



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

June 26, 2025

The Council of Park City, Summit County, Utah, met in open meeting on June 26, 2025, at 2:32 p.m. in the Council Chambers.

Council Member Toly moved to close the meeting to discuss property at 2:32 p.m. Council Member Rubell seconded the motion.

RESULT: APPROVED

AYES: Council Members Parigian, Rubell, and Toly

EXCUSED: Council Members Ciraco and Dickey

CLOSED SESSION

Council Member Ciraco arrived at 2:34 p.m. and Council Member Dickey arrived at 2:38 p.m.

Council Member Dickey moved to adjourn from Closed Meeting at 2:58 p.m. Council Member Toly seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Dickey, Parigian, Rubell, and Toly

WORK SESSION

HOA Financial Assistance Discussion:

Rhoda Stauffer, Affordable Housing Specialist, presented questions for the Council to consider: should the City create an affordable HOA loan or grant pilot program for capital maintenance, should the new pilot program be limited to only HOAs that are 100% affordable, or to any affordable deed-restricted homeowner, how much money should be allocated to the pilot program, who should administer the program, and what other types of criteria should be considered.

Stauffer indicated she could not find any other entities that had a similar program for HOAs, but it didn't mean that this program should not be considered. She noted unexpected capital repairs. There was a state requirement for a reserve study, but they

didn't require a certain percentage of HOA dues set aside. She noted people in affordable units didn't have as much disposable income as others.

Dale Gifford, Complex Solutions HOA Financial Consultant, indicated he had done HOA reserve studies since 2010. He asserted HOAs for the most part were not adequately funding their reserves. The problem was the failure to raise the dues annually to offset inflation. Stauffer introduced Ian Poor, Intermountain Mortgage, and stated they had discussed options for this problem, including making loans to HOAs for 5-10 years with the HOA paying a 2% interest rate. Repayment would be set up on an autopayment system to avoid delinquencies. The loan pool could begin with \$350,000 as a pilot project to test the concept. Poor indicated he could help out with this as community service and noted this was not a revenue center. Other options were to get a loan through a bank or board the loans through a loan servicing group. He stated the loan servicing center might save money but he noted there were pros and cons with each option. Stauffer thought there should be requirements for these loans

Council Member Dickey asked if it was challenging for smaller HOAs to get a loan. Gifford stated there were HOA specific banks that would lend money, but there needed to be member meetings where a vote would be taken to increase dues, and this could be difficult. Council Member Dickey wanted to know the challenges of getting a loan in the private market.

Council Member Toly asked how staff came up with the \$350,000 loan pool amount. Stauffer stated one HOA had \$100,000 in repairs, so this amount could cover repairs for three or four HOAs. She explained the \$350,000 would be held by the lending partner and loaned out. Council Member Parigian asked if the City would get it back. Poor reviewed the loan might be for 15 years, but the principal would be repaid. Council Member Parigian clarified the fund would be used for capital repairs, such as roofs, siding, and major systems. He asked how this would figure into the rent limits for affordable housing, to which Stauffer stated they hadn't figured that yet.

Council Member Ciraco asked Poor if the administration fee from interest would be problematic since it would be lower each year as the loan was being repaid, to which Poor stated it would not be problematic. Council Member Toly asked if the pilot would be capped at \$350,000, to which Stauffer stated they only had one request so far, so this was a projection on other possible requests.

Council Member Ciraco supported a loan pilot program with contingencies regarding terms. He wanted to make sure there was an allocation between maintenance and capital reserves to avoid this problem in the future. He supported the pilot for only housing developments that were 100% affordable. He wanted to survey eligible HOAs and then fund the program one third above that amount. He favored having a local administrator, and he would like to meet again to come up with other criteria.

Council Member Dickey was not in favor of implementing a loan program because it incentivized HOAs not to develop reserves. He didn't want taxpayers to be the backstop for HOAs that didn't save enough money. He supported handling the Snow Creek situation differently because the City developed the property, hired an architect and contractor, and it handed a project over that had defects. Just like a contractor can come back after the warranty expires and still make good, the City could still step in and deal with this one fact-specific case and make the HOA whole on some level for the specific costs they had incurred that were unforeseen, that are on some level the responsibility of the City, if not legally.

