



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

December 5, 2023

The Council of Park City, Summit County, Utah, met in open meeting on December 5, 2023, at 2:30 p.m. in the City Council Chambers.

Council Member Gerber moved to close the meeting to discuss property at 2:30 p.m. Council Member Toly seconded the motion.

RESULT: APPROVED

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

CLOSED SESSION

Council Member Dickey moved to adjourn from Closed Meeting at 3:30 p.m. Council Member Gerber seconded the motion.

RESULT: APPROVED

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

WORK SESSION

Discuss 2024 Insurance Premiums:

Gary Ogden, Moreton Insurance Company, indicated insurance rates were increasing. Some concerns associated with the rate increase included police liability, property coverage, cyber liability, and auto liability. He stated 30% of Park City was located in a wildfire area and the rates increased significantly last year. The insurance committee discussed solutions to the rising rates. One option was Utah Risk Management Agency (URMA). This organization was a group of 15 municipalities who joined together to get lower insurance rates. They bought property insurance as one entity. Ogden reviewed the current year's insurance premium and the increase under the same insurance companies. He indicated URMA had a lower premium, but the payout was limited to \$6 million instead of \$10 million like the other companies.

Council Member Toly asked if cyber, drone, equipment, and off-duty auto insurance would stay with the other providers if the City went with URMA. Ogden stated those companies would be paid under the URMA umbrella.

Erik Daenitz reviewed sample scenarios to show the City's out-of-pocket expenses for a \$2 million claim. Margaret Plane, City Attorney, stated URMA was not an insurance company, but a risk management entity. Ogden recommended the City join URMA for risk management.

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Council Member Doilney summarized the downside was a \$6 million payout max versus a \$10 million payout max. He knew the City never had a history of that size of claim. Odgen noted URMA hired an actuary annually to assess a confidence level. They currently had a 99% confidence level, but there was still risk in joining URMA. If the City joined URMA, they would renew once every seven years. Council Member Doilney thought this was a good recommendation for the long-term.

Council Member Rubell asked if URMA could terminate a relationship, to which Ogden affirmed. Plane stated they couldn't terminate a City for a high claim, but for not following the risk management protocols. Ogden noted there was a one-year notice requirement if URMA asked a city to leave or if a city desired to leave. Council Member Rubell asked for clarity on the auto premium at the next meeting. He asked what the City's shared loss portion would be. Ogden stated shared loss with URMA was a way to help the members with the single largest loss payment each year. URMA would share in the City's loss. Council Member Rubell asked to understand the claims historically. Ogden indicated he would provide a summary of claims for the last five years with each provider to see the cost difference.

Council Member Doilney asked if the risk management portfolio would be impacted since the City had more events than other cities, to which Ogden stated that would not affect the City's terms with URMA. Council Member Toly asked if URMA was growing. Plane stated URMA did not solicit members, but they did meet with the City at the City's request. The Council members agreed to seek membership with URMA. Plane noted if the URMA Board offered the City membership, the Council could then decide to accept or reject the membership.

Ogden stated a problem for insurance carriers was bus charging facilities, and he stated he would update Council on actual insurance numbers at the next meeting.

Discuss Clark Ranch Feasibility Study Results:

Browne Sebright, Affordable Housing Project Manager, and Jarrett Moe, Stereotomic, were present for this item. Sebright reviewed questions asked by the Council the last time this item was discussed and responded to those questions. He didn't want to add an additional road because it drove up the cost, so he did not recommend a second phase. He asked for feedback on what should be included in the RFP.

Council Member Rubell asked about the visualizations in the staff report, to which Sebright stated those were all part of Phase One. Council Member Rubell asked if infrastructure costs would be part of the RFP, to which Sebright affirmed. Council Member Rubell stated he wasn't concerned about density but supported being heavy on townhomes or other non-multi-family units. Council Member Doilney stated the City was growing fast and he favored heavy density options. Council Member Toly favored Density Option Two with some for-sale and some rentals. She hoped to see some townhomes. Council Member Dickey liked a mix of townhomes and stacked units as rentals, but he could consider a mix of rentals and owned units. Council Member Gerber favored heavy density with many stacked flats and some townhomes. She suggested bigger units for extended families. She wanted to prioritize people who worked in Park City or the school district boundaries.

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Council Members Dickey, Doilney, and Toly liked the recommendations listed in the presentation slide. Council Member Rubell asked for more townhomes and favored rentals. He supported 60% to 100% AMI and wanted to prioritize frontline workers. Sebright stated rentals were easier to finance. The townhomes could be in the attainable range. He indicated the property would need to be rezoned from Recreation to a zone that allowed residential. All the Council agreed to the Phase One layout and proactively submitting a land use application for a rezone.

Microtransit Pilot Analysis:

Joe Martin, Via, and Carolyn Rodriguez, High Valley Transit (HVT), presented this item. Martin reviewed microtransit was launched a year ago. There was low ridership so the zone was expanded and ridership increased. He compared the cost per ride to other cities in Utah and Park City had one of the lowest costs per ride. Council Member Rubell asked if HVT was included in the chart, to which Rodriguez stated Park City was \$24.60 per ride and would be lower this winter when more people were riding. HVT was about \$23 per ride. Council Member Dickey asked if this statistic would help with federal funding grants. Rodriguez stated it depended on the grant being applied for. Council Member Rubell asked for the average ride distances. Martin stated the average ride was three to four miles. Mayor Worel asked what would trigger adding more vehicles. Martin indicated more vehicles were used in the winter to meet the increased demand. Rodriguez indicated HVT monitored wait times and wanted to stay under 15 minutes. More vehicles were added when wait times increased over 15 minutes.

Martin discussed having an intermodal app to route riders to fixed route when able. They also rerouted riders going to Montage to fixed routes. Council Member Gerber asked if the Purple route had an increased frequency, to which Scott Burningham stated no. Sarah Pearce noted other routes had increased frequency that connected to the Purple route.

Council Member Toly asked for a scenario for a ride from Park Meadows to the ski resort, since that area did not have access to fixed route service. Rodriguez stated most people who said they couldn't get a ride meant that they couldn't get a direct route ride to the ski resort. Council Member Rubell asked if the network was being optimized, and noted he wanted more shorter trips. He asked if there was an agreement on the type of vehicle used. Rodriguez stated there was no agreement but there was only one SUV and the rest of the fleet was vans. Council Member Rubell supported not using the SUV in City limits. The Council stated they would discuss it further. Martin indicated they would continue to adjust the service as needs changed. Pearce recommended continuing with the current service.

Council Member Rubell didn't think they were learning enough to understand the ridership and using that information to serve the largest portion of the community. He hoped to improve on what was being delivered and what problem was trying to be solved by using microtransit. He asked for information from the data so they could make decisions on what Council wanted to accomplish. Council Member Doilney stated microtransit was for those who couldn't access fixed route service. He thought more money would need to be spent to get Park Meadows residents to change their behavior. He didn't think it could be put on microtransit alone.

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Mayor Worel asked if driver hours were added in blocks. Rodriguez stated they were added based on demand in any amount of time. Mayor Worel asked if driver hours could be added to get seniors to Kimball Junction. Council Member Rubell stated there was a senior shuttle. It was indicated the shuttle did not go to many areas where seniors lived. Council member Rubell asked to look into expanding the senior service separately from microtransit.

REGULAR MEETING

I. ROLL CALL

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

II. PRESENTATIONS

1. Consideration to Adopt Resolution 22-2023, a Resolution Welcoming the Return of Winter in Park City:

Girl Scout Troop 872 presented this resolution. Each Girl Scout gave a reason why they liked winter. The Council read the resolution aloud.

Council Member Gerber moved to adopt Resolution 22-2023, a resolution welcoming the return of winter in Park City. Council Member Doilney seconded the motion.

RESULT: APPROVED

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

III. PARK CITY GENERAL MUNICIPAL ELECTION CANVASS

1. Consideration to Approve Resolution 23-2023, a Resolution of the Board of Canvassers Certifying the Official Canvassers' Report from the November 21, 2023, Municipal General Election for Park City, Utah:

Michelle Kellogg, City Recorder and Election Official, presented this item and indicated this was a unique election cycle due to the resignation of Representative Chris Stewart. The General Municipal Election was held the week of Thanksgiving, but the 50% turnout was good.

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The final election tally was reported this morning from the County Clerk's Office and the results remained unchanged. The winners of the City Council election were Ryan Dickey, Ed Parigian, and Bill Ciraco. The recreation bond failed.

Mayor Worel opened the public input.

Bill Ciraco expressed gratitude for those who helped him with the election, those who supported him, and for the kindness given him. He stated he offered honesty, transparency, and prioritizing residents' concerns.

Ed Parigian thanked the Council for being supportive of the candidates throughout the election cycle. He thanked those who voted for him. He looked forward to four years of hard work in representing the locals.

Mayor Worel closed public input.

Council Member Gerber moved to approve Resolution 23-2023, a resolution of the Board of Canvassers certifying the Official Canvassers' Report from the November 21, 2023, Municipal General Election for Park City, Utah. Council Member Doilney seconded the motion.

RESULT: APPROVED

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

IV. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments:

Council Member Toly made several announcements. Council Member Doilney congratulated Bill Ciraco and Ed Parigian on being elected to the City Council. Council Member Rubell wished everyone happy holidays.

Staff Communications Reports:

1. Bus Stop Improvements Public Outreach Update:

2. Treasure Hill Conservation Easement Update:

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

Mayor Worel wanted public input to be a safe place for all sides to express their thoughts. She indicated slanderous and profane comments would be removed. Mayor Worel opened the meeting for any who wished to speak or submit comments on items not on the agenda.

Mona 84098 stated her daughter went to daycare in Kamas and she wanted to transfer her to Park City but there were no options. They didn't have a car, so it was hard to get to Kamas. She was looking for help. Mayor Worel advised her to speak with the school district.

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Megan McKenna stated more of Park City's workforce lived in Silver Summit and she advocated for affordable housing. She also asked that the City and Summit County work with the school district.

Ed Parigian thanked Council Members Gerber and Doilney for all their work on the Council.

Mayor Worel closed the public input portion of the meeting.

VI. CONSIDERATION OF MINUTES

1. Consideration to Approve the City Council Meeting Minutes from November 16, 2023:

Council Member Doilney moved to approve the City Council meeting minutes from November 16, 2023. Council Member Gerber seconded the motion.

RESULT: APPROVED

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

VII. OLD BUSINESS

1. Deer Valley (DV) Development Company, Inc. Petition to Vacate Public Right-Of-Way – Deer Valley Drive West and South Sections – The City Council Will Conduct a Public Hearing on the Vacation of City Right-of-Way (ROW) as it Pertains to Deer Valley's Snow Park Base Redevelopment (2250 Deer Valley Drive South). This Meeting is a Continuation of the City Council's Public Hearing on March 16, 2023, Work Session on June 1, 2023, Public Input on June 15, 2023, and Public Hearings on July 6, 2023, August 29, 2023, September 28, 2023, November 2, 2023, November 16, 2023, and November 30, 2023. The Proposed Vacation is Approximately 114,337 Square Feet or 2.62 Acres of City ROW:

Mayor Worel reviewed the public process for the proposed development. She indicated the Planning Commission reviewed the application over several meetings. Because of the request to vacate a ROW, the Planning Commission and the Council agreed that the Council needed to review the vacation before the application continued with the Planning Commission. The only thing the Council would consider was the ROW vacation and if there was good cause and no material harm. If approved, the master planned development (MPD) would go back to the Planning Commission for further discussion and review.

Sarah Hall, Planning Commission Chair, indicated there were many things the Planning Commission would consider, including trails, traffic circulation, and the possibility of a roundabout, and they would consider those aspects of the MPD. Mayor Worel stated after all the project was considered, the Planning Commission would recommend approval or denial.

Mayor Worel noted she announced a partnership with DV last week. Council Member Dickey stated DV would give the City \$15 million and the City would match it with \$15 million to build a

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regionally significant transportation and parking facility. The City would look for additional partners on this project to maximize the level of investment and scale of benefit. The funds could also be used for affordable housing onsite with the parking.

