12 NORTH, U.S. SURVEY FEET.

BEGINNING AT A FOUND REBAR AND CAP SAID POINT BEING THE SOUTHEASTERLY CORNER OF THE GRANTORS PARCEL CRKSD-1-X, WHICH IS SOUTH 0°41'46" WEST 849.50 FEET ALONG THE SECTION LINE FROM THE NORTHEAST CORNER OF SECTION 8, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, AND RUNNING THENCE NORTH 89°34'53" WEST 28.13 FEET; THENCE NORTH 0°32'00" EAST 181.24 FEET; THENCE NORTH 0°09'12" WEST 257.46 FEET; THENCE NORTH 0°08'23" EAST 324.02 FEET; THENCE NORTH 76°46'31" WEST 160.85 FEET; THENCE NORTH 10°25'07" EAST 1.67 FEET TO THE SOUTHERLY ROW LINE OF HOLIDAY RANCH LOOP RD.; THENCE ALONG SAID ROW LINE SOUTH 89°34'53" EAST 192.35 FEET, TO THE NORTHEASTERLY CORNER OF SAID PARCEL CRKSD-1-X; THENCE ALONG THE EASTERLY LINE OF SAID PARCEL SOUTH 0°41'48" WEST 800.00 FEET TO THE POINT OF BEGINNING.

LOCATED IN THE NORTHEAST QUARTER OF SAID SECTION 8, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN.

CONTAINING 28,426 SQ. FT. OR 0.653 ACRES

EASEMENT DESCRIPTION 4:

THE BASIS OF BEARING FOR THIS EASEMENT IS NORTH 0°41'46" EAST 2627.13 FEET
MEASURED BETWEEN THE FOUND MONUMENTS AT THE WEST QUARTER CORNER OF SECTION 9, AND SOUTHEAST CORNER OF SECTION 5, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN. THIS BEARING WAS MEASURED IN UTM 12 NORTH, U.S. SURVEY FEET.

AN EASEMENT 60 FEET IN WIDTH, BEING 30 FEET PARALLEL AND PERPENDICULAR TO THE FOLLOW DESCRIBED CENTERLINE:

BEGINNING AT A POINT WHICH IS ON THE SOUTHERN PARCEL LINE OF THE GRANTORS LAND, AND THE NORTHERN LINE OF HOLIDAY RANCH LOOP ROAD, SAID POINT BEING WEST 356.15 FEET AND NORTH 19.11 FEET FROM THE SOUTHEAST CORNER OF SECTION 5, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, AND RUNNING THENCE NORTH 78°21'03" WEST 236.58 FEET; THENCE NORTH 27°06'24" WEST 950.32 FEET, TO THE SOUTHERN LINE OF CREEK DRIVE AND THE POINT OF TERMINUS.

LOCATED IN THE SOUTHEAST QUARTER OF SAID SECTION 5, TOWNSHIP 2 SOUTH, RANGE 4 EAST SALT LAKE BASE AND MERIDIAN.

CONTAINING 69,474 SQ. FT. OR 1.5882 ACRES

Assessor Parcel No. PCA-110-X, SCCS-C-X, CRKSD-2-X, PCA-900-A-X,
PCA-104-1-X

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

At no time shall Grantor place, use, or permit any equipment or material of any kind that exceeds twelve (12) feet in height under the lines or place, use, or permit any equipment or material of any kind that exceeds twelve (12) feet in height to be placed or operated within fifteen (15) feet of the lines. Equipment exceeding the twelve (12) foot height restriction may pass under the lines if it can be accomplished safely. Grantor shall not light any fires nor place or store any flammable materials on or within the boundaries of the right of way. Subject to the foregoing limitations, the surface of the right of way may be used for agricultural crops and other purposes not inconsistent, as determined by Grantee, with the purposes for which this easement has been granted. The easement is granted subject to the following terms and conditions:

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

or property sustained by reason of Grantee's use of this easement nor the Grantee's liability for damage to Grantor's property, including the Easement Area.

4. Removal; Relocation. Grantor shall have the right at such times and in such a manner as it deems necessary to carry out other purposes over, across, under, and through the Easement Area and when Grantee's use interferes with any Grantor's use of Grantor's Property, upon receipt of written notice from Grantor, Grantee will, if requested, remove, relocate, or adjust Grantee's Facilities in the Easement Area within a reasonable time after such notice at Grantor's expense and provided Grantor and Grantee have agreed upon a location for Grantee's facilities that is acceptable to Grantee. Any such removal, relocation, or adjustment of the Facilities made on Grantee's own initiative and without Grantor's request, shall be done at Grantee's sole expense.

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

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

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

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

If to Grantee:	Rocky Mountain Power Right of Way Manager 1407 West North Temple, Suite 110 Salt Lake City, Utah 84116
----------------	---

If to the Grantor:	Park City Municipal Corporation 445 Marsac Avenue PO Box 1480 Park City, Utah 84060
--------------------	--

9. Severability. Any provision of this agreement determined to be in violation of any law will be void but will not affect the validity and enforceability and all other provisions hereof.

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

Dated this _____ day of _____, 20____.

Park City Municipal Corporation - GRANTOR

Park City Corporation - GRANTOR

STATE OF UTAH)
) ss.
County of Summit)