Council Member Rubell didn't want the City to be in the development business, but it became a developer when it built Snow Creek. He didn't think this was different than buying back an affordable unit to make it affordable again. He supported making it right with Snow Creek. For other things that would come up, he favored a loan with interest to cover the administrative costs. He didn't want the City to administer the program. He didn't know what the program amount should be, but he wanted the program for fully affordable units. He was also open to having other programs for single units within market rate developments.

Council Member Parigian felt this was a short-term program that would lead to a better solution for everybody, and he wanted to set the HOAs up for success. He requested information on how this program could help units in Silver Star. He didn't have a recommendation on a specific amount, but he felt the fund should be adequate. He didn't see this as a long-term process. He knew there were issues not related to building deficiencies so this program would be separate from that issue. He didn't want to loan money to people that bought into something not up to standards. Stauffer stated she could bring Snow Creek back as a separate issue. Council Member Rubell clarified there were original defects to fix versus stuff that came up for whatever reason and that was the loan track. Council Member Ciraco agreed the City should be responsible for defective construction. Council Member Dickey supported grants for situation specific, but painting and other maintenance should be planned for, and he didn't want to fund those.

Council Member Toly wanted to understand what the defects were in the Snow Creek construction, and why it was a private road. She was interested in looking at both a grant and loan program. She wanted to know the needs of the four locations before setting a program amount and set parameters. Stauffer stated she would survey the groups to see what the needs were and she would come back to the Council with that information.

Aerial Transit Discussion:

Matthew Lee, Economic Development Project Manager, presented this item and stated aerial transit was one area that Council wanted additional information on. He reviewed a staff workgroup convened and they had discussions with aerial transit designers and Deer Valley. He indicated direction was needed on the following: narrowing the six

explored alignments at Brew Pub/Sandridge Lots, China Bridge, Bob Wells Plaza, N. Marsac Lot, Flagpole Lot, and Richardson Flat so a more focused evaluation could proceed.

Lee indicated they looked at the following mode types, which included gondolas, tri-cable systems, and Swyft Cities technology. He also reviewed the site feasibility. Brew Pub Lot/Sandridge pros: shortest system distance, lowest conflict with private property, and potential activation of Upper Main Street. Cons included the loss of existing parking spaces and minimal space for tower landings.

China Bridge pros: central location, shorter distance, more favorable exit, incorporated with existing parking, large city-owned parcel. Cons: high private property conflicts, requires investment in China Bridge. Lee indicated China Bridge was aging infrastructure. There was \$5 million needed in repairs through 2028, but he thought the cost could be less than the original estimate. If the parking structure was completely replaced, it would cost approximately \$20 million for each section.

City Hall/Bob Wells Plaza, North Marsac Pros: central to town core and best interface with Transit Center. Cons: private property conflicts.

Richardson Flat pros: could be used as additional aerial transit to reduce traffic into town. Cons: three miles of route, expensive to construct, high private property conflicts.

Lee stated if Council wanted to pursue any of the options, the next steps would be securing a consultant for narrowing the mode, alignment, cost estimates, traffic demand analysis, and best practice analysis. They would also engage with other partners, including Summit and Wasatch Counties, MIDA, and UDOT.

Mayor Worel asked why the City would pursue aerial transit and wondered if the gondola would be faster than transit. Lee stated the idea came up when discussing the Main Street Area Plan and having the Deer Valley visitor spend money on Main Street, as well as getting traffic out of town.

Council Member Toly asked what aerial transit would solve. Lee stated there were different problems that could be solved. The Richardson Flat site would reduce day traffic and ski traffic, and the other part was getting Deer Valley visitors to Main Street without needing a car. He noted they didn't show route lines on a map because of private property impacts. Council Member Toly stated the Flagstaff agreement included a provision that approved recreation opportunities and asked if a gondola at Richardson Flat would be an approved use under that provision. Lee stated they had not analyzed the agreement for the allowance of gondolas. Council Member Toly asked if Deer Valley gave feedback on the gondolas. Lee stated that a gondola would impact Snow Park, and Deer Valley had been supportive of the concept in general. Council Member Toly asked if Lee had analyzed how these options would affect Main Street circulation. Lee stated there would be some coordination and a layer might be added to the effort. Tim

Sanderson, Transportation Director, stated the gondola wouldn't solve all the transit problems and it would be part of the Main Street Area Plan (MSAP). His recommendation would be to have it separate from the Transit Center. Council Member Toly heard the Town Lift would not hold a gondola and asked if they had looked at that. Lee didn't know any specifics but felt anything was do-able.