Council Member Dickey stated the partnership would also include transportation and parking mitigation with the integration of the DV gondola infrastructure at Highway 40 and would connect Mayflower to Snow Park Village. DV would expand maintenance facilities and expand restaurants. DV would reduce peak day skier parking by 20%. They would implement a paid parking plan to distribute arrivals and departures more efficiently. There would be a new public transit center at DV, and it would be reviewed by the Planning Commission with the MPD application.

Council Member Dickey indicated there would be access to Doe Pass Road for emergency vehicles and it would be maintained by DV. Construction mitigation plans would ensure public access. DV would build a required 67 affordable unit equivalents within Park City. He also spoke about a public investment district (PID) to enable DV to invest in public infrastructure at the project site, based on MPD approval.

Matt Dias, City Manager, indicated he received many questions regarding the ROW vacation. He defined the vacation as a legal process where a jurisdiction releases a public ROW. The process was usually initiated by a property owner or entity. Public hearings and other procedures were required. ROWs could not be sold. Council Member Doilney stated at Park City Mountain Resort (PCMR), he had an easement on the patio for as long as it was used the right way. He couldn't sell it. It was the same with the ROW; we could use it but it could not be sold. Dias stated the land deeded to the City 30 years ago was for development purposes. If the City wanted to do something else, the ROW would revert to DV.

Margaret Plane, City Attorney, defined good cause and material harm. These terms were in the ROW statute. Good cause gives the Council broad discretion in determining good cause. Material injury gives Council narrow legal discretion. The land management code (LMC) dictates that good cause must be determined on a case-by-case basis. She noted the resolution referred to in many of the DV public hearings was from 1998 and it was helpful, but it was not legally binding. The material injury definition was that it had to be shown that an owner was denied reasonable access to their property. She noted the lack of the most direct route to a property was not material injury. Property value degradation was also not considered material injury. The current application retained public and private access and all utility easements for the adjacent property owners.

Dias stated part of the ROW would be vacated, but another part would be given public access. He stated there was a question about the application still being active, and he affirmed it was active. Much of the justification was because City staff was actively engaged with this application. He noted DV did not ask for land from the adjacent HOAs, but the City had asked for that to improve pathways. The land was not required. Another citizen expressed concern that the ROW vacation would impede emergency access, to which Dias indicated he spoke

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with the City's emergency manager and other first responders, and they said it would not impede emergency access.

Dias noted there was concern over the installation of traffic signals and he stated those would be installed whether or not the ROW was vacated. There were traffic standards that professionals used to determine the usage of traffic signals. He stated some commenters requested a new traffic study before the Council voted on the vacation petition, and he asserted the previous traffic study projected future traffic patterns. As the study was reviewed, it was determined the data was still relevant. Many residents were concerned with the downstream traffic impacts, but that was not the responsibility of the developer. The City was diligently addressing those impacts by working with different HOAs and areas in the community. They would continue working with the Planning Commission as this application went through the process.

Todd Bennett thanked the Mayor and Council for all the work done over the last few months. He knew Park City was a special place and he was proud to work here. He stated DV committed \$15 million to help alleviate traffic congestion in the City by building a parking facility outside of town. He was building an après ski area to help skiers linger longer. He committed to reducing day skier parking and would also build a modern transit center. He would also open a new portal at Highway 40 to reduce traffic. He wanted to ensure Park City remained the best ski town.

Mayor Worel opened the public hearing.

Winnie Winn worked in 84060 and lived in 84036. He reviewed his years living in the area and the development of DV. He was named medical director of DV and stated it prioritized the health of the guests and residents. He favored the new development and stated it would enhance the guest experience and would contribute positively to the community.

John Greenfield 84060 relisted to last week's meeting and indicated people thought the City owned the ROW, and in reality the City only had an easement. He refuted the concerns given at last week's meeting. He noted there wasn't an alternate plan, and people should start looking at the proposed plan.

Nathan Rafferty, Ski Utah President, thanked Council for the dedication to this ROW vacation issue. He reviewed 60 years ago, there was a public/private partnership to start a ski resort on Treasure Mountain. It was critical for the ski industry to be creative and innovative. He wanted to prioritize less vehicles and he was glad to see proactive planning. He supported this plan.

Sam Brothwell, Nordic Village HOA, stated he loved skiing. He supported Alterra's plan to enhance the resort, but it was conditioned on transparency, listening to the community and mitigating impacts. He urged DV to listen to the community.

Jay Shepherd 84060 via Zoom supported improvements to DV but opposed the plan that included the ROW vacation. He felt the community had reasonable requests. PTL offered support for the development and it offered an alternate plan to address the community

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concerns. DV response to the feedback was disappointing and he thought their lack of looking at alternatives was like issuing an ultimatum. He stated the residents of Deer Valley should not bear the burden of the overreaching plan. He thought the rejection of the ROW vacation would prompt DV to offer an alternate plan.

Megan McKenna 84060, Housing Advocate of Mountainlands, supported the partnership with DV and the City, and she thought it would help with the City's housing problem.

Christina Schiebler stated Council Member Dickey had said the agreement was worked on for over a year. She reviewed the timeline for the project and stated the partnership began before the application went to Council. She asked for clarity.

John Stafsholt 84060 indicated he went to the DV visioning meetings and indicated the main thing discussed was how to maintain the ski experience. He wondered why the Council was giving a development presentation and thought that was the developer's responsibility. He noted the presentation tonight discussed a PID and stated some of the area residents would be paying more taxes. He indicated the DV experience was the loop and that's why he liked going to DV. Vacating the ROW was a hardship for the community.

Hans Fuegi 84060 lived in lower DV and he appreciated the efforts of the PTL group and of DV negotiating with the City. He followed the proposed development and the PTL concerns. He stated DV was tired, and it needed to be redone. The DV plans were exciting. Gondolas, reduced parking, and \$15 million were tangible benefits that justified the ROW vacation. He supported the vacation.

Robert Boone, American Flag HOA President, stated he felt railroaded with the development plan. He asserted the City should postpone voting on the vacation until the partnership agreement was fully disclosed. He asked that his GRAMA request be part of the public record (see attached). He stated the partnership terms were contingent on the Planning Commission's approval of the MPD. There was no analysis of traffic and parking issues spelled out in the partnership summary. The assumption skiers would divert to Mayflower and there would be decreased congestion in Park City was not a known fact. There was no support that the gondola did not show it would not do harm. He stated the City should not grant the ROW petition.

Carey Cusimano, National Ability Center (NAC), stated DV was a great supporter of the NAC. She thought there was a lot of effort that went into the new project and she encouraged Council to support it.

Meredith Burkowitz 84060 In the Trees HOA, thanked Council and PTL for work done on this. She appreciated answers to the questions presented earlier tonight. Her HOA supported the plan, but noted there could be many impacts to the Deer Valley area. She reviewed the benefits of the ROW and stated just because the ROW was not owned by the City, it did not mean it did not have value. There was emphasis on the new transit facility. She wanted to

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know what the full cost would be if it was built in the future. She asked how the 20% parking reduction would be enforced.

Andy Barros lived in DV and she thought it would be difficult going from Royal Street to DV Drive. The traffic study was done during Covid and was not reflective of today's traffic. PTL asked for an alternate plan and none were submitted. She didn't think a coffee shop and a bus stop was worth vacating the ROW.

Brad Baldridge 84060 stated he was against the ROW vacation and agreed with Shepherd's comments. The City Attorney explained what material harm was not and he wanted to know what material harm was.

Kim Tessiator Powder Run HOA, stated they were most impacted and they supported the vacation because of the safety aspects. Traffic would come with or without the expansion. This plan would address the increased traffic. DV would also reduce traffic by 20%. There would be sidewalks and pathways, drop offs, and other features that would benefit the community.

Tanner Blackburn, Deer Crest General Manager, discussed the need for changes to improve the quality of life in the future. DV was trying to help the community as it developed its property.

Charlotte O'Connell was opposed to the ROW vacation and stated the alternate route was underground. She thought the resort was closed off so only the wealthy could access it. She stated \$15 million did not buy much of a transit center and housing. She asked Council to give the issue more time and not vote on it now.

Pete Feldman 84060 stated traffic on the loop increased substantially over the years. He supported DV developing but he thought the ROW vacation had great impacts to the neighbors and emergency access. The proposed partnership felt like it needed to be transparent. He urged a no vote for vacation.

Allison Kitching 84060 reviewed the good cause section and stated this was not compatible with the neighborhood. There was financial consideration too. She supported improving the resort. She was surprised to hear about the partnership. She hoped the decision had not yet been made.

Steve Issowits, former DV vice president of real estate, stated he spent years working with the City to make sure the City was well connected. He was on several committees that were focused on making this a great place. He explained the process for planning an improved area. There were challenges, including grading. He asked Council to continue to be forward thinking.

Angela Moschetta, 84060, stated the burden was on the applicant to bring an acceptable application to the City. She reviewed the Planning Commission decided to put the DV MPD on hold and have the Council weigh in on the ROW vacation. After listening to DV and saying good cause had not been met, Council members met with DV behind closed doors and came

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out with a proposed partnership, where the terms would not be clear until the MPD was approved. Council stated the Planning Commission would still be looking at circulation and could require revisions. (The complete comment is included in the Dec. 14, 2023, Council Packet).

Allison Keenan 84060 stated after PTL presented an alternative to the DV plan, the City Manager invited PTL to a meeting with other key staff. She indicated questions from PTL were not answered until tonight. These answers should have been on the website long before tonight. Residents felt they had not been heard. She requested that a clear proposal be presented before a vote.

Bob Wheaton thanked Council for the time they put into the entire town. He thought Mayor Worel's letter to the editor this week was right on point. He was hired in 1981 to open DV. He was part of the team to maintain the water, sewer, and road system. DV built and paid for the road and dedicated it to the City. DV presented a plan to develop Snow Park in 2006, but they didn't proceed due to economic conditions. He was glad that development didn't take place because the current plan was far superior to that plan. He praised the amenities.

Jennifer Wesselhoff, 84060, supported the proposed partnership to support DV development. She felt \$15 million for parking and affordable housing was a big win for the community. A parking reduction was a great thing. To remain a first-choice destination, we needed to be competitive and we needed this plan. This would make DV a world-class experience.

Council Member Dickey stated Schiebler asked about the date the Council talked about the ROW. He was referring to the date where the Planning Commission stated the Council should address the ROW question. Referring to the PID, that was a tax for the landowner and that was only DV. He stated they negotiated with DV about commercial parking and day skier parking was not allowed in commercial parking. He noted the public needed to see the partnership details. The agreement would take time, but it would be formed by a letter of intent, which should be in the next Council packet. It would be the guardrails to the partnership agreement. He noted Stafsholt and Kitching stated the developer should have made the presentation. Council Member Dickey stated this was not a development application, it was a ROW and it made sense for the City to state what it felt was good cause. He felt it was a great deal for the community and he would stand behind it. He thought there was good cause, including money, the transit center, and walkability. This was the right agreement for the City. It was an exciting partnership to start at \$30 million and turn it into \$80 million. He knew there wasn't a lot of information, but they came to a deal and they didn't want to wait until it was fully fleshed out before presenting it to the community.

Council Member Gerber heard from the community and there was fear of no access to homes, fear of traffic, and fear of their neighborhoods changing. This would bring change to the neighborhoods, but change would come to the neighborhoods whether this plan was approved or not. This plan would bring tax dollars to the community that would help the City improve transit, housing, and infrastructure. The parking reduction was huge, and in combination with reserved parking would be very impactful. People were attached to the loop and thought it

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made the experience. She skied there and her memories were about the people and not the road. She was excited to see the improvements coming. She felt Council got a lot for giving up the ROW. The community had changed and evolved over the years, and she was proud of what the City was now. This plan would also be a good change.

Council Member Toly talked to people on both sides of the issue. Change was hard. The transportation proposal was a major change. The gondola to Highway 40 could take that traffic out of Park City and people had been asking for that. She noted the other traffic mitigations and she felt combined, they would really help the traffic problem. She thought the community as a whole was better off with the partnership.