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

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

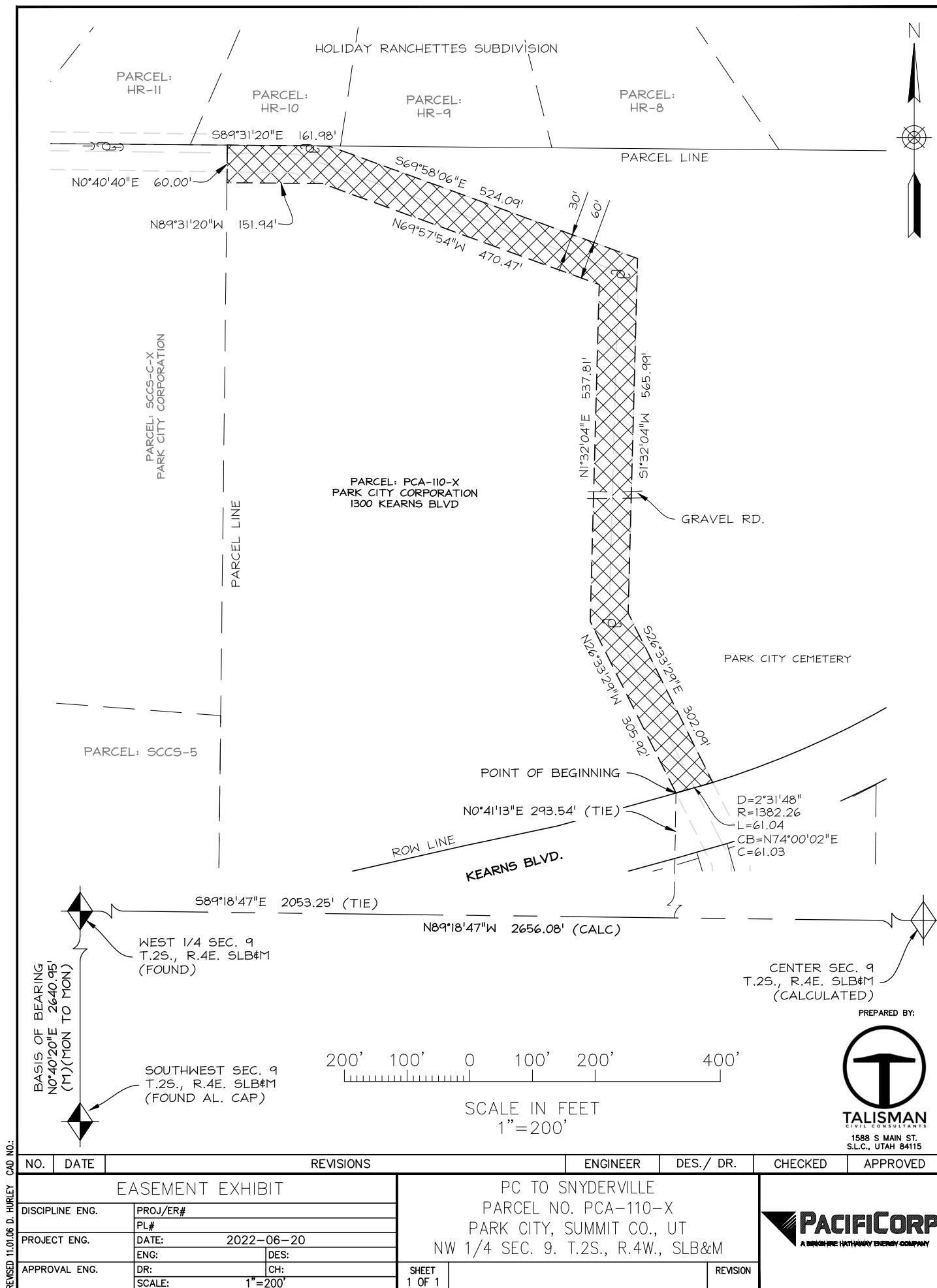
(Notary Signature)

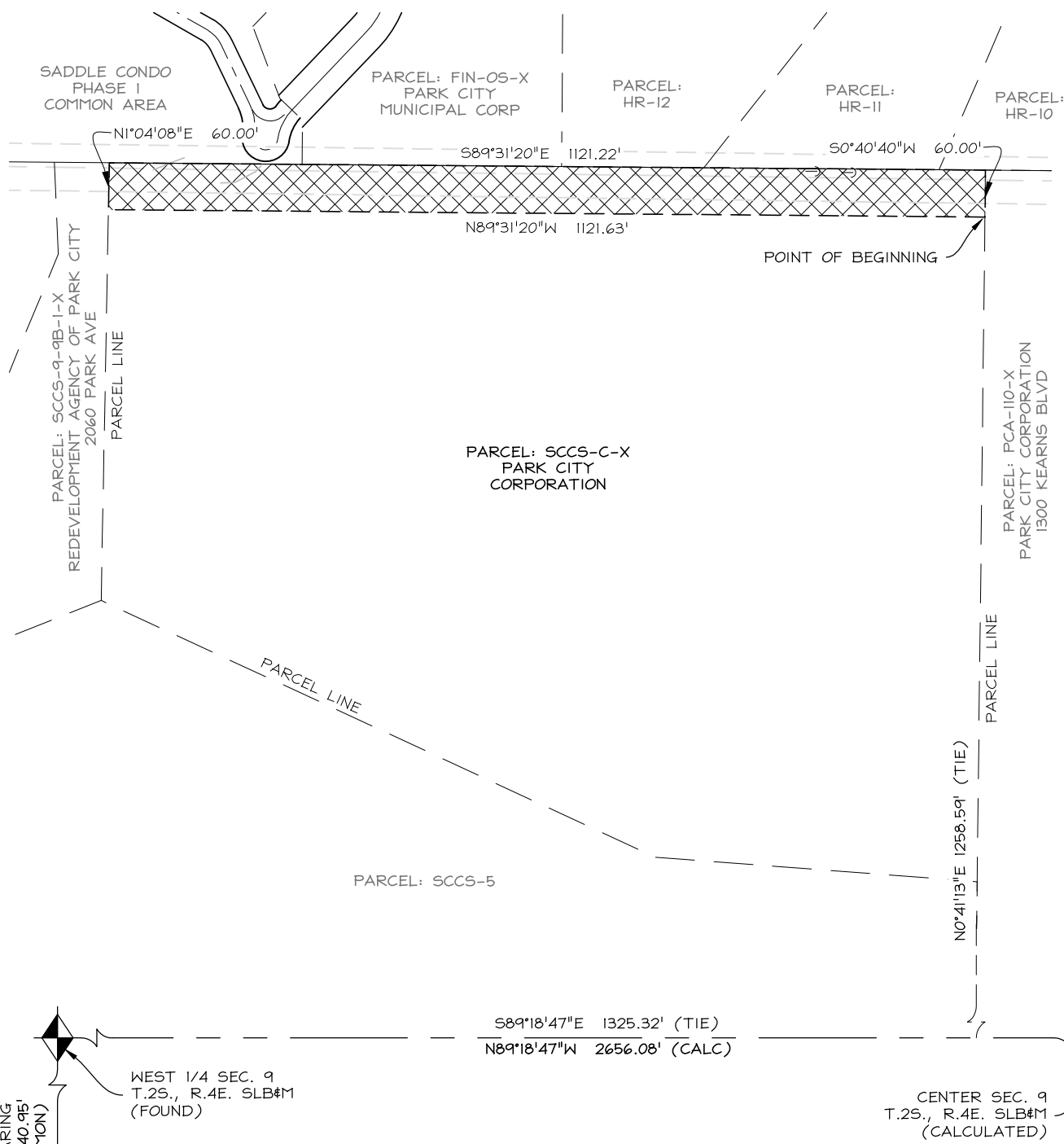
STATE OF UTAH)
) ss.
County of Summit)