Council Member Parigian asked why Park City Mountain Resort (PCMR) was not part of the discussion, to which Lee stated City staff had not formally included them in the discussions up to this point, but there had been informal discussions with them. Council Member Parigian asked if they thought about a connection to Deer Valley, Main Street and PCMR, to which Lee stated no. Council Member Parigian wondered if this was a transportation solution or a fun activation. Regarding the Richardson Flat site, he asked if the gondolas would be heated, to which Lee stated that was possible. Council Member Parigian asked if it was possible to have the gondola in the area with the Miller property or Clark Ranch. Lee stated this was a high-level conversation at this point and he wanted to know if they should put that energy into figuring that out. Regarding Deer Valley, Lee stated they hadn't discussed using the partnership money, but he thought there was high level opportunity such as increment development with Snow Park or other funding opportunities.

Council Member Dickey asked how long it would take a gondola to go from Richardson Flat to Snow Park. Lee stated it depended on the system, but he felt it would be in the 20-30 minute range. Council Member Ciraco noted a tri-cable speed would make it a 7-11 minute trip. He thought this would be an improvement in time to get people to Snow Park and Main Street.

Council Member Rubell agreed the key question was what the City was trying to accomplish with this. He thought a gondola to Snow Park was a novelty, and it could have benefits, but he didn't know if they were worth pursuing. He thought the City Transit Department was strong. He supported pursuing the Richardson Flat site since that would get cars off the road. This would help the City since there was going to be competition for visitors. He would pursue the Town Lift Plaza discussion to connect to both resorts and be close to potential connections with the Cottonwoods.

Council Member Parigian didn't favor the Main Street options. He supported the solution from Richardson Flat and felt that it could almost be a tourist attraction. He would like to see some connection to PCMR. He thought the tri-cable mode was the way to go. Council Member Toly supported a gondola from PCMR to the Town Lift. She struggled with the landing at Richardson Flat to Snow Park and wondered who would pay for that, since this would only benefit Deer Valley guests and employees. There were a lot of unknowns that she wanted to understand. She hoped to see what would be required if the Miller Group allowed a gondola at Richardson Flat. She didn't know which option was best to get a gondola to Deer Valley and thought more analysis was needed. She also didn't want to take away parking from Main Street. Lee stated the funding question needed to be pursued.

Council Member Dickey reviewed connecting Main Street to Deer Valley came about to boost economic impact. He felt the big picture would drive whether to promote connectivity and he thought connectivity was important. He supported continuing to evaluate the Richardson Flat routing, Brew Pub routing, and Transit Center to Snow Park route. The Main Street Area Plan committee talked about the Town Lift Plaza and that was another option for connectivity.

Council Member Ciraco stated transit was important to him and he thought having a route from Richardson Flat to Snow Park was highly compelling. Behavior couldn't be changed until there was a compelling option. He wanted to move forward with the tri-cable since it was faster. This would help move people from Snow Park during the Olympics and that was compelling. He agreed it was important to have a connection from Snow Park to Main Street and he thought it would be wise to align it to China Bridge.

Mayor Worel summarized there was unanimous support to pursue a route from Richardson Flat to Snow Park. She noted that part of Deer Valley's plan was to connect East Village with Snow Park and they should find out what transportation plan Deer Valley was imagining with those connections. Council Member Rubell asked if there was support to stop looking at Main Street to Snow Park and refocus this analysis to look at routes from the Town Lift to PCMR and Deer Valley. Mayor Worel thought there was support to look at that. Council Member Rubell clarified his suggestion to stop the analysis of Main Street routes and prioritize routes from Richardson Flat to Snow Park and from the Town Lift to PCMR and Deer Valley Resort. Council Member Dickey suggested engineering the gondola into the new China Bridge. Council Member Ciraco agreed and noted there could be underground parking with the gondola above it. Council Member Parigian stated there wasn't a plan for China Bridge yet and he wanted to be efficient with staff time. It was decided to direct staff to look at Richardson Flat, Town Lift, and China Bridge.

Winter 2024-2025 Transportation End of Season Report:

Tim Sanderson, Julia Collins, Bill DeGroot, and Johnny Wasden, Transportation Department, presented this item. Collins reviewed the projects implemented this winter. The Thaynes Improvements Project created a pathway network in that area. The Re-create 248 study was moving forward and Collins would come back in August to refine alternatives for this corridor. The park and ride study was essential in looking at future transportation demand. They would come back in August to discuss park and ride expansion. She noted a marketing campaign was launched for day trippers and event goers and it produced good results. This coming winter they would modify the 20 Tan Bus Line to service the Aerie Subdivision. They were also restriping bike paths and crosswalks. Sanderson indicated dogs would be allowed on buses beginning July 1st. Collins reviewed some community transit initiatives that were implemented and noted there was a dramatic increase in transit usage as a result.