Council Member Doilney took a lot of input from the leaders of the past. He learned tonight that University of Utah students presented many concepts for the resort at one time. He noted previous City and community leaders who spoke on this item had a part in shaping the community. He indicated the City needed to keep moving forward. He was surprised the public input wanted to be informed, and when the City presented the partnership, some commenters didn't like it. He admitted this proposal wasn't fully written out, but it was progressing.

Council Member Rubell stated the ROW vacation did not have an impact on the density of the Snow Park development. Without the vacation, it would compact the buildings and it would impact the pedestrian experience and plaza. The ROW closest to the resort would only be used by buses, so there was no obligation by DV to allow drop-offs for public vehicles. He also explained how the Council liaison roles worked and noted the Council members who weren't liaisons were learning the details of the plan as well. The Council wanted to see the detailed terms and stated important items to him included how the City would get the money from DV, any caps on the PID, any pieces of the parcel that would be contingent on future legislative actions from the Council, what the affordable housing component would be (separate from the money), \$15 million match component, gondola network details and how that would affect peak ski days and traffic, consideration to other activities like concerts, the impact of the 20% parking for day skiers, and the intent of Doe Pass Road use – would it be open to two-way traffic.

Mayor Worel asked if the Council supported directing staff, in addition to creating a Letter of Intent (LOI) with DV, to prepare a draft ordinance for vacating the ROW, to which the Council agreed. Dias stated there would be details of the agreement and it would be published in tomorrow's packet. He wanted the determination of good cause to be reflected in the ordinance. The ordinance would be in the packet by the end of the week. Council Member Doilney asked that answers to the questions asked tonight be part of the packet as well.

Council Member Gerber moved to continue the Deer Valley Development Company, Inc. petition to vacate public right-of-way – Deer Valley Drive West and South Sections – the City Council will conduct a public hearing on the vacation of city right-of-way (row) as it pertains to Deer Valley's Snow Park Base redevelopment (2250 Deer Valley Drive South) to December 14, 2023. Council Member Dickey seconded the motion.

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RESULT: CONTINUED TO DECEMBER 14, 2023

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

VIII. ADJOURNMENT

With no further business, the meeting was adjourned.

Michelle Kellogg, City Recorder

APPROVED 01-04-2024

GRAMA Request Form

Note: Utah Code § [63G-2-204](#) (GRAMA) requires a person making a records request furnish the governmental entity with a written request containing the requester's name, mailing address, daytime telephone number (if available); and a description of the record requested that identifies the record with reasonable specificity.

Requester's information

Name: Robert E. Boone III Date: December 1, 2023
 Address: 1 Stanford Court
 City/State/zip: Park City, UT 84060
 Daytime telephone number: 310-487-6556

Request made to

Government agency or office: Park City (including Office of the Mayor, City Council, Planning, Planning Commission and City Attor
 Address: 445 Marsac Avenue
 City/State/zip: Park City, UT 84060

Records requested

Note: The more specific and narrow the request, the easier it will be for an agency or office to respond to the request. If you are unsure about the records' description, contact the agency or office records officer.

Note: Government keeps records in "series" or groups of records. To find out what series an agency or office maintains, visit the Archives' website, <http://archives.utah.gov>. The record series retention schedules on the Archives' website include relevant descriptions.

Title or series number of records (if known): _____

Description of records including all relevant information—location of event(s) described in records, city, county, address; date range of the records; names of the person(s); and subject of the request.

- 1. All communications with Alterra Mountain Company Real Estate Development Inc. ("Alterra") and/or Deer Valley Resort Company, LLC ("DVR") (collectively "Alterra/DVR"), not already entered in the record, regarding Alterra/DVR's January 31, 2022 Right of Way Vacation Petition (the "ROW Petition"), including but not limited to: (a) the "partnership" between Alterra/DVR and Park City announced at the November 30, 2023 City Council meeting, including any terms or possible terms thereof; (b) whether there is good cause for vacating the subject ROW ("the ROW"); (c) whether or not vacating the ROW satisfies any of the criteria for good cause as set forth in Park City Resolution 8-98 ("Res. 8-98"); (d) whether or not there is a "net tangible benefit" from vacating the ROW; (e) any potential harm to the public or any person as a result of vacating the ROW, including any alleged harm raised by any member of the public or anyone from Park City government; and/or (f) mitigation of any potential harm to the public or any person resulting from vacating the ROW.
- 2. All internal communications and between Park City personnel or internal documents regarding the ROW Petition, not already in the record, including but not limited to any of the topics set forth in 1(a)-(f) above.
- 3. All documents referencing or describing any monetary or non-monetary valuation or utility of the ROW.
- 4. All communications with Alterra/DVR regarding Protect the Loop ("PTL"), including PTL's proposed alternative plan to build a tunnel where the ROW is located, as presented to the City Council.
- 5. All documents containing any analysis of PTL's proposed alternative plan to build a tunnel where the ROW is located.
- 6. All petitions or applications to the City Council or Planning Commission regarding which the City Council or Planning Commission determined the requested relief would result in material harm to the public or any person, and any documents related to such petitions or applications identifying or describing such material harm.

Note: If the record has a restricted access, GRAMA provides that certain individuals may still receive access.

I am the subject of the record

I am the authorized representative of the subject of the record

I provided the information in the record

Considerations about the desired response

I would like to:

View or inspect the records only

Receive a copy of the records and pay associated fees. Please notify me if the amount will exceed
\$ _____

Receive a copy of the records and request a fee waiver, according to Utah Code § [63G-2-203](#), because:

Releasing the record primarily benefits the public

I am the subject, or authorized representative, of the record

My legal rights are directly implicated by the information of the record because
_____, and I am impecunious

Receive an expedited response (5 days) because releasing the record benefits the public; I request the information for a story or report for publication or broadcast to the general public

Agency use only

Date request received: December 1, 2023 Time limit for response: _____

Classification of records (check all that apply):

Public, records provided (date) December 1, 2023

Private, legal citation § 63G-2-302 or 303 _____

Controlled, legal citation § 63G-2-304 _____

Protected, legal citation § 63G-2-305 _____

Governed by court rule, another state statute, federal statute, or federal regulation _____

Not a record _____

Disclosure of restricted records:

Is access authorized?

Private: Requester is the subject of the record
 Requester is authorized pursuant to Utah Code § 63G-2-202(1) and has supplied required documentation
 Requester is not authorized to have access

Controlled: Requester is authorized pursuant to Utah Code § 63G-2-202(2) and has supplied required documentation
 Requester is not authorized to have access

Protected: Requester submitted the record
 Requester is authorized pursuant Utah Code § 63G-2-202(4) and has supplied required documentation
 Requester is not authorized to have access

Identification provided: _____

Response:

Approved, requester notified on _____

Denied, written denial sent on _____

Requester notified agency does not maintain record on _____

Extraordinary circumstances invoked, legal citation _____

Consequent arrangements and time limits _____

Fee: _____

If waived, fee waiver approved by: _____

Note: Please refer to GRAMA Classification form and GRAMA Fee form for assistance. If access to records is denied in part or in whole, please use the GRAMA Notice of Denial form.

Insurance Placements and Alternative



Key Considerations

Key Considerations

Market Changes

- Risk concentration among remaining providers is causing significant premium increases among for-profit providers.
- For example, in 2019 there were 40 carriers offering law enforcement liability coverage. Today there are 10.

Price

- The process has taken much longer and been far more extensive in recent years—numbers are still being finalized.

Coverage

- In 2023, the City purchased coverage for:
 - Property Insurance
 - Public Entity Liability Insurance
 - Workers' Compensation
 - Crime Insurance
 - Drone Insurance
 - Cyber Liability Insurance

Coverages		Expiring Premium 2023-2024	Liberty / States Renewal Quotes 2024-2025	Liberty / Travelers Renewal Option 1	URMA 2024-2025
		Liberty Mutual	Liberty Mutual	Liberty Mutual	AFM
Property	Limit	\$ 227,137,029	\$ 225,827,000	\$ 253,667,327	\$ 214,325,866
	Deductible	\$ 10,000	\$ 25,000	\$ 25,000	\$ 25,000.00
	Premium	\$ 316,267.00	\$ 362,625.00	\$ 362,625.00	\$ 310,892.74
(Excluding Terrorism)					
		States	States	Travelers	URMA
Public Entity Liability	Limit	\$ 10,000,000	\$ 10,000,000	\$ 6,000,000	\$ 6,000,000
	Retention	\$ 250,000	\$ 1,000,000	\$ 250,000	\$ 275,000
	Expenditures	\$ 265,668,766	\$ 293,531,532	\$ 293,531,532	
	Premium	\$ 264,233.00	\$ 305,425.00	\$ 380,320.00	\$ 141,658.49
					*includes Reinsurance
Auto Physical Damage		Liberty Mutual	Liberty Mutual	Liberty Mutual	*WCF
*High Valued Vehicles	# of Vehicles	216	216	216	71
Over \$50,000	Deductible	\$ 25,000	\$ 25,000	\$ 25,000	
	Deductible - E-Bus	\$ 25,000	\$ 100,000	\$ 100,000	
	Premium	\$ 98,568.00	\$ 147,764.00	\$ 147,764.00	\$ 125,000.00
Low Valued Vehicles					URMA
Under \$50,000	# of Vehicles	N/A	N/A	N/A	145
	Deductible	N/A	N/A	N/A	\$5,000
	Premium	N/A	N/A	N/A	\$ 39,150.00
	Flat Rate Per Veh.				\$ 270.00
Off Duty Auto Liability			WCF	WCF	WCF
Flat Charge	# of Positions	N/A	56	56	56
	Premium	N/A	\$ 44,031.00	\$ 44,031.00	\$ 44,031.00
Equipment Floater					WCF
Eq. in or on Vehicle	Limit	N/A	N/A	N/A	\$ 2,700,000
Not permanently attached	Premium	N/A	N/A	N/A	\$ 1,855.94
\$50,000 max limit per item	Flat Rate Per Veh.				\$ 26.14
Cyber		Beazley	Beazley	Beazley	Beazley/ Indian Harbor
	Limit	\$			
	Retention	\$			
	Premium	\$			
		Global Aerospace	Global Aerospace	Global Aerospace	URMA
Drone Coverage	Limit	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	Included
	Premium	\$ 1,688.00	\$ 1,688.00	\$ 1,688.00	Included
	Grand Total	\$ 815,209.63	\$ 970,335.31	\$ 1,045,230.31	\$ 662,588.17

Why Consider URMA?

Key Considerations

Cost

- Costs associated with PCMC's traditional and current providers are escalating as key insurers withdraw from specific markets.
- Risk concentration among remaining providers is causing significant premium increases among for-profit providers.
- URMA pools for auto/property/cyber offer similar coverage at reduced cost.

Culture

- URMA reinforces a risk-management and monitoring culture already aligned with PCMC's best practice recommendations.

Cooperation

- The URMA reserve pool operates as a cooperative collective with 15 member Utah cities and towns, controlled by its members.

Communication

- PCMC would have a direct representative on the URMA board, providing a venue for communication in the decision-making process.