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

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

(Notary Signature)





BASIS OF BEARING
N0°40'20"E 2640.95'
(M)(MON TO MON)



SCALE IN FEET
1"=200'

PREPARED BY:

TALISMAN
CIVIL CONSULTANTS
1588 S MAIN ST.
S.L.C., UTAH 84115

REVISED 11.01.06 D. HURLEY CAD NO.:

NO.

DATE

REVISIONS

ENGINEER

DES./ DR.

CHECKED

APPROVED

EASEMENT EXHIBIT

DISCIPLINE ENG.

PROJ/ER#

PL#

DATE: 2022-06-23

ENG: DES:

APPROVAL ENG.

DR: CH:

SCALE: 1"=200'

PC TO SNYDERVILLE

PARCEL NO. SCCS-C-X

PARK CITY, SUMMIT CO., UT

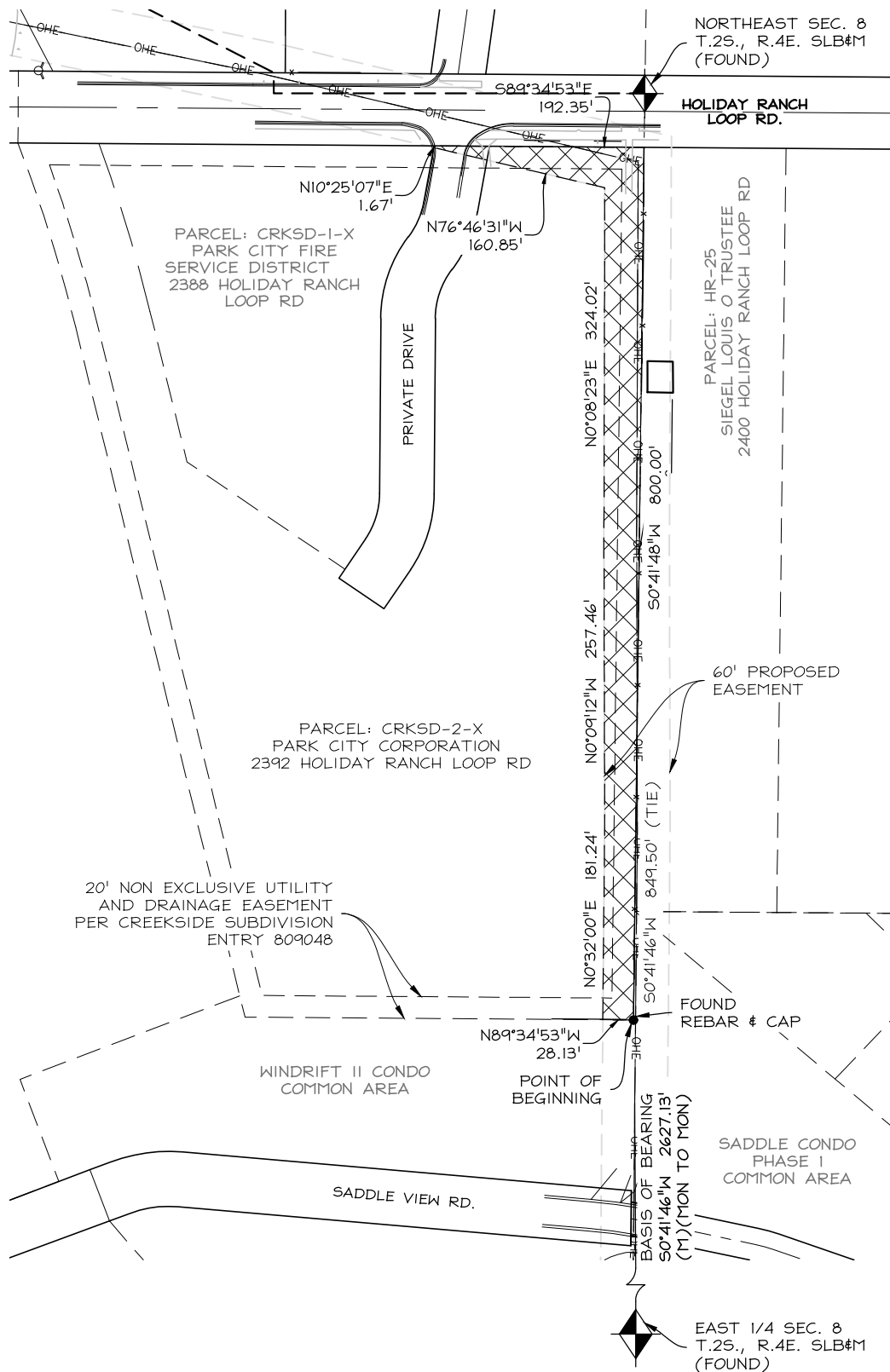
NW 1/4 SEC. 9. T.2S., R.4W., SLB&M

SHEET 1 OF 1

REVISION

PACIFICORP


A BIGHORNE HATHAWAY ENERGY COMPANY



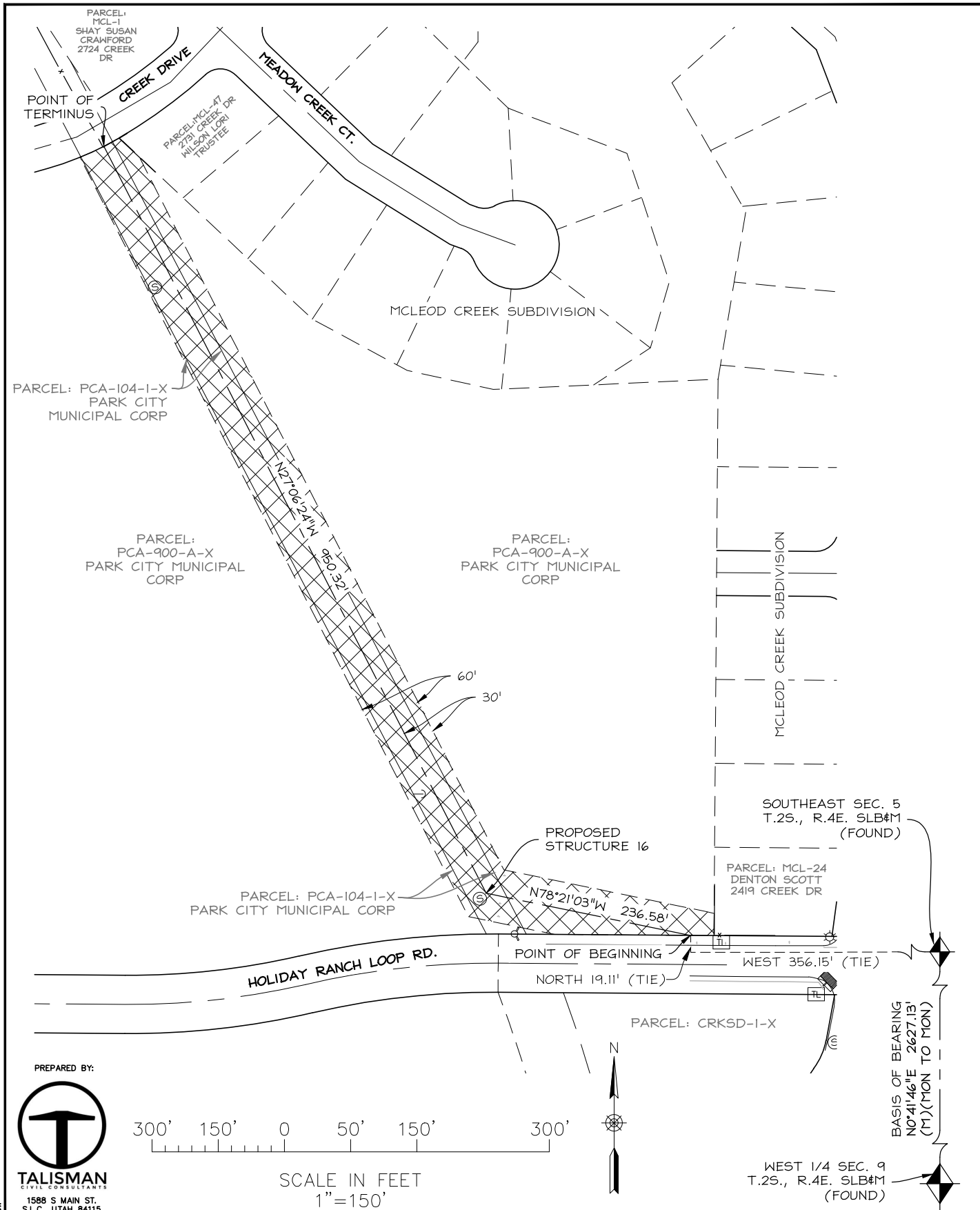
PREPARED BY:



REVISED 11.01.06 D. HURLEY CAD NO.:

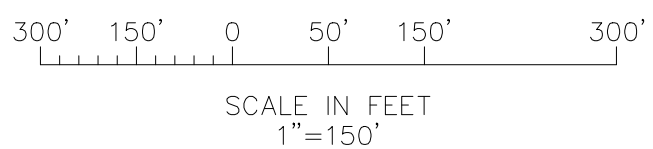
NO.	DATE	REVISIONS		ENGINEER	DES./ DR.	CHECKED	APPROVED
EASEMENT EXHIBIT				PC TO SNYDERVILLE			
DISCIPLINE ENG.	PROJ/ER#		PARCEL: CRKSD-2-X PARK CITY CORPORATION PARK CITY, SUMMIT CO., UT NE 1/4 SECTION 8, T2S R4E, SLBM				
	PL#						
PROJECT ENG.	DATE: 2022-11-22						
	ENG:	DES:					
APPROVAL ENG.	DR:	CH:	SHEET 1 OF 1	REVISION			
	SCALE: 1"=50'						





PREPARED BY:

TALISMAN
 CIVIL CONSULTANTS
 1588 S MAIN ST.
 S.L.C., UTAH 84115



SOUTHEAST SEC. 5
 T.2S., R.4E. SLB#M
 (FOUND)

PARCEL: MCL-24
 DENTON SCOTT
 2419 CREEK DR

POINT OF BEGINNING

WEST 356.15' (TIE)

NORTH 19.11' (TIE)

PARCEL: CRKSD-1-X

WEST 1/4 SEC. 9
 T.2S., R.4E. SLB#M
 (FOUND)

BASIS OF BEARING