Wasden stated parking was consistent year over year and indicated there was a slight reduction in parking revenue due to the increased use of park and rides. Upcoming projects included the installation of monitors which would indicate China Bridge parking availability. They were also working on updating the parking code.

DeGroot stated Park City Transit turned 50 years old this year. He indicated ridership was up 10%. Ridership from Richardson Flat was up 52% on peak days. The current projects included a 13-bus replacement, the CAD/AVL replacement, and installing E-ink readers at the busiest bus stops, which would provide information on real time departures, route maps, schedule timetables and QR codes for additional information. He noted these were mobile so they could move them as needed during events.

Sanderson stated they had a successful year with traffic mitigations, including the installation of a drop arm gate at 14th and Empire, barricades linked together by driveways to increase the safety of residents on Deer Valley Drive, and a temporary signal at the Marsac roundabout.

Council Member Toly asked if there was anything that could solve the concern for neighborhood protection other than short-term solutions. Sanderson stated there was increased wayfinding to parking, and he stated that would take away circling by drivers looking for parking spaces. Wasden noted on peak days there was technology for in-vehicle location to redirect cars. They also had variable message signs (VMS) directing cars as they came into town. They were keeping tabs on developing AI solutions. Council Member Toly asked about construction mitigation during the summer months. Wasden indicated they worked closely with the Building Department on construction mitigation. Collins added that the City now had control of the VMS boards in the City.

Council Member Parigian referred to Page Three of staff report regarding the 52% increase in ridership and asked to understand that. Sanderson stated the Number 6 bus used to go from Deer Valley to Old Town on its way back to Richardson Flat. A lot of the ridership got off at Old Town. They made that bus line direct and that reduced some ridership, but then they increased the service to run all day, so better service was provided. He summarized Deer Valley Express decreased because it no longer stopped at Old Town and the Old Town Express increased because service increased dramatically. DeGroot noted the combination of all three routes was an increase in ridership.

Council Member Rubell stated this wasn't just numbers but emotional analysis as well because the needs changed daily. He asked what staff thought next winter would look like after they analyzed these numbers. He thought transit might be in an evolution. Sanderson stated they were focused on metrics so they could find opportunities from patterns. He noted route timing and layovers were key and they adjusted them according to needs to stay efficient. Council Member Rubell looked forward to seeing the added service to Aerie.

Council Member Dickey referred to the 20 Tan route and asked how much time was added to the route with the additional service. DeGroot stated they were practicing this summer so by winter it would remain efficient. They would have to work with Public Works to ensure the roads were clear as they ran the service in the winter. Sanderson reflected that the 20 Tan was designed to be a slow mode of transportation, so people needing to get somewhere quickly could transfer to another route. Council Member Dickey asked if that route could run with a one-hour frequency. Sanderson wanted to give it more time before changing it, noting budget concerns. Council Member Dickey indicated that route passed by multi-family units, and he would like to discuss that further. Council Member Ciraco thought more than \$100,000 was spent to run service from Richardson Flat to Deer Valley direct and stated if there was another way to get the skiers to Deer Valley, that money could be repurposed for other transit use.

REGULAR MEETING

I. ROLL CALL

Attendee Name	Status
Mayor Nann Worel Council Member Bill Ciraco Council Member Ryan Dickey Council Member Ed Parigian Council Member Jeremy Rubell Council Member Tana Toly Michelle Downard, Resident Advocate Luke Henry, Assistant City Attorney Michelle Kellogg, City Recorder	Present
None	Excused

II. APPOINTMENTS

1. Appointment of David Kleinman and Reappointment of Julian Coffman to the Recreation Advisory Board for a Term Ending June 2028:

Tate Shaw, Assistant Recreation Director, explained the application process and introduced the appointees.