URMA Members

Population Based Classes

Class III

- City of Layton
- City or Orem
- City of Ogden
- City of West Valley

Class II

- Brigham City
- Cedar City
- South Jordan

Farmington City
Spanish Fork City

Centerville City
Draper City

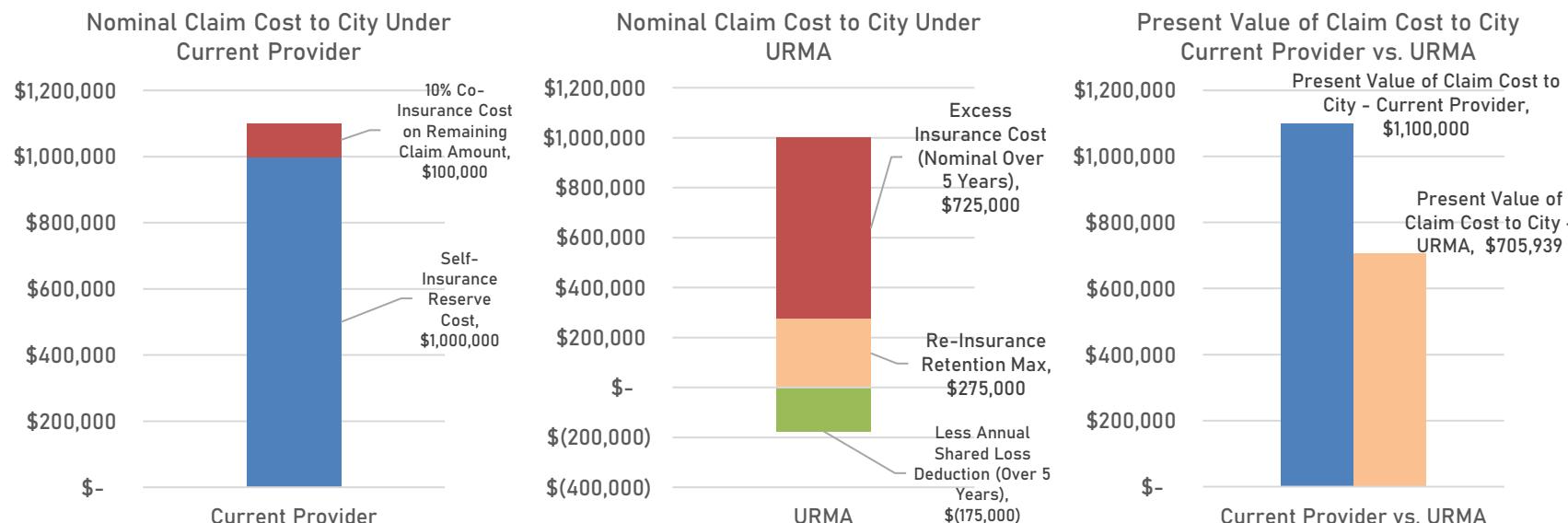
Class I

- Enterprise City
- City of Kanab
- Mapleton City
- West Bountiful City

Insurance – Liability Case Study – \$2M

Assuming a \$2M liability claim, URMA provides significant savings in both nominal and present value.

Provider Scenario Analysis Under Assumed \$2M Liability Claim		URMA	
Current Provider		URMA	
Self-Insurance Reserve Cost \$	1,000,000	Re-Insurance Retention Max \$	275,000
10% Co-Insurance Cost on Remaining Claim Amount \$	100,000	Excess Insurance Cost (Nominal Over 5 Years) \$	725,000
		Less Annual Shared Loss Deduction (Over 5 Years) \$	(175,000)
Nominal Total Cost of Claim to City \$	1,100,000	Nominal Total Cost of Claim to City \$	825,000
Present Value of Claim Cost to City \$	1,100,000	Present Value of Claim Cost to City \$	705,939



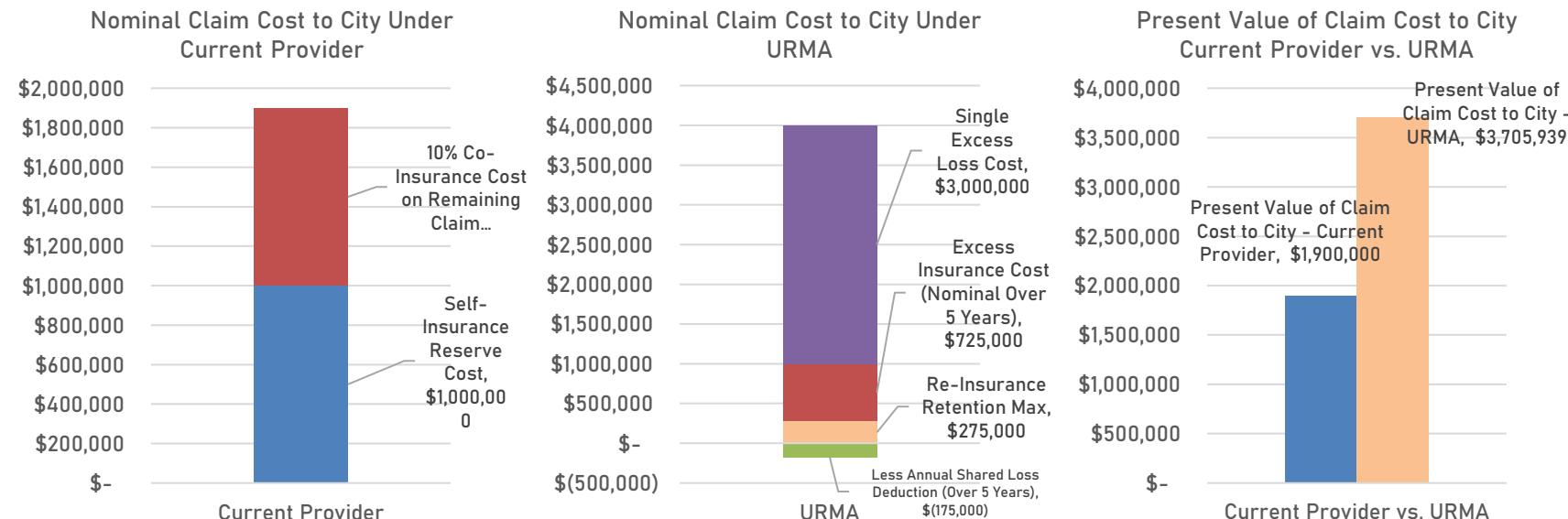
Source: Park City Municipal Corporation. As of November 2023. Note: present value discounting calculations assume a 5% interest rate for a 5-year term.

Insurance – Liability Case Study – \$10M

Assuming a \$10M liability claim, URMA's coverage hits a limit at \$7M. PCMC may acquire additional tools.

Provider Scenario Analysis Under Assumed \$10M Liability Claim

Current Provider		URMA	
Self-Insurance Reserve Cost \$	1,000,000	Re-Insurance Retention Max \$	275,000
10% Co-Insurance Cost on Remaining Claim Amount \$	900,000	Excess Insurance Cost (Nominal Over 5 Years) \$	725,000
		Less Annual Shared Loss Deduction (Over 5 Years) \$	(175,000)
		Single Excess Loss Cost \$	3,000,000
Nominal Total Cost of Claim to City \$	1,900,000	Nominal Total Cost of Claim to City \$	3,825,000
Present Value of Claim Cost to City \$	1,900,000	Present Value of Claim Cost to City \$	3,705,939

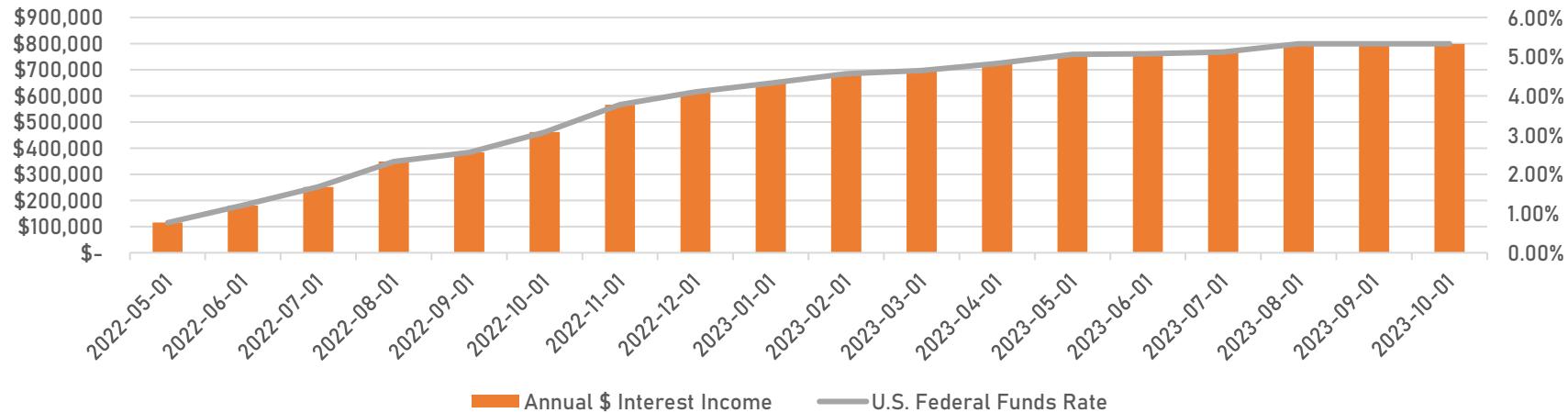


Source: Park City Municipal Corporation. As of November 2023. Note: present value discounting calculations assume a 5% interest rate for a 5-year term.

Market Environment & Practices

Increases in interest rates provide a supportive investment environment for the URMA pool.

Annualized Federal Funds Rate vs. Annual \$ Interest Income Generated from a Hypothetical \$15M Investment



- URMA follows the Utah Money Management Act (UMMA), which also governs PCMC and the management of its overnight liquidity.
- Different from for-profit insurance companies, interest income is retained in the pool and not distributed to executives and shareholders.
- URMA is not leveraged, in contrast to other insurance companies.

URMA Summary

Rights and Obligations

Key Rights

- Unspent reinsurance reserve carries forward to the next year – i.e. no annual loss of premium
- Interest income earned by the pool is retained within URMA as opposed to being distributed to executives and investors via bonuses or dividend distributions
- No marketing or solicitation overhead provides strong cost control practices for members

Key Obligations

- Members must conform and operate within URMA's risk management best practices
- Members must participate in the URMA pool via their reinsurance reserve
- Members must participate in URMA board meetings and decisions

CLARK RANCH

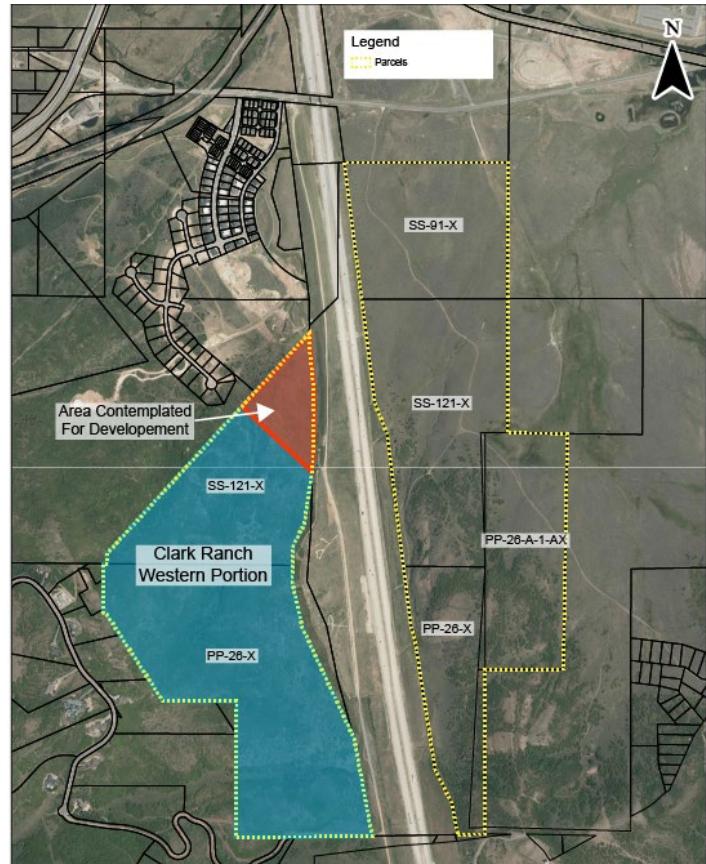
FEASIBILITY STUDY RESULTS

December 5, 2023



PROPERTY

- Total Property Size: 344 Acres
- Western Portion: 153 Acres
- Focus Area of Feasibility Study: 10-15 Acres
- Current Zoning: Recreation Open Space and Sensitive Lands Overlay



—WORK SESSION QUESTIONS—

- What is the estimated **length** of the **Frontage Road** that would need to be **improved** to facilitate a community housing development?
- Do the estimated **development cost calculations** include the **land acquisition**?
- Would the estimated housing **subsidy ranges** shown in the previous report change if the project was envisioned as a **rental project** rather than a **for-sale project**?
- How would the Study be used to **prepare an RFP** for a potential public-private development?
- How **close** would the Clark Ranch development be to **Park City Heights**?