 N0°41'46\"/>

REVISED 11.01.06 D. HURLEY CAD NO.:

NO.

DATE

REVISIONS

ENGINEER

DES./ DR.

CHECKED

APPROVED

EASEMENT EXHIBIT

DISCIPLINE ENG.

PROJ/ER#

PL#

DATE: 2022-11-22

ENG: DES:

APPROVAL ENG.

DR: CH:

SCALE: 1"=150'

PC TO SNYDERVILLE


PARCEL: PCA-900-A-X AND PCA-104-1-X

PARK CITY, SUMMIT CO., UT

SE 1/4 SECTION 5, T.2S R.4E, SLB&M

SHEET 1 OF 1

REVISION



PACIFICORP

A BRIGHTLINE HIGHWAY ENERGY COMPANY



REV05042015

Return to:

Rocky Mountain Power

Lisa Louder/Brian Bridge

1407 West North Temple Suite 110

Salt Lake City, UT 84116

Project Name: Snyderville - Park City 138kV FHCA

WO#: 10072183

RW#: 2021LBB010

UNDERGROUND RIGHT OF WAY EASEMENT

For value received, Park City Municipal Corporation (“**Grantor**”) hereby grants Rocky Mountain Power, an unincorporated division of PacifiCorp, its successors, and assigns (“**Grantee**”), a non-exclusive easement for a right of way 10 feet in width and 378 feet in length, more or less, for the construction, reconstruction, operation, maintenance, repair, replacement, and removal of underground electric power transmission, distribution, and communication lines, including wires, fibers, cables, conductors, and conduits (collectively “**Facilities**”) on, across, or under the surface of the real property of Grantor in **Summit** County, State of **Utah**, more particularly described as follows and as more particularly described and/or shown on Exhibit “**A**” attached hereto (the “**Easement Area**”) and by this reference made a part hereof:

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

BEGINNING AT A POINT WHICH IS ON THE SOUTHERLY PARCEL LINE OF THE GRANTORS LAND AND THE NORTHERLY ROW LINE OF WOODBRINE WAY., SAID POINT BEING SOUTH 89°18’47” EAST 2372.65 FEET ALONG THE CALCULATED QUARTER SECTION LINE, AND SOUTH 0°39’33” WEST 63.76 FEET, FROM THE FOUND MONUMENT AT THE WEST QUARTER CORNER OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, AND RUNNING THENCE NORTH 0°39’33” EAST 375.29 FEET TO A POINT ON THE SOUTHERLY ROW OF KEARNS BLVD.; THENCE ALONG THE SAID SOUTHERLY ROW LINE AND A 1482.26 FOOT RADIUS CURVE TO THE LEFT, (CHORD BEARS NORTH 63°04’46” EAST 11.28 FEET), THROUGH A CENTRAL ANGLE OF 0°26’10”, FOR AN ARC DISTANCE OF 11.28 FEET;

THENCE SOUTH 0°39'33" WEST 380.47 FEET TO THE NORTHERLY LINE OF SAID WOODBRINE WAY; THENCE ALONG NORTHERLY ROW LINE NORTH 89°34'07" WEST 10.00 FEET, TO THE POINT OF BEGINNING.

LOCATED IN THE SOUTHWEST QUARTER OF SAID SECTION 9 TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN

CONTAINING 3779 SQ. FT. OR 0.0868 ACRES

Assessor Parcel No.

PCA-110-G-1-X

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

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

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

4. Removal; Relocation. Grantor shall have the right at such times and in such a manner as it deems necessary to carry out other purposes over, across, under, and through the Easement Area and when Grantee's use interferes with any Grantor's use of Grantor's Property, upon receipt of written notice from Grantor, Grantee will, if requested, remove, relocate, or adjust Grantee's Facilities in the Easement Area within a reasonable time after such notice at Grantor's expense and provided Grantor and Grantee have agreed upon a location for Grantee's facilities that is acceptable to Grantee. Any such removal, relocation, or adjustment of the Facilities made on Grantee's own initiative and without Grantor's request, shall be done at Grantee's sole expense.

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

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

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

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

If to Grantee:	Rocky Mountain Power Right of Way Manager 1407 West North Temple, Suite 110 Salt Lake City, Utah 84116
----------------	---

If to the Grantor:	Park City Municipal Corporation 445 Marsac Avenue PO Box 1480 Park City, Utah 84060
--------------------	--

9. Severability. Any provision of this agreement determined to be in violation of any law will be void but will not affect the validity and enforceability and all other provisions hereof.

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

Dated this _____ day of _____, 20____.

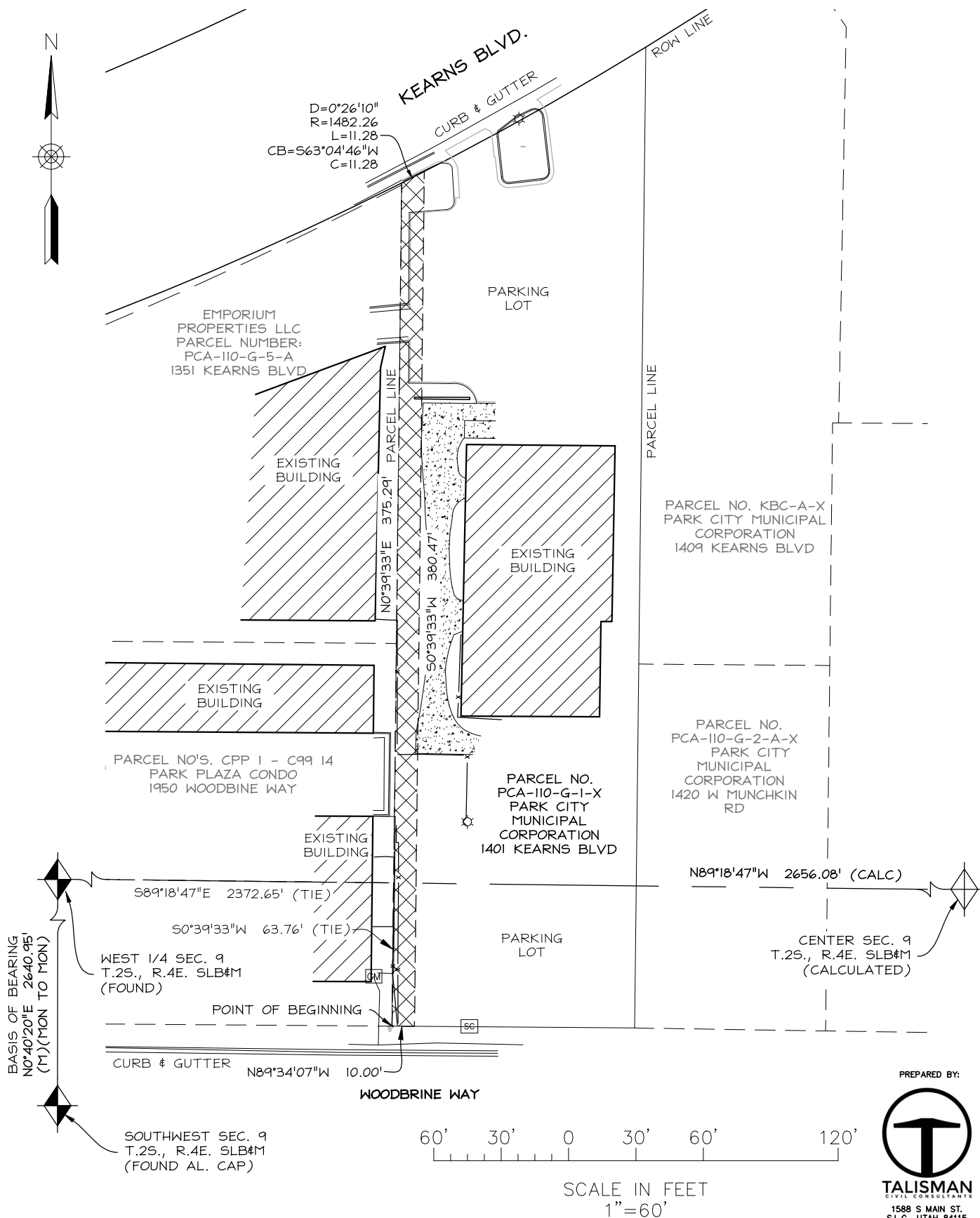
Park City Municipal Corporation - GRANTOR