Council Member Rubell moved to appoint David Kleinman and reappoint Julian Coffman to the Recreation Advisory Board for a term ending June 2028. Council Member Parigian seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Dickey, Parigian, Rubell, and Toly

III. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments:

Council Member Rubell asked when the SR 248 at-grade crossing would return to the Council with next steps. John Robertson, City Engineer, stated this item was out for RSOQ and when they got the responses, they would come back to Council with a contract. Council Member Ciraco attended the Wasatch Immigration Project event and he was grateful this was in the community at this time. Council Member Dickey stated that was a great organization and noted he was discouraged to see what was happening to the immigrant community.

Staff Communications Reports:

1. Child Care Scholarship Program Update:

2. City Manager Work Plan:

Council Member Toly felt this plan was thorough and she hoped this could be incorporated into the City website. The Council agreed to have it on the website. Linda Jager, Communications Director, stated that was a great idea and they were working on it. Council Member Toly also noted the emergency plan was on the agenda and she asked that the firewise plan and fire ban be placed on the front page of the website.

3. April Sales Tax Report:

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.

Sloane Johnson 84060 was raised in Park City and currently lived in Snow Creek Cottages. This development had shoddy construction, and she explained the problems. When they complained, they were told they should be grateful. She felt Park City needed to rethink its approach to affordable housing. This housing was not affordable if upkeep was more expensive than market rate homes. She urged the Council to allocate money to repair poorly built homes.

Douglas Duditch 84060 was concerned that the SR248 project was not being discussed, and he hoped it would be scheduled on a Council agenda. He talked to UDOT about the Rail Trail. They said they owned the trail and nothing would be built on it. He wanted to talk with a staff member. He spoke with several organizations to support the preservation of the Rail Trail, and he didn't want it to become transportation. Mayor Worel responded that the Council meeting agendas were posted 10 days prior to the meeting and he could find those on the website. With regard to the Rail Trail, she referred him to Tim Sanderson, Transportation Director.

Dave Nichols lived in Snow Creek and he expressed appreciation that the Council was taking responsibility to help with these construction concerns. They spent over \$150,000 fixing these problems. He felt they were a responsible HOA but they could only raise the fees so much and still keep it affordable.

Karie Belczyk 84060 referred to Gifford's analysis that many HOAs didn't collect enough. Her HOA collected 10% in reserves and they looked forward to the grant option. The building was only there for seven years so there hadn't been time to build a reserve. They were responsible and did what they could to keep the fees the same. She reviewed their efforts to hold the developer responsible.

Dave March 84060 was a Snow Creek homeowner and explained some challenges there. They increased HOA dues from \$183 to \$500, but they would appreciate some help with their problems.

Danielle Meister 84060 stated she lives in Park City Heights. She supported the Clark Ranch project but urged the City to have thoughtful planning. She thought having an east side development would put it next to Richardson Flat with transit close by and it would be a better option than west side development. She wanted to preserve wildlife protection and felt there wasn't as much wildlife on the east side. She had concerns with the frontage road and stated it would lead to more congestion.

Brennan Murray 84060 lived in Park City Heights and also had concerns with the Clark Ranch development. They had concerns for neighborhood safety and tranquility. She asked for a proposed access point for Clark Ranch. If traffic was routed through Park City Heights, it would increase safety risks.

Danny Barber 84060 lived in Park City Heights and stated they weren't opposed to Clark Ranch development, but they wanted something that worked. He stated Richardson Flat Road was at capacity so the level of service would fail if Clark Ranch residents were added to the traffic. He noted Park City Heights had three to four homes per acre and at most 10 homes per acre. Clark Ranch had double the density or higher. He thought Clark Ranch would be better if it was a single-family subdivision.

Thomas Eddington 84060 lived in Snow Creek Cottages and thanked the Council for the thoughtful conversation in the work session. He stated as they worked through their repairs in Snow Creek, they were very responsible and raised HOA fees annually. He looked forward to working with the City to make up the deficit.

Jennifer Sutton, Park City Heights resident, stated most of the residents in the neighborhood supported affordable housing, but her biggest concern was the increased traffic congestion if this development went forward. Their children risked losing their freedom if the traffic increased. She asked that the access points be relocated outside Park City Heights.

Clive Bush eComment: "Please allow me to put on record my disappointment and dismay that this (Surplus Water Agreement) item was buried and approved under the consent agenda last week without a murmur. Do we really have surplus water to sell for commercial interests while Poison Creek runs dry as it has done very quickly this spring by running deep in a manmade tunnel we choose to explain away as natural and scooped up for humankind or is that "Mountainkind"? We have noticed a big loss of wildlife this year, and that is very sad to see - another sliver of livability lost to existing residents - keep this in mind as you consider hotels, gondolas, and more concrete jungle projecting up into the sky from existing public open space - not every win comes down to the "best use" as determined by Zion Financial wizardry. We can do better to preserve and protect over build and destruct and must do so."