What is the estimated length of the Frontage Road that would need to be improved to facilitate a community housing development?

- Approximately 3,549 linear feet (0.67 miles) of Frontage Road would need to be improved for Phase 1.

Would the estimated housing subsidy ranges change if the project was envisioned as a rental project rather than a for-sale project?

- Rental projects typically require less public subsidy to make the units affordable than for-sale projects.
- A for-sale project was used in the estimated calculations to more easily demonstrate potential public or private subsidies.



Do the estimated development cost calculations include the land acquisition?

- The cost calculations have been adjusted to include original land acquisition costs. See the table below.
 - The City paid \$18,000 per acre for Clark Ranch in 2014. Thus, the City paid approximately \$216,000 for the +/-12 acres identified in the Study, if you value every acre of land equally.

Infrastructure Costs						
	Initial Land Cost*	Frontage road	Roads	Utilities	Misc	Total
Phase 1	\$216,000	\$1,239,648	\$1,865,764	\$1,344,965	\$642,146	\$5,308,523
Phase 1+2	\$216,000	\$1,329,648	\$4,882,551	\$2,294,610	\$1,435,432	\$10,158,241



Could the City recommend a project with a mix of rental and ownership units?

- Yes, the City can identify its preference for unit type in an RFP.
- Given Park City's prevailing workforce wage, the demand for units will be primarily for affordable rental housing.

How close would the Clark Ranch development be to Park City Heights?

- The Study depicts a development that is setback 25' from the exterior boundary, as required by the AMPD .
 - The closest development in Park City Heights to Clark Ranch (Phase 5) is anticipated to be setback approximately 40' from the exterior boundary.

How would the Study be used to prepare an RFP for a potential public-private development?

- The Study will help potential bidders prepare a **realistic scenario**, garner more proposals overall, and help create **better accuracy** with estimated development costs.
- We recommend the Study be included in its entirety in any RFP for development.
- If the **Council prefers** to limit proposals to **specific parameters** identified in the Study, we can list those as preferences or requirements. This could include:
 - Criteria for proposals that utilize a specific **road layout**;
 - Criteria for specific **unit types** (townhomes, multi-family, etc.);
 - Criteria for a specific **rental/ownership mix**;
 - Criteria for a specific **target income level or range**;
 - Criteria for specific **community amenities**; and
 - Criteria for a specific **density range**.

RECOMMENDATION

We recommend the following parameters:

- Criteria for proposals that utilize a specific **road layout**;
- Criteria for specific **unit types**;
- Criteria for a specific **rental/ownership mix**;
- Criteria for a specific **target income level or range**;
- Criteria for specific **community amenities**; and
- Criteria for a specific **density range**

Phase 1 Layout
Townhomes & Multi-family
Primarily Rental
Avg. at or below 60% of AMI
Trail Connections
150 – 230 units

Cost Per Unit:

	Density Option 1	Density Option 2	Density Option 3
Phase 1	\$56,601	\$33,961	\$22,148
Phase 1 + Phase 2	\$70,384	\$49,269	\$35,832



RECOMMENDATION

We recommend Council consider prioritizing the following parameters:

- **Entitlement Needs** - consider proactively submitting land use applications so that RFP respondents are not required to take on additional risk.
- **Engagement** - provide ample and meaningful engagement opportunities
- **Open Space Easement** - should be simultaneous to the subdivision or development agreement.
- **Financial Viability** - deeper affordability levels require fewer subsidies in the densest scenarios.
- **Transportation & Access** - seek responses that align the project with City transportation goals.
- **Targeted Occupancy** - address specific housing needs, such as workforce, seniors, essential/frontline workers, municipal employees, or families.



RECOMMENDATION

- Consider the density scenarios outlined in the Study and assess how to prioritize Clark Ranch for future affordable housing development opportunities.
- Consider Clark Ranch as an opportunity for a public-private partnership to develop affordable housing.
- Direct staff to prepare a draft Request for Proposals (RFP).

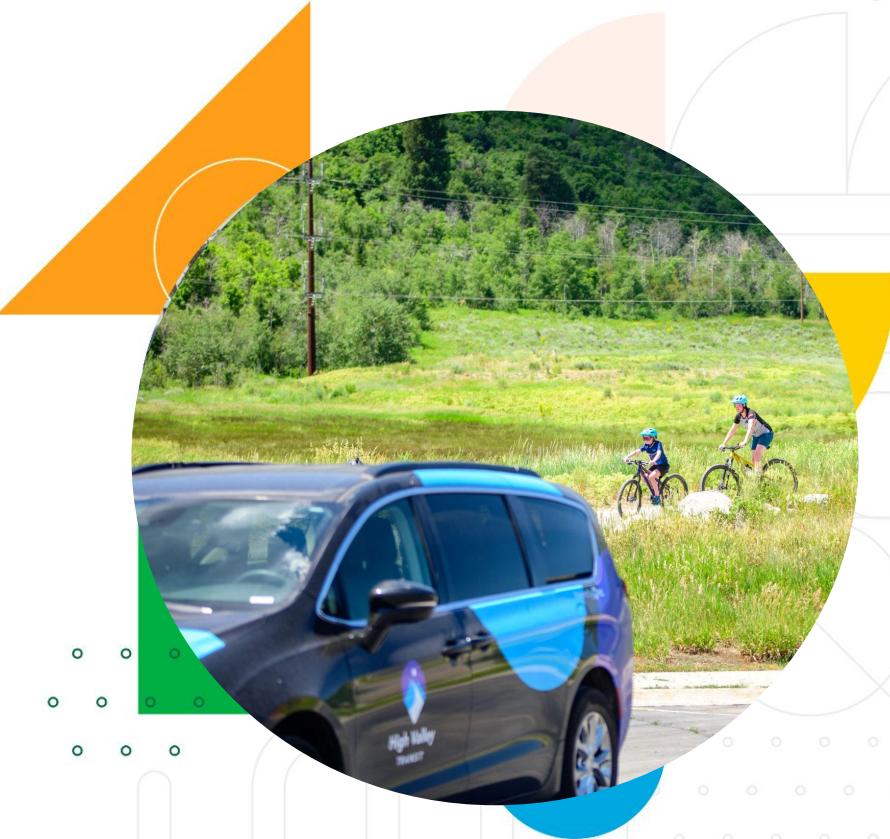




Park City Microtransit

1-Year Service Review

December 2023



Park City is one of the most desirable places in the US; microtransit delivers on the vision to help people move easily and comfortably around it.

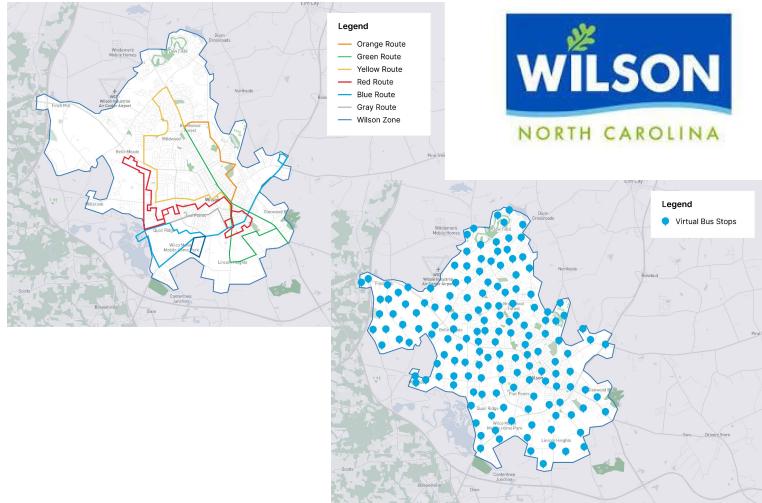
Goals of the service include:

- **Expanding transit coverage** so that residents and visitors can easily get around
- **Excellent ridership experience**
- **Low cost / ride**, which delivers high value for Park City's investment
- **Complementing** Park City's robust fixed route network



Microtransit Background

Microtransit utilizes a dense network of virtual bus stops to complement or replace traditional bus systems



↑
**60%
Transit coverage**

↑
**2x
Ridership**

Replacing inefficient fixed-route bus service with microtransit unlocks enormous benefits for Via's partners



Replacing low-ridership routes
with on-demand service

↑ 4x
Increase in
ridership



Replacing low-ridership routes
with on-demand service

↑ 13x
Increase in
service coverage



Replaced low-ridership routes
with on-demand service

↓ 50%
Reduction in cost
per-passenger

Together, HVT, Via, & Park City have efficiently scaled microtransit from a pilot into a city-wide service with no increase in budget

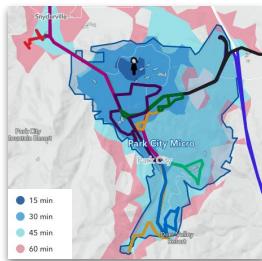
Launch



November 2022

Microtransit service launches in 2 zones:
Park Meadows &
Deer Valley

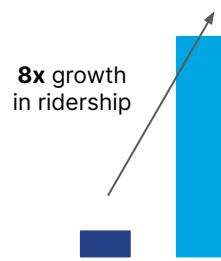
Redesign & Expansion



March 2023

After identifying unmet demand across the city Via recommends a network redesign to **increase coverage by 184% for the same budget**

Growth



Feb-23 Mar-23

Ridership grows by 8x immediately following the expansion of the service zone, which **Via executed with <2 week's notice**

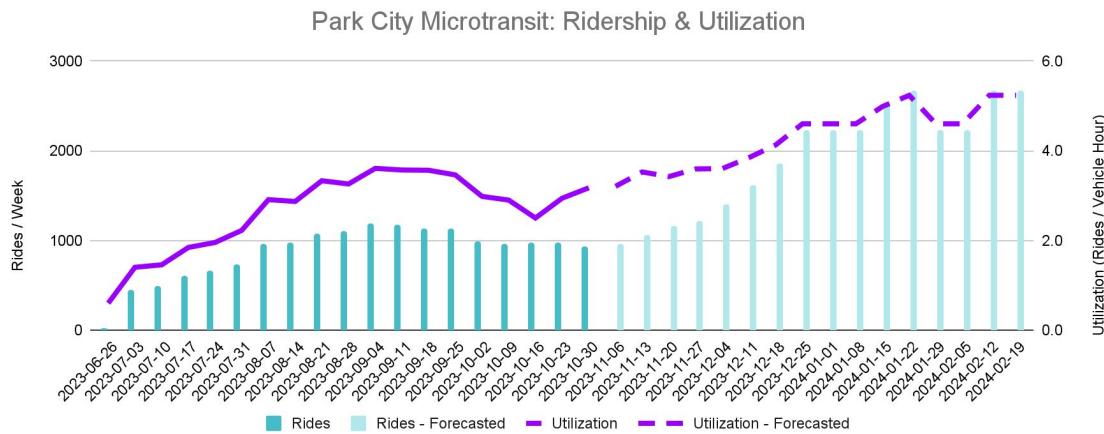
Rapid Relaunch



Jul 2023

Leveraging HVT's existing network we are able to relaunch and scale service after a summer pause on a **< 1-month timeline**

Today, Park City's microtransit service is continuing to grow in ridership while achieving highly efficient cost/ride and short passenger headways