STATE OF UTAH)
) ss.
County of Summit)

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

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


(Notary Signature)



PREPARED BY:



TALISMAN
CIVIL CONSULTANTS
1588 S MAIN ST.
S.L.C., UTAH 84115

NO.		DATE		REVISIONS				ENGINEER		DES./ DR.		CHECKED		APPROVED			
EASEMENT EXHIBIT				PC TO SNYDERVILLE PARCEL NO. PCA-110-G-1-X 1401 KEARNS BLVD. PARK CITY, UT NW 1/4 SEC. 9. T.2S., R.4E., SLB&M								 A BURGESS HATHAWAY ENERGY COMPANY					
DISCIPLINE ENG.		PROJ/ER#		SHEET 1 OF 1												REVISION	
		PL#															
PROJECT ENG.		DATE: 2022-11-22															
		ENG:		DES:													
APPROVAL ENG.		DR:		CH:													
		SCALE: 1"=60'															

Council Agenda Item Report

Meeting Date: February 2, 2023

Submitted by: Michelle Kellogg

Submitting Department: Executive

Item Type: Information

Agenda Section: NEW BUSINESS

Subject:

2023 Legislative Session Update

*Each week during the 2023 Legislative Session, the City Manager will provide an update and synopsis of the session to date. The Legislative Bill Tracking List will be updated 24-48 hours prior to the City Council Meeting and available [here](#).

Suggested Action:

Each week during the 2023 Legislative Session, the City Manager will provide an update and synopsis of the session to date. The Legislative Bill Tracking List will be updated 24-48 hours prior to the City Council Meeting and available [here](#).

Attachments:

Council Agenda Item Report

Meeting Date: February 2, 2023

Submitted by: Michelle Kellogg

Submitting Department: Public Utilities

Item Type: Staff Report

Agenda Section: NEW BUSINESS

Subject:

Consideration to Authorize the Mayor to Execute a Memorandum of Agreement, in a Form Approved by the City Attorney, to Continue Leasing Surplus Water to Weber Basin Concurrent with the Western Summit County Project Master Agreement
(A) Public Input (B) Action

Suggested Action:

Attachments:

[Water Lease Staff Report](#)

[Exhibit A: MOA 2023](#)

City Council Staff Report

Subject: Western Summit County Project
Author: Clint McAfee
Department: Public Utilities
Date: February 2, 2023
Type of Item: Administrative

Recommendation

Review and consider authorizing the Mayor to execute a Memorandum of Agreement (Exhibit A), in a form approved by the City Attorney, to continue leasing surplus water to Weber Basin concurrent with the Western Summit County Project Master Agreement.

This lease provides a considerable and ongoing financial benefit to Park City's water ratepayers.

Executive Summary

Park City is a party to the Master Agreement (MA), executed in 2013, to ensure a safe and reliable water supply to the residents of Snyderville Basin and Park City by regionalizing water supply and infrastructure. Links to the MA are provided below in [Exhibit B](#)

Council initially approved a Memorandum of Agreement (MOA) in 2019 to lease surplus water to Weber Basin through provisions in the MA. Each subsequent year, the MOA has been approved by Council and amended to update the price of surplus water and extend the term by one year.

Two main benefits of leasing surplus water are: 1) it delays a large regional water importation and/or storage project; and 2) it provides revenue to reduce future water rate increases for Park City Water's customers.

The price set for surplus water reflects the delivery cost and ensures the cost is similar to Park City's water consumption fees. For 2023, the surplus water charge is \$9.67 per 1,000 gallons, similar to Park City's commercial consumption rate. The surplus water charge increases 3% in 2024, 2025, and 2026. For 2027, the surplus water rate increases 12%. For comparison to Park City water rates, see Park City's current rate structure at the following link:

<https://www.parkcity.org/departments/public-utilities/customer-service/water-services/rates>

The maximum water delivery flow rates in Exhibit A exceed the capacity of the existing Highway 40 system interconnect. While Park City is not required to provide a remedy for this deficiency, a new water system interconnect along Highway 224 or an expansion of the Highway 40 interconnect will be needed to deliver the contract water flow rates. An engineering study is currently being conducted to determine the best solution for additional capacity. Park City, Summit Water Distribution Company, and Mountain Regional could each be required to pay one third of the cost for expanded capacity. Cost incurred by Park City for this additional capacity would be recovered in future water surplus sales contracts and not from Park City's water customers.

Analysis

Water Supply and Treatment

Park City has a diverse and robust water source portfolio that includes local sources and two imported sources, each from separate watersheds. The table below is a summary of Park City's dry-year water source capacity, which is the amount of water that can be expected from each source in a drought year.

Dry Year Water Supply (Gallons per Minute)

Source	Dry Year Source Capacity	Percent of total water capacity
Divide Well	950	8%
Park Meadows Well	1,000	8%
Middle School Well	1,000	8%
Ontario Drain Tunnel	1,000	8%
Judge Tunnel	662	6%
Spiro Tunnel	3,670	31%
Rockport	3,596	30%
Thiriot Spring	0	0%
Total	11,878	100%

After the completion and start-up of the new 3Kings Water Treatment Plant in 2023, the City will have enough treatment capacity to treat all the water available to Park City to drinking water standards. Additionally, 3Kings WTP significantly increases the capacity, efficiency, reliability, resiliency, and redundancy of the City's water treatment infrastructure portfolio.

Water Demand

Park City's robust water conservation program resulted in year-over-year reductions in peak day water demand for the past 5 years. Additionally, there has been a decreasing trend in peak day water demand over the past 20 years. The table below summarizes historical and projected peak day water demand and available surplus water capacity.