Jeff Camp eComment: ". I've been to several meetings pertaining to the Gondola from Lower DV to Main Street. Staff is very cagey about not saying where the alignment would go, but we all know that has to go over personal residences and land that all of us bought and paid for for open space. We didn't buy it as an easement for Gondolas or roads or anything other than, open space for people to hike in peace, and animals to live in peace, and a gondola flying overhead doesn't say that to me."

Mayor Worel closed the public input portion of the meeting.

V. CONSIDERATION OF MINUTES

1. Consideration to Approve the City Council Meeting Minutes from May 15 and 22, and June 5, 2025:

Council Member Toly moved to approve the City Council meeting minutes from May 15 and 22, and June 5, 2025. Council Member Dickey seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Dickey, Parigian, Rubell, and Toly

VI. CONSENT AGENDA

1. Request to Approve Resolution No. 14-2025, a Resolution Adopting the Park City Comprehensive Emergency Management Plan (CEMP):

2. Request to Approve a Contract with Musco Sports Lighting LLC in a Form Approved by the City Attorney's Office, Not to Exceed \$341,739, to Install Field Sports Lights, Poles, Electrical Service Panels, and Lighting Controls at the Park City Sports Complex Stadium Field:

3. Request to Grant a New, Realigned Sanitary Sewer Easement to the Snyderville Basin Water Reclamation District for the Community Center Project in the City Park Subdivision:

4. Request to Authorize the Mayor to Execute the First Amendment to the Interlocal Agreement for Joint Use of Facilities for Recreation:

Council Member Parigian asked if the changes were just to align the dates of the three interlocal agreements, to which it was affirmed.

Council Member Dickey moved to approve the Consent Agenda. Council Member Ciraco seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Dickey, Parigian, Rubell, and Toly

VII. NEW BUSINESS

1. Consideration to Authorize the City Manager to Execute an Amendment, in a Form Approved by the City Attorney's Office, for Geneva Rock Products to Install the Thaynes Pathway Phase 1 Golf Net:

Steven Dennis, Capital Projects Manager, presented this item and displayed the progress for the pathway on Thaynes. They proposed installing a golf net and he asked Council for feedback on height options. He noted a budget increase was only necessary if a 75-foot net was selected.

Council Member Parigian asked what the life of the net was. Dennis stated that was difficult considering the winter climate. They could take it down in the winter but that might be costly. He estimated 10-15 years. Council Member Parigian asked if angles were considered in protecting pedestrians from wayward balls, to which Dennis affirmed. Council Member Parigian noted the pole diameter increased with the height.

Mayor Worel opened public input.

Cortney Johanson lived on Webster Court and she asserted golf balls had hit their homes and family for years. She supported a tall net.

Peter Whitefield stated he lived in a wooden house overlooking Thaynes Canyon. His windows were broken by golf balls as well as the heater on his porch. He thought this path would draw more people to the area and they would be affected by these golf balls. He also stated the golf balls would be bouncing off a hard surface so the thrust would be more forceful.

Suzie Hoffmann lived in Thaynes and didn't think it was fair to have golf balls whizzing by them.

Charlotte O'Connell lived in Thaynes and asked if the trees would grow into the net. Dennis indicated they would install the net on the driving side of the trees and they wouldn't grow into that side.

Mayor Worel closed public input.

Council Member Ciraco stated he heard the public comment say they wanted the most protection and he commented that the shorter the distance from the ball, the shorter the height of the net needed. Council Member Parigian thought a 25-30 foot net would catch most of the line drives to protect pedestrians on the path.

Council Member Toly supported the 50-foot recommendation. Council Member Rubell asked if the net could be tapered as the terrain rose, to which Dennis affirmed. Council Member Ciraco asked what the pole size would be for a 50-foot net, to which Dennis stated 6-8 inches in diameter. Council Member Dickey supported 50-foot and was fine if it could be tapered. He asked if there had been opposition to the net. Dennis reviewed there was a parking lot there at one time and there was some opposition, but there was no opposition now. Council Member Ciraco asked if landscaping could be enhanced with the leftover budget, to which Dennis affirmed. Dennis stated he would draft a staff communications report on the design and what would be optimal for the net and landscaping.