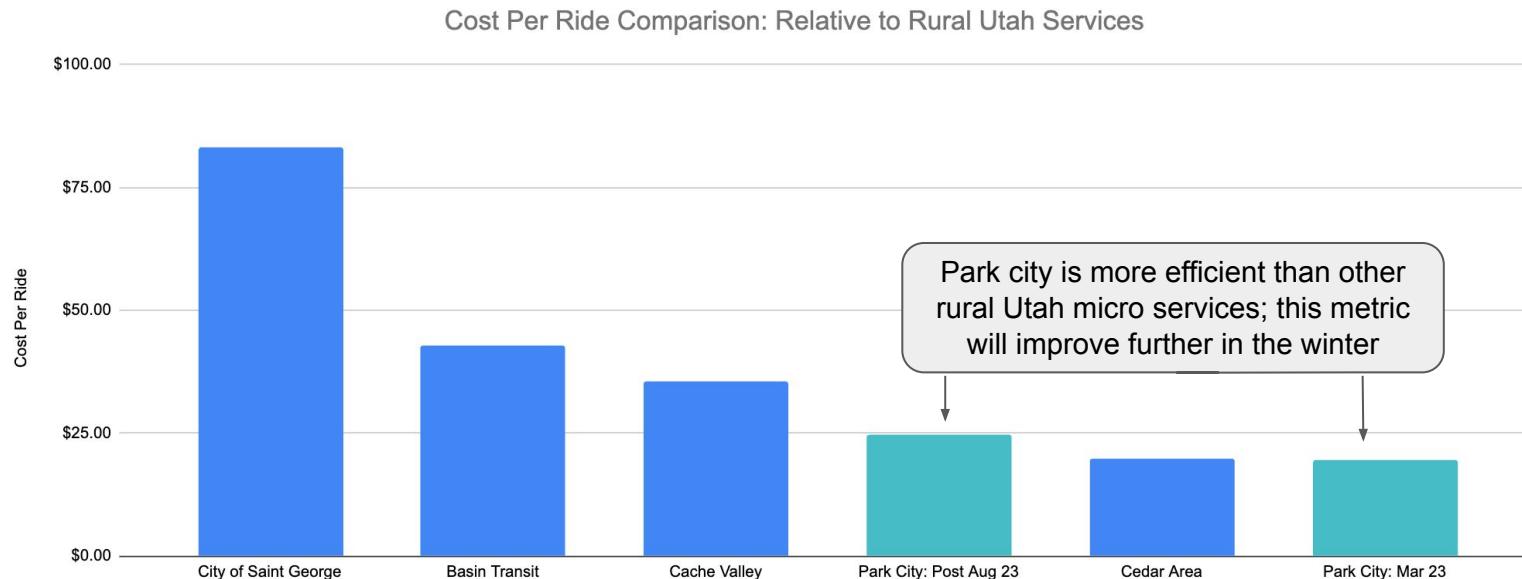
Average wait times: < 15m

Cost/ride: \$24.60*

Ride/van hour: 3.1*

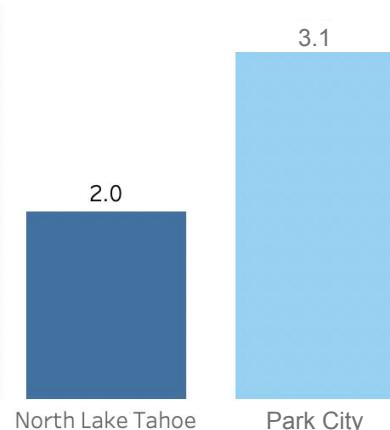
Total rides: 16,233 (131/day)

Park City delivers excellent service with low cost/ride compared to other rural services in Utah and nationwide



Park City's summer service metrics are also impressive relative to other services in resort towns

Rides per Van Hour



North Lake Tahoe

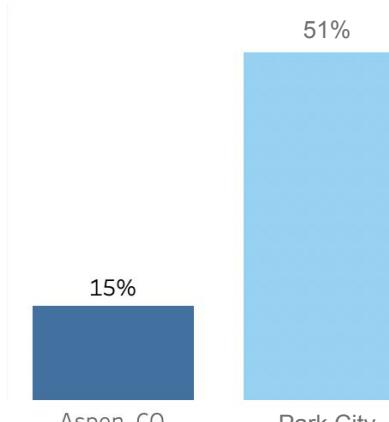


Park City



High Valley
TRANSIT

% Shared Rides



Aspen, CO

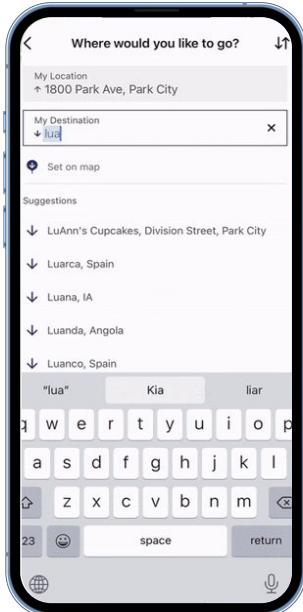


Park City



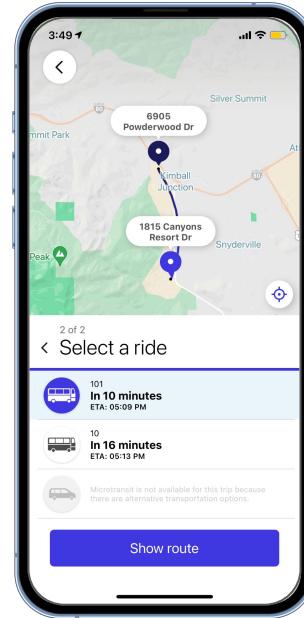
High Valley
TRANSIT

Via's integrated transit suit enables Park City to tailor service parameters to support their unique needs



Intermodal Booking

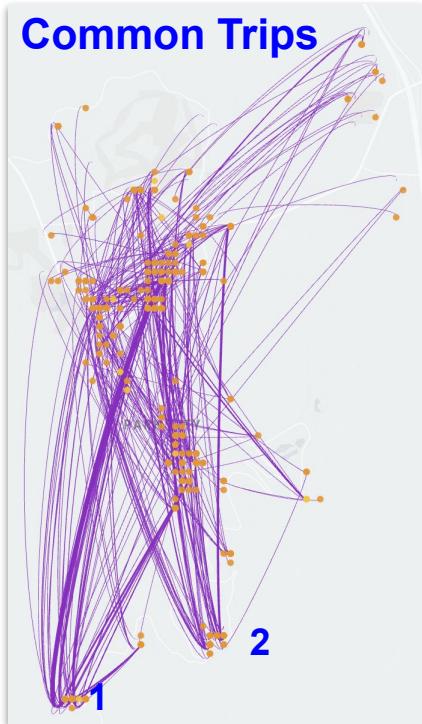
The HVT app displays micro and fixed route options, and allows for riders to book intermodal trips (micro → fixed route, vice versa)



Mode Preference

Park City can set rules for when riders receive proposals for each mode, ensuring that microtransit complements fixed route

Case Study: Leveraging mode preference by geography



1. Montage Trips

- Initially, there were many trips between Montage and Prospector employee housing
- ***We adjusted the algorithm to route these riders to fixed route*** dramatically reducing these trips

2. Royal St Resort Trips

- There are many trips from the resorts around Royal Street throughout the greater Park City area
- In many cases microtransit was offered due to limitations in the existing network, so ***these are the trips we want to route to microtransit***
- For example, there are many trips between Stein Erikson and PCMARC, where there is a 28 minute connection on fixed route

Riders can also leverage HVT's regional app to get between Park City, Summit County, Wasatch County, and Salt Lake City



Example Regional Trips

Scenario: a Park Meadows resident wants to travel to Kimball Junction to go to lunch

Proposals Received: rider will receive a microtransit trip proposal, taking them to the Peaks Hotel stop to connect with the 101, which they can take to their destination

HVT Value Add: Riders can plan this trip in one app, which may make them more likely to use transit and help reduce congestion

Quality of Service

Even with high ridership, ride availability has been high and wait times have remained low



14 min average ETA



4.8 / 5 star average ride rating



99% met demand (requests offered a proposal)

“ Such a wonderful driver. Joyce is kind and personable and made such an early morning commute more pleasant ”

-Comment from an Aug 30 rider

“ It was a quick an easy drive from the pool and back home! ”

-Comment from a Jul 10 rider

“ First ride with high valley 5★ Dave was very friendly, professional and great driver! ”

-Comment from a Aug 29 rider

“ I've been taking High Valley since the beginning and Maria is a 5 star driver. I had the absolute pleasure of experiencing a ride with her, and it was nothing short of extraordinary.... ”

-Comment from a Sep 24 rider

Park City has leveraged High Valley Transit's resources to provide efficient microtransit and keep cost/ride low

Shared Costs



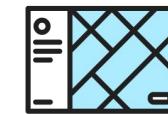
Park City can leverage HVT's local microtransit staff (local support, driver acquisition, shift optimization) rather than paying to develop these functions

Resources



- HVT's teams have provided expertise to drive efficiency
- Seasonal supply planning
- Rapid service changes
- Marketing adjustments
- Winterization

Integrated Rider Experience



HVT has allowed residents and visitors to plan end-to-end trips between Park City, Summit County, and Wasatch County

Park City, HVT, and Via are preparing to provide excellent service throughout the winter peak season



Plan for Peak

Per our initial proposal for the service, we plan to increase hours by close to 50% in the winter to meet higher demand; we'll also prepare for the winter operationally (ex: vehicle winterization, adding ski racks)



Coordinate on Key Events

We'll coordinate to adjust hours as needed to plan for key events, like Sundance



Adjust Service as Needed

We can look at further service adjustments (algorithm changes, zone adjustments) to ensure the service is meeting the needs of Park City

Discussion

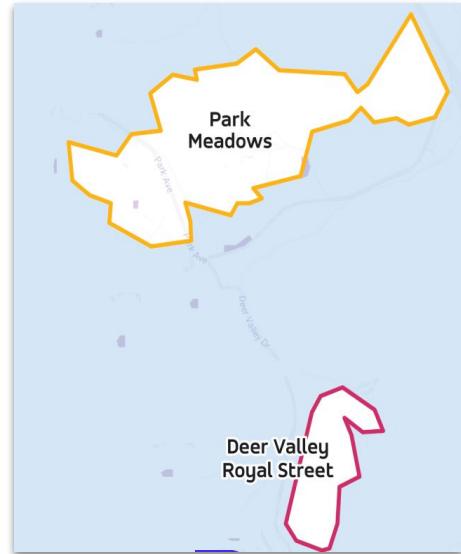
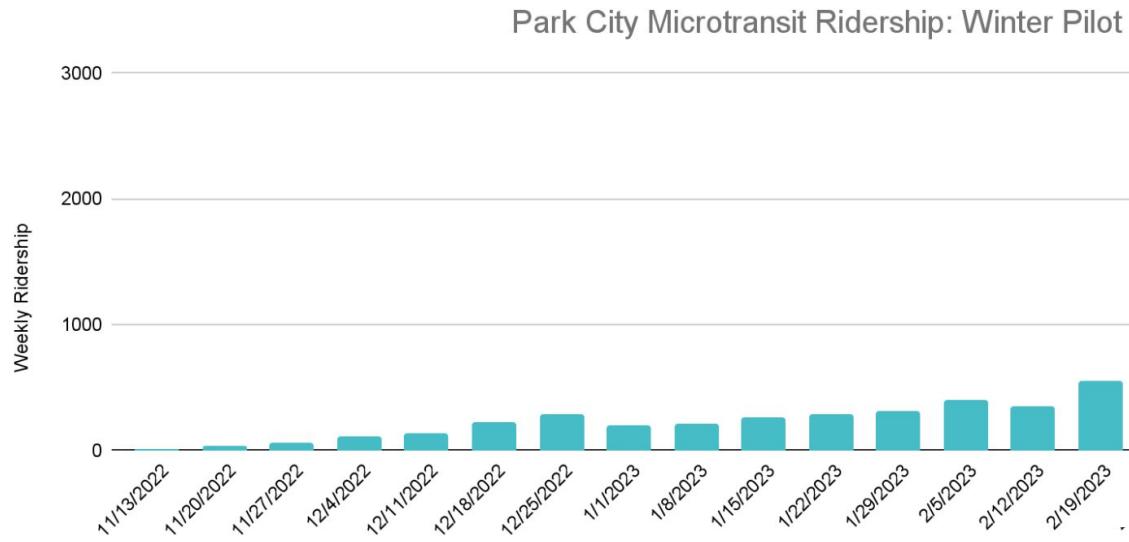
- Park City Transit staff recommends continuing the service city-wide throughout the winter; we can continue to learn and iterate on the service
- Does council have any questions?

Thank you!