Park City is in a strong position to lease surplus water to Weber Basin through 2027 and likely several years beyond.

Historical & Projected Peak Day Water Demand
(Gallons per Minute)

Year	Treated Drinking Water	Untreated Water (golf course, streamflow, irrigation)	Surplus Lease Maximum Delivery Rate	Total Water Demand	Surplus Water Capacity
2018	5,734	3,100	0	8,834	3,044
2019	5,435	3,100	0	8,535	3,343
2020	5,129	3,100	62	8,291	3,587
2021	4,816	3,100	62	7,978	3,900
2022	4,780	3,100	558	8,438	3,440
2023	4,876	3,100	558	8,534	3,344
2024	4,973	3,100	682	8,755	3,123
2025	5,073	3,100	1,054	9,227	2,651
2026	5,174	3,100	1,922	10,196	1,682
2027	5,278	3,100	1,922	10,300	1,578

Western Summit County Project Master Agreement

As a party to the MA, Park City can continue leasing surplus water to Weber Basin, which Weber Basin leases to other parties to meet growing water demands. As existing platted land is developed, water demand is projected to increase beyond local and existing water source capacity. Once the existing water surplus in the Snyderville Basin is exhausted, Weber Basin is obligated to provide supplemental water up to 5,000 acre-feet.

Providing supplemental water supply will require Weber Basin to construct a large water importation and/or storage project, which in 2022 was estimated to cost about \$80M. The project would provide water capacity to continue to support growth in the Basin. If Park City stops leasing surplus water, a large regional project would likely happen sooner than if Park City continues to lease its surplus water, and Park City water rates would need to be increased more than currently planned to make up for the lost revenue from the surplus water lease.

On an annual basis, each party to the MA is required to provide its 10-year rolling water surplus or water deficiency, whichever is applicable, to Weber Basin, in the form of Exhibit D to the MA (link below). If an entity declares a water deficiency in years 1 – 5, that entity must enter into a perpetual water purchase agreement with Weber Basin. If an entity declares a water surplus in years 1 – 5, that entity must enter a 5-year water sales contract with Weber Basin. For surplus water, years 6 – 10 are non-binding and intended to indicate longer-term water supply and demand to determine when a new water source is needed. The MOA is the water sales agreement between Park City and Weber Basin.

Currently, Summit Water is the only party that is under a perpetual purchase contract with Weber Basin, which is being fulfilled by Weber Basin with surplus water purchased from Mountain Regional and Park City. Park City is projected to have adequate surplus to continue leasing water to Weber Basin to fulfill the near-term deficiency. If Park City

does not continue leasing its surplus water, Weber Basin will begin planning to construct a large water importation project to meet the water supply deficit.

Surplus Water Lease Revenue

In addition to delaying a large and expensive water project, leasing surplus water provides a significant revenue source for the City which helps fund operation, maintenance, and replacement of the City's water system. The table below provides a summary of Park City's water enterprise fund revenue including water service fees, water impact fees, and surplus water lease fees.

Water Enterprise Fund Revenue Summary

Year	Water Fees	Surplus Water Fees	Total Revenue
2019	\$21,063,331	\$0	\$21,063,331
2020	\$20,758,914	\$1,215,142	\$21,974,056
2021	\$22,954,906	\$348,466	\$23,303,372
2022	\$21,589,649	\$1,576,280	\$23,165,929
2023	\$22,379,910	\$1,417,568	\$23,797,479
2024	\$23,099,048	\$1,784,561	\$24,883,610
2025	\$23,843,356	\$2,840,697	\$26,684,053
2026	\$24,613,715	\$5,335,497	\$29,949,212
2027	\$25,411,036	\$5,975,756	\$31,386,792

Funding

Revenue generated by the sale of surplus water will be used to fund water system improvements and offset future water rate increases.

Exhibits

- A 2023 Memorandum of Agreement
- B Links to Western Summit County Project Master Agreement
 - [1 master agreement executed](#)
 - [2 master agreement exhibits a-d](#)
 - [3 master agreement exhibits e-j & exhibits \(3\) exhibit list](#)

2023 MEMORANDUM OF AGREEMENT

This Memorandum of Agreement (“**MOA**”) is made and entered into this _____ day of _____, 2023, by and between Park City Water Service District, a special service district organized and existing pursuant to the provisions of Utah Code Annotated §17A-2-1301 *et seq.*, 1953, as amended, (the “**District**”), and Weber Basin Water Conservancy District, a water conservancy district organized and existing pursuant to the provisions of §17B-2a-1001 *et seq.*, Utah Code Annotated, 1953, as amended (“**Weber Basin**”). The District and Weber Basin each is a “**Party**” and collectively they are referred to as the “**Parties**.”

RECITALS

WHEREAS, The District and Weber Basin, along with other parties, entered into the Western Summit County Project Master Agreement dated June 26, 2013 (“**Master Agreement**”). This Master Agreement provides Weber Basin with the right to use, wheel and comeingle all Surplus Water of the District, Mountain Regional, and Summit Water. [See Master Agreement ¶2.4].

WHEREAS, The Master Agreement provides Weber Basin with the right to determine, in its sole discretion, which Parties to which it will deliver and sell that Surplus Water. The Master Agreement allows each entity, at its sole discretion, to set the price per acre-foot for which its Surplus Water may be sold. Weber Basin then is authorized to sell that Surplus Water to any Party of the Master Agreement, as determined by Weber Basin in its discretion, for the price established by the Party supplying the Surplus Water. [See Master Agreement ¶2.4].

WHEREAS, Weber Basin is then directed to credit the Party whose Surplus Water is delivered at the rate applicable to that water so delivered.

WHEREAS, As outlined in Paragraph 2.4 of the Master Agreement, this process was established in order to allow Weber Basin “to operate the Western Summit County Project in such manner as Weber Basin deems necessary and proper.” [See Master Agreement ¶2.4].

WHEREAS, under the Master Agreement, Weber Basin is required to construct an interconnect vault and associated facilities in the Quinns Junction area, which will be funded one-third each by Mountain Regional, Summit Water Distribution Company, and the District (“**Interconnect Facilities**”); and,

WHEREAS, pursuant to the Master Agreement, the District agrees to provide surplus water to Weber Basin through the Interconnect Facilities (“**Surplus Water**”).