Council Member Rubell asked when Thaynes Pathway Phase II was starting. Dennis stated they were working on the conceptual design, and they would give their recommendation of the alignment to the City Manager in July. Transportation Planning was over community input. Council Member Rubell stated that was the area surrounding the rest of the course and they could look at solutions to address concerns there.

Council Member Rubell moved to authorize the City Manager to execute an amendment, in a form approved by the City Attorney's Office, for Geneva Rock Products to install the Thaynes Pathway Phase 1 golf net with authorization up to 50-feet in height and consideration of blending the height to the natural grade as it goes up the hill, and coming back to Council with a communications report on the support structure impact. Council Member Ciraco seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Dickey, Parigian, Rubell, and Toly

VIII. JOINT CITY COUNCIL AND PLANNING COMMISSION WORK SESSION

1. 2025 General Plan - The Consultant Team Will Provide a Project Update and Overview of the Draft General Plan Recommendations:

Jessica Garrow introduced her team: Mariana Stuck, Design Workshop, with Maria Vyas, Fehr and Peers, Susie Petheram, FFKR, and Callie New, WSP, who joined her online. Garrow reviewed their engagement efforts over the past year to make sure what was written in the plan was relevant to Park City. She summarized the sections of the document and stated the community wanted an actionable plan. The plan themes

included transportation, community character, moderate housing, water and open space preservation, and sustainability. Stuck explained the Land Use Node Type map.

Garrow reviewed Transportation was the highest priority and that included enhanced bike and pedestrian opportunities. She explained the Transportation strategies at a high level. Focus areas included data backed decision making, transit improvements, traffic management, parking, preserve the City's small town feel, and walkable and bikeable neighborhoods.

Community Character focus areas: small town feel, sense of community, land use and growth, technology – Smart City infrastructure, and historic preservation.

Moderate Housing focus areas: variety of housing options and workforce housing.

Water and Open Space Preservation focus areas: water preservation, open space conservation, and sensitive lands.

Sustainability focus areas: environmental leadership, wildfires, waste reduction, and energy efficiency.

Council Member Rubell stated he thought the plan would be short and easy to reference. The presentation slides were the level of detail that made sense, but the document was pages of detail. He wondered why the initial small document became 160 pages. Garrow stated one question she heard in the open houses was what was meant by the high-level title. The action steps provided those answers. She noted things achieved could be moved to an appendix.

Council Member Parigian suggested drafting two versions: a short version and a long version. He wanted to condense the document. Council Member Rubell asked where the vision and mission statements came from. Garrow indicated they were crafted from the feedback in the survey. Stuck stated they got direction on mission statements. Council Member Rubell felt the themes should be reflected in the mission statements. Currently, they felt non-actionable and feel-good statements. Garrow indicated the statements were intended to be aspirational. Council Member Parigian stated these mission statements could reference any city and were not unique to Park City. Council Member Ciraco thought the General Plan was thematic and the action document should have the mission statement. He supported having the appendix and felt it would help shorten the document.

Council Member Toly indicated the planning process could be an appendix or not even included in the document. Council Member Rubell wondered if the General Plan was a thematic document or a playbook. Bill Johnson, Planning Commissioner, stated the Planning Commission referred to the thematic document as part of their job. Christin Van Dine, Planning Commission Chair, stated the General Plan could not be used by the Planning Commission to make decisions but it was used to create or change code.

Johnson felt the detail was needed, especially in the Community Character focus. He referred to the neighborhoods and stated those would be studied a lot.

Council Member Ciraco referred to the Historic Preservation section and stated that focus could be one page, and then it could reference a Historic Preservation Plan that would have more detail. Johnson affirmed that could be done. He noted the current General Plan was not user friendly and he hoped this iteration could have bookmarks, etc. to help with that.

Mayor Worel asked if the General Plan would be compared to the code to ensure it was compliant. Ward indicated the General Plan needed to be specific to the City, but it also had to comply with state requirements. As part of the implementation of the General Plan, staff and the Planning Commission would go through the Land Management Code to ensure it was reflective of the values, priorities and goals identified. Council Member Dickey noted some of the actions were low level and not worth putting into the document. He liked the mission statements and thought they were Park City specific.