Appendix

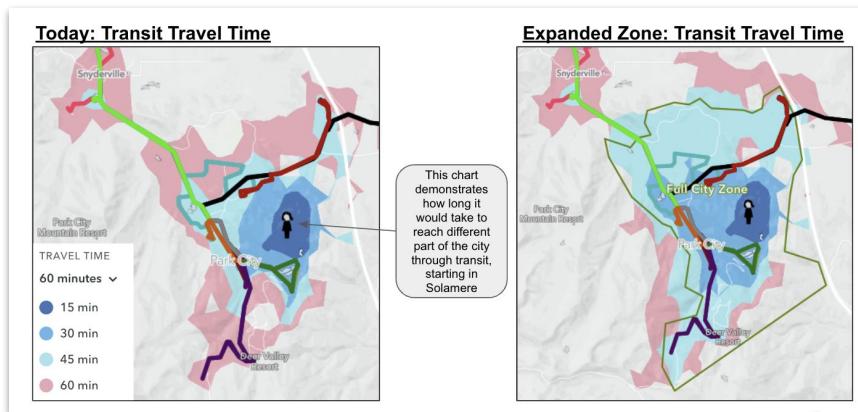
Winter Pilot

From November-February the coverage of the city was lower and some key points of interest were not included

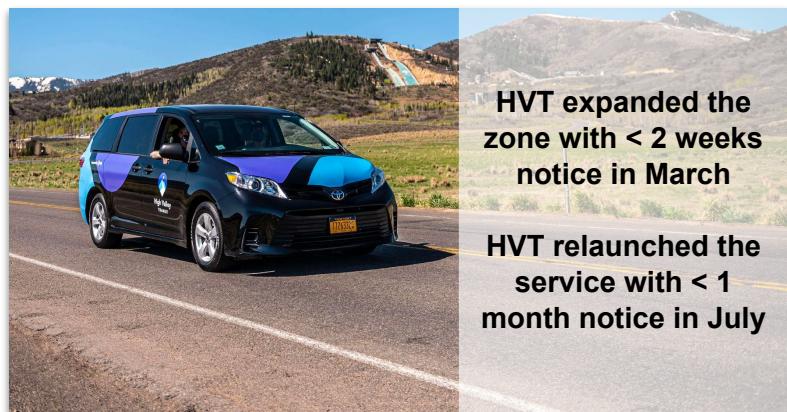


Park City recognized the broader opportunity and demand, and with two weeks notice, Via + HVT designed and deployed a city wide solution that would ensure the service would meet Park City's goals

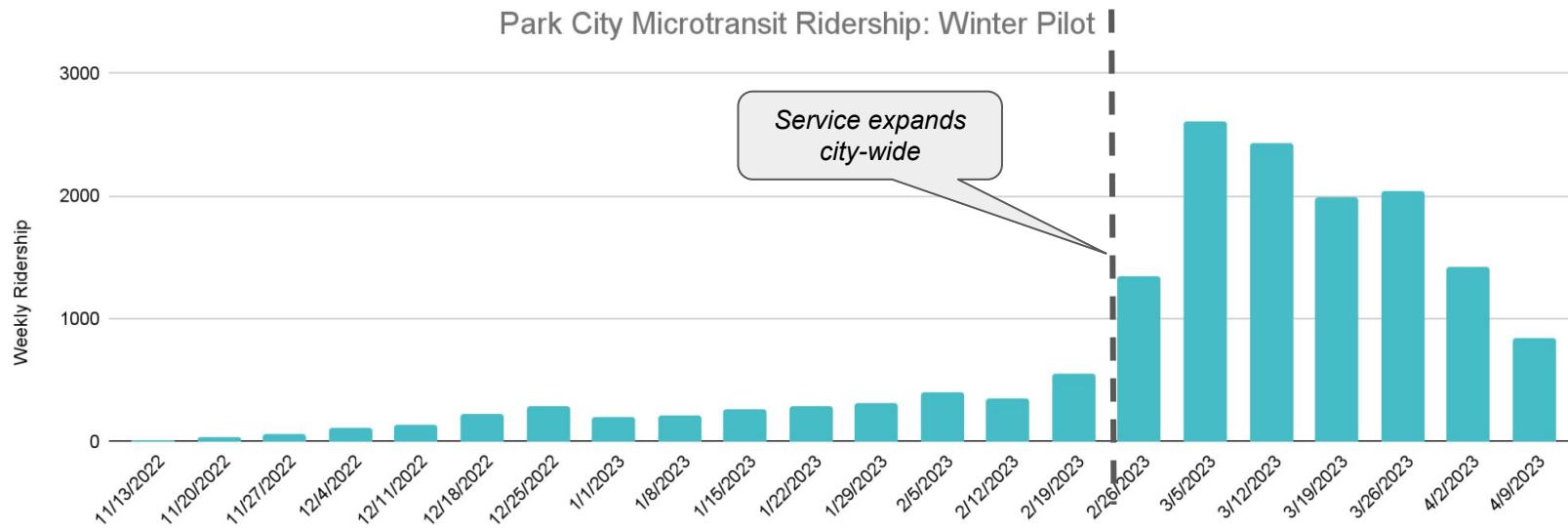
Analysis & Simulation on Zone Expansion



Rapid Relaunch and Expansion

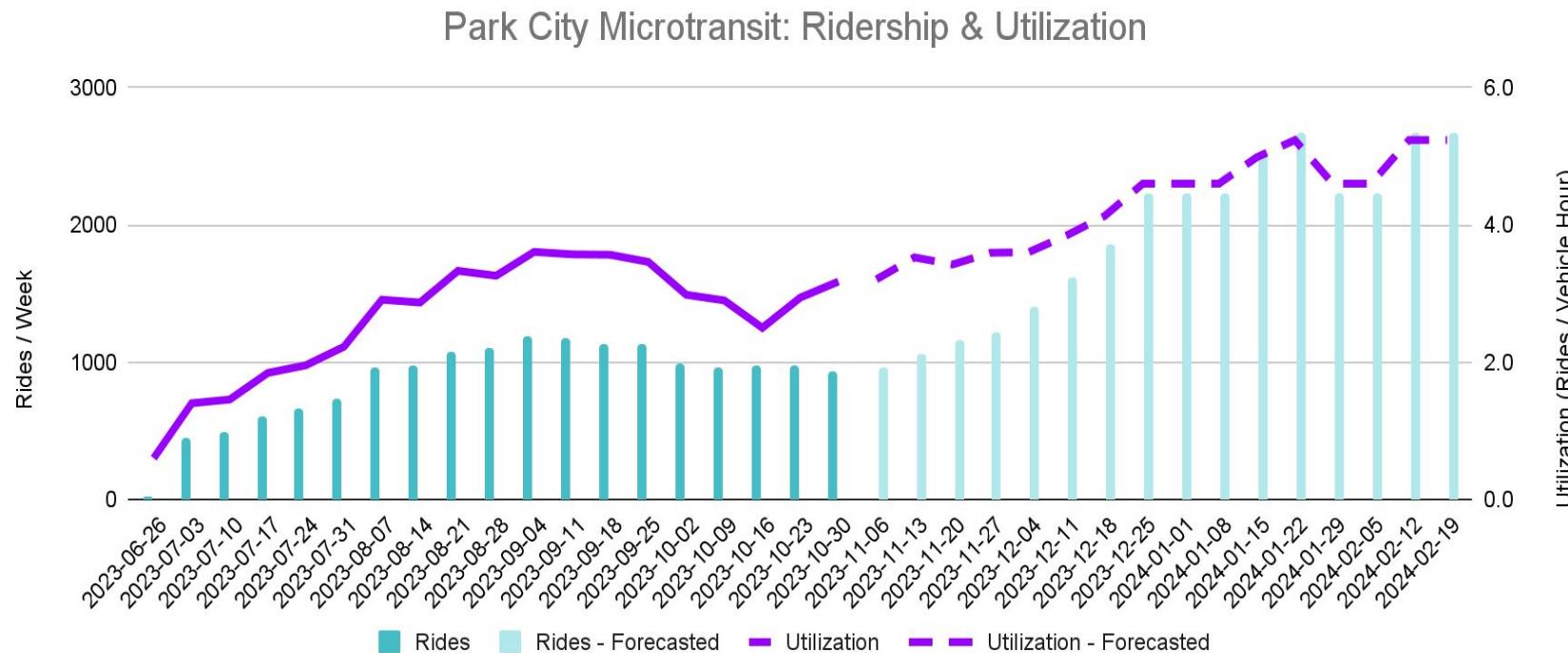


After service design was adjusted and rapidly relaunched, ridership jumped dramatically to 400+ riders per day



Winter Expectations

The service ended, but ridership quickly returned after a July relaunch. The service is on track to surpass winter '22-'23 ride records

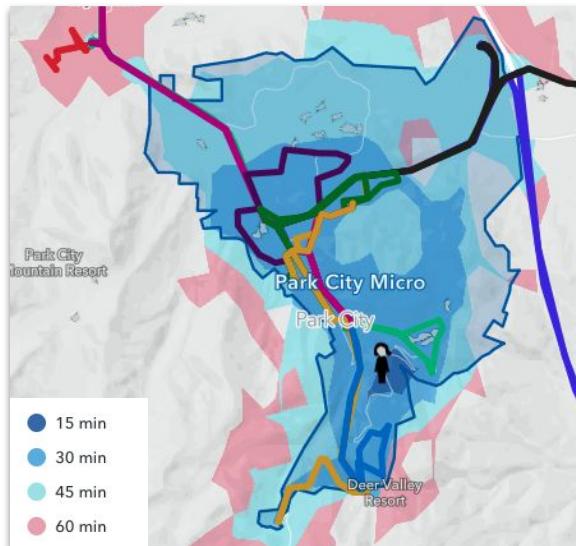


With a city-wide microtransit service, Royal St and Peak Meadows residents can reach all of Park City in 30-45 minutes

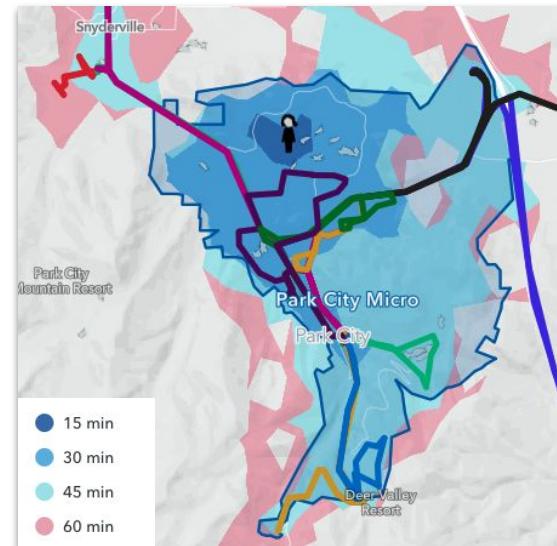
Royal St Coverage

These charts, pulled from Via's planning platform, Remix, demonstrate how long a transit journey from the  icon would take at 5PM on a weekday

The color coding represents the time it would take to reach the destination by transit