WHEREAS, on or about March, 2022, the Parties entered into a Memorandum of Agreement pertaining to the Surplus Water (the “**2022 Agreement**”).

WHEREAS, by executing this 2023 Agreement, the Parties desire to amend and restate the terms of their agreement relating to the Surplus Water, and to supersede the 2022 Agreement, and to replace that 2022 Agreement with this 2023 Agreement.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual covenants and conditions set forth herein, and other good and valuable consideration the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. Water Lease.

- A. **Surplus Water.** The District agrees to deliver to Weber Basin the Surplus Water identified in Figure 1. through the Interconnect Facilities in accordance with the Master Agreement. Pursuant to the terms of the Master Agreement, Weber Basin agrees to make the Surplus Water available for sale and delivery to another party to the Master Agreement (either Mountain Regional or Summit Water) (a “Purchasing Party”), as selected in Weber Basin’s sole discretion; such water to be marketed and sold at a price equal to the total annual take or pay amount in Figure 1 below. The cost per acre foot shall be adjusted annually based, in part, upon Operation and Maintenance costs, per the Master Agreement [See Master Agreement ¶2.4].

	Figure 1 Annual Surplus Water Take or Pay Volumes and Pricing Schedule				
	2023	2024	2025	2026	2027
Annual Volume (acre feet)	450	550	850	1550	1550
Peaking Factor (see note below)	2	2	2	2	2
Max Flow Rate (gallons/minute) (see note below)	558	682	1054	1922	1922
Delivery Location	Quinns Interconnect				
Surplus Water Cost per Acre Foot	\$3,150.15	\$3,244.66	\$3,342.00	\$3,442.26	\$3,855.33
Total Annual Take or Pay Amount	\$1,417,568.47	\$1,784,561.20	\$2,840,696.96	\$5,335,497.29	\$5,975,756.97
Note: Peaking Factor and Maximum Flow Rate are subject to, and limited by, the capacity of existing and/or future interconnects and/or the capacity of the Purchasing Party's water system. Park City is not required to increase capacity of the existing or future interconnections or the Purchasing Party's water system to achieve the Peaking Factor or Maximum Flow Rate shown above. As a result, the actual Peaking Factor and Maximum Flow Rate of water delivered by Park City may be less than shown above.					

- B. **Terms of Delivery.** The total annualized cost for which the Surplus water shall be marketed, sold, and delivered, by Weber Basin to a Purchasing Party, and the total annualized cost to be paid by the Purchasing Party (and credited by Weber Basin to the District) shall be take-or-pay for the full annual water volume in Figure 1.

- C. **District Water Supply Shortage.** In the event of shortage of water supply, of either short or long term duration, caused by problems such as drought or other natural or man-caused disasters, including unplanned failure of physical infrastructure, Surplus Water deliveries may be temporarily reduced by the District in proportion to reductions in overall District water demands anticipated from either a declared Water Emergency under Park City Municipal Code 13-1-22 or implementation of Drought Restrictions under Park City Municipal Code 13-1-26.
2. Term. The term of this MOA shall commence on January 1, 2023 and continue for a term of five (5) years, ending December 31, 2027 (“**Term**”). This MOA supersedes the previously signed MOA that was dated March, 2022.
3. Binding Effect. The provisions of this MOA shall be binding upon and inure to the benefit of the Parties hereto and their respective successors and assigns.

Assignment Limited. No assignment or other transfer of this MOA or any part thereof or interest therein shall be valid unless and until approved by all Parties hereto.

4. Attorney’s Fees. In the event that this MOA or any provision hereof shall be enforced by an attorney retained by a Party hereto, whether by suit or otherwise, the fees and costs of such attorney shall be paid by the Party who breaches or defaults hereunder, including fees and costs incurred upon appeal or in bankruptcy court.
5. Severability. If any term or provision of this MOA shall, to any extent, be determined by a court of competent jurisdiction to be void, voidable, or unenforceable, such void, voidable or unenforceable term or provision shall not affect the enforceability of any other term or provision of this MOA.
6. Captions. The section and paragraph headings contained in this MOA are for the purposes of reference only and shall not limit, expand or otherwise affect the construction of any provisions hereof.
7. Construction. As used herein, all words in any gender shall be deemed to include the masculine, feminine, or neuter gender, all singular words shall include the plural, and all plural words shall include the singular, as the context may require.
8. Further Action. The Parties hereby agree to execute and deliver such additional documents and to take further action as may become necessary or desirable to fully carry out the provisions and intent of this MOA.
9. Inducement. The making and execution of this MOA has not been induced by any representation, statement, warranty or agreement other than those herein expressed.
10. Force Majeure. Performance by any Party hereunder shall not be deemed to be in

default where delays or defaults are due to war, insurrections, strikes, lock-outs, floods, earthquakes, fires, casualties, acts of God, epidemics, quarantine, restrictions, inability (when the responsible Party is faultless) to secure necessary labor, materials, tools, acts or failure to act of any public or governmental agency or entity, or by any other reason not the fault of the Party delayed in performing work or doing acts required under the terms of this MOA, and in such event, the performance of such work or the doing of such act shall be excused for the period of the delay and the period of performance for any such work or the doing of any such act shall be extended for a period equivalent to the period of such delay.

11. No Third Party Beneficiaries. This MOA shall not be deemed to create any right in any person who is not a Party (other than the permitted successors and assigns of a Party) and shall not be construed in any respect to be a contract, in whole or in part, for the benefit of any third party (other than permitted successors and assigns of a Party hereto).

12. Warranty of Authority. The individuals executing this MOA on behalf of the Parties hereby warrant that they have the requisite authority to execute this MOA on behalf of the respective Parties and that the respective Parties have agreed to be and are bound hereby.

IN WITNESS WHEREOF, the Parties have executed this MOA as of the day and year first above written.

PARK CITY WATER SERVICE DISTRICT

By: _____

Its: President

APPROVED AS TO FORM:

The District Water Attorney

WEBER BASIN WATER CONSERVANCY DISTRICT

By: _____
Dee Alan Waldron, Chairman, Board of Trustees

ATTEST:

Scott Paxman, General Manager

APPROVED AS TO FORM:

Weber Basin Attorney