Park Meadows Coverage

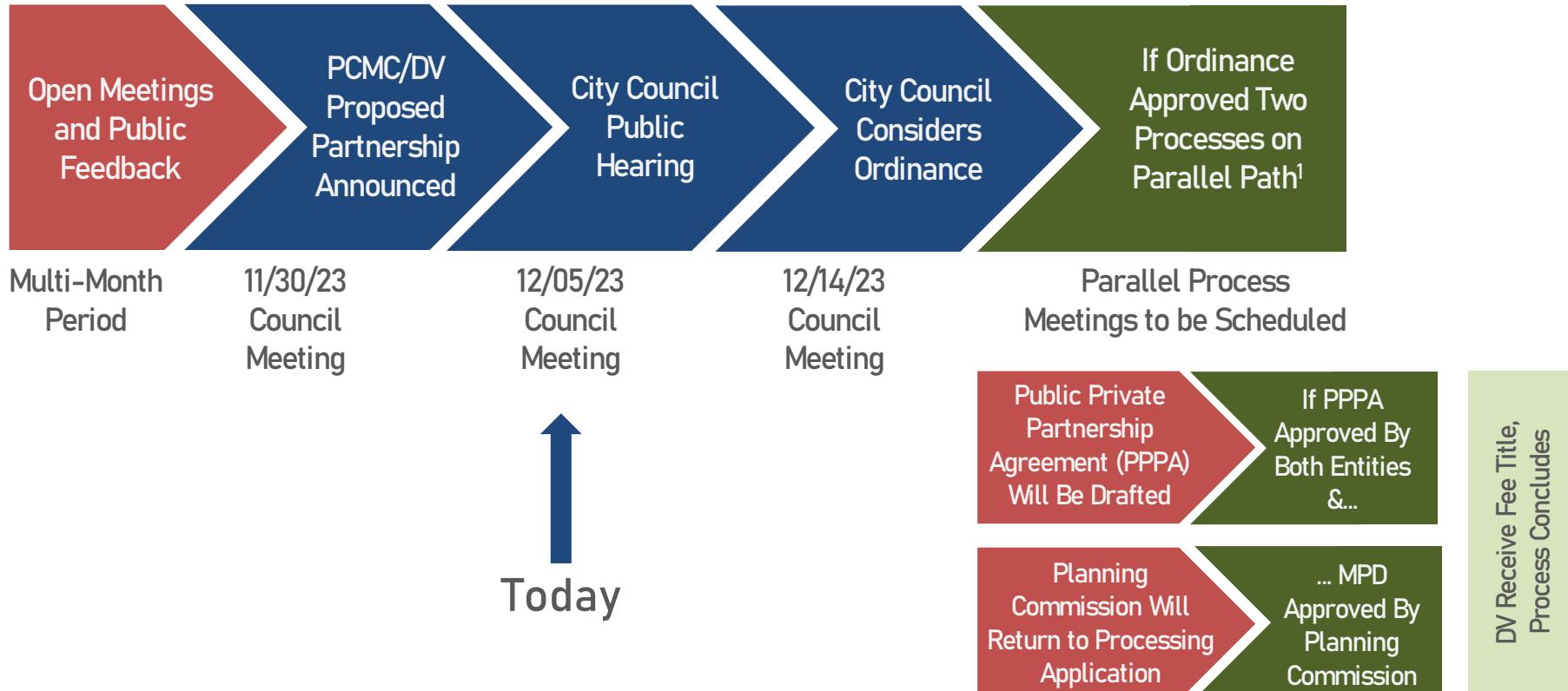


SNOW PARK VILLAGE

PROPOSED PUBLIC-PRIVATE PARTNERSHIP



The Public Process



Source: Park City Municipal Corporation. As of December 2023.

1. PPPA's broad terms to be outlined in ordinance for 12/14/23 should Council direct staff to prepare one.

Proposed Public-Private Partnership

REGIONAL TRANSPORTATION FACILITY

Deer Valley will pay **\$15 million** towards the creation of a **regionally significant transportation and parking facility**. These funds may also be used for affordable housing in connection with that facility. A Management Committee will provide stewardship and fund oversight.

Park City will provide a **\$15 million match** to expand the scale of impact.

As partners, the City and Deer Valley commit to **secure additional public and private partners** to maximize the level of investment and scale of benefit.



Proposed Public-Private Partnership

TRANSPORTATION AND PARKING MITIGATION

Deer Valley will return to the Park City Planning Commission to **seek approval of an updated Master Plan Development (MPD) application** and final Subdivision Plat(s) that include, but are not limited to, the following **transportation and parking mitigation measures**:

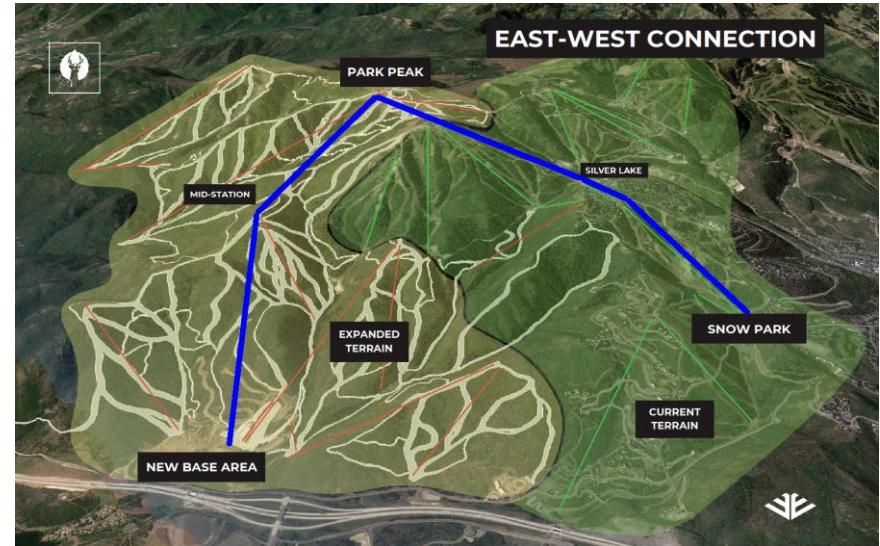
- **Integration of Deer Valley's gondola infrastructure with U.S. Highway 40** to distribute resort access more efficiently across the mountain, thereby reducing crowding at key entry points and diverting some of the traffic and parking away from Park City.



Proposed Public-Private Partnership

Integration Details

- Deer Valley will create a **network of gondolas** to connect the Mayflower base area to Snow Park Village.
- To support the expanded gondola network, Deer Valley will seek to **expand maintenance facilities** at Silver Lake.
- Deer Valley will also **expand restaurant/skier services** at Silver Lake.



Proposed Public-Private Partnership

- A **reduction in peak day skier parking by 20%** compared to existing conditions. The hotel, residential, dining, retail, and entertainment parking spaces will be prohibited for day skier parking. Deer Valley will also implement a **paid parking plan** to distribute arrivals and departures more efficiently.
- A **new public transit center** at Deer Valley. Plans for the new transit center will be **reviewed by the Planning Commission** in conjunction with the updated MPD application and final traffic circulation plan.



Proposed Public-Private Partnership

- Ensure **access to Doe Pass Road for emergency, utility, and public vehicles**, with maintenance responsibilities retained by Deer Valley.
- Construction mitigation plans will **maintain public access** to Deer Valley Drive and minimize off-site hauling and construction traffic.



Proposed Public-Private Partnership

AFFORDABLE HOUSING

Deer Valley will build required **affordable housing** (at least 67.1 Affordable Unit Equivalents) **within Park City limits** and with **immediate proximity to public transit**.



Proposed Public-Private Partnership

INFRASTRUCTURE INVESTMENTS

Establishment of a **Public Infrastructure District (PID)** to enable Deer Valley to **invest in public infrastructure at the project site** following MPD approval— including roads, intersections, crosswalks, transit, parking structure, utilities and public pathways.



FAQs



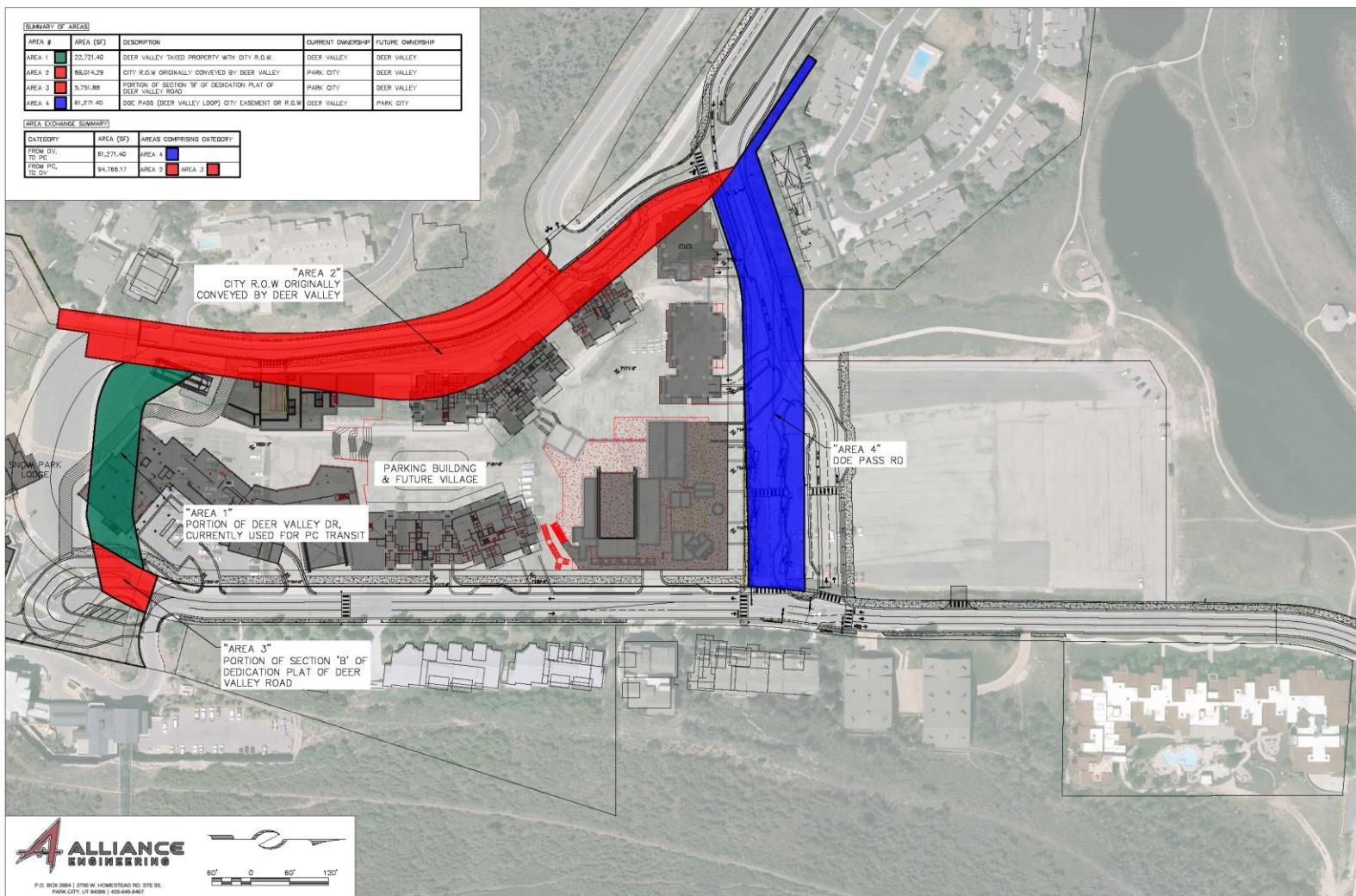
FAQs

What is a Right-Of-Way Vacation?
What is Good Cause?
What is No Material Harm?



SUMMARY OF AREAS		AREA #	DESCRIPTION	CURRENT OWNERSHIP	FUTURE OWNERSHIP
AREA 1	23,731.40		DEER VALLEY TAXED PROPERTY WITH CITY R.O.W.	DEER VALLEY	DEER VALLEY
AREA 2	48,014.29		CTY R.O.W. ORIGINALLY CONVEYED BY DEER VALLEY	PARK CITY	DEER VALLEY
AREA 3	3,731.75		PORTION OF SECTION 18' OF DEDICATION PLAT OF DEER VALLEY ROAD	PARK CITY	DEER VALLEY
AREA 4	17,371.40		DEER PASS (DEER VALLEY LDM) CITY EASMENT OR R.O.W.	DEER VALLEY	PARK CITY

Area Exchange Summary			
Category	Area (sf)	Areas Comprising Category	
From DV, To PC	61,271.40	Area 4	<input checked="" type="checkbox"/>
From PC, To DV	94,768.17	Area 2	<input checked="" type="checkbox"/>
		Area 3	<input checked="" type="checkbox"/>



FAQs

Is Deer Valley's application still active, under the definition provided in LMC 15-15-1?



FAQs

- **I heard Deer Valley or the City is asking for land from HOAs. Is this true?**
- **Does the proposed right-of-way vacation impede emergency access?**
- **Are traffic signals required on Deer Valley Drive and why?**



FAQs

- **Should the City require a new independent traffic study before voting on the Vacation Petition?**
- **How is the City addressing the increased traffic and circulation concerns expressed by the public that will result from the project?**