Council Member Rubell noted there was nothing in the mission statement on public safety and asked if they should reflect the next level down or were they meant to be detached. Garrow stated that connection could be created more clearly in the theme statements or strategy statements. Council Member Rubell wanted to sharpen a few of the points, like housing demographics. He wanted things like public safety, recreation, and natural resources to be included as well. Council Member Parigian asked how the consultants determined the priorities from the survey responses, to which Vyas indicated they used their professional judgment and Garrow explained their process with the technical advisory group. Discussion on the process for the General Plan priorities ensued.

Council Member Dickey thought the document had a lot of good information and he didn't want to lose that. He thought the Council should meet again and reevaluate the priorities if the members thought they should be ranked differently. Garrow stated they could remove the priorities of the action level and do it at the strategy level or move the action steps into the implementation portion of the document.

Ward reviewed the next steps for the General Plan. The Historic Preservation Board completed a work session to review the plan and they would hold a public hearing on June 30. Then the Planning Commission would hold a public hearing. Then it would go to the City Council for adoption.

Mayor Worel summarized the Council would like a shorter document. Council Member Rubell asked how they could answer the fundamental questions. Johnson stated the Planning Commission would look at it and streamline it. Council Member Rubell wanted to avoid this going down the wrong path. Rick Shand, Planning Commissioner, stated they had a good foundation, and they could trim it down. Mayor Worel suggested having another joint meeting with the Planning Commission prior to the plan coming to Council.

IX. ADJOURNMENT

With no further business, the meeting was adjourned.

Michelle Kellogg, City Recorder

APPROVED 07-10-2025

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

Assistance for Affordable HOAs

City Council
June 26, 2025



COUNCIL GUIDANCE

Requesting guidance on the following questions:

1. Should Park City create an affordable HOA loan or grant pilot program for capital maintenance?
2. Should the new pilot program be limited to only HOAs that are 100% affordable or should the pilot program be available to any affordable deed-restricted homeowner seeking assistance for HOA capital improvements?
3. How much money should be allocated initially to the pilot the program?
4. Who should administer the pilot program?
5. What other types of criteria should be considered to create the pilot program?

BACKGROUND

- Rising costs of goods and services
- Unexpected capital improvements
- Requirement for reserve studies
- No statutory requirement regarding HOA dues as they relate to the reserve study recommendation
- Limited appreciation
- Homeowners with less disposable cash
- A critical community asset -- Maintaining viability & sustainability of deed restricted units is important to the City.



— UNDERFUNDING TREND —

Dale Gifford of Complex Solutions, LTD an HOA financial consultant, will join the conversation.

- Disregard for reserve study recommendations
- Dues aren't raised on a regular basis
- Critical capital improvements are delayed
- Special assessments are a result



— LOW INTEREST LOAN —

Ian Poor of Intermountain Mortgage will contribute to this discussion.

- Interest earned would cover the administrative costs of managing the program.
- Loans would be for 5-10 years, with the HOA paying interest at 2%.
- Repayment is set up on an autopayment system to avoid delinquencies.
- The loan pool could begin with \$350,000 as a pilot project to test the concept.

REQUIREMENTS

- Funds must be placed in replacement reserves and only used for capital projects.
- Reserve studies must be completed every five years and HOA dues adjusted accordingly.
- In-between Reserve study years, raise HOA dues annually by an inflationary factor of ~3-5%.
- Maintain exemplary financial management practices including the placement of liens on the property of any owner who does not pay dues.

COUNCIL GUIDANCE

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PCMC Transportation

Winter 24-25 Update



Overview

For the Council to receive an update on Transportation Activities.

1) Transportation Planning

2) Parking & Transportation Demand Management (TDM)

3) Transit

4) Traffic Mitigation

About Us

Park City sees transportation as a consumer product – our customers have choices, so we have to offer an appealing product to accommodate our various customer groups.



KEY CHALLENGES



Managing peak travel demands on a **constrained road network**.



Transit provides direct service to the resort, but buses are often **stuck in traffic**.



Balancing the **needs of all modes** and users, especially on streets serving the resort and surrounding residential neighborhoods.



Free surface parking lots incentivize driving and create a challenging environment for walking and biking.



Employees live across the region, often without access to direct transit services.



Major mixed-use development in the future will bring more people, but can support reduced reliance on vehicle access.



PARK CITY
RESIDENT



YEAR-ROUND
EMPLOYEE OR
BUSINESS OWNER



CULTURE AND
EVENT VISITOR



RECREATION DAY-
TRIPPER



SEASONAL
EMPLOYEE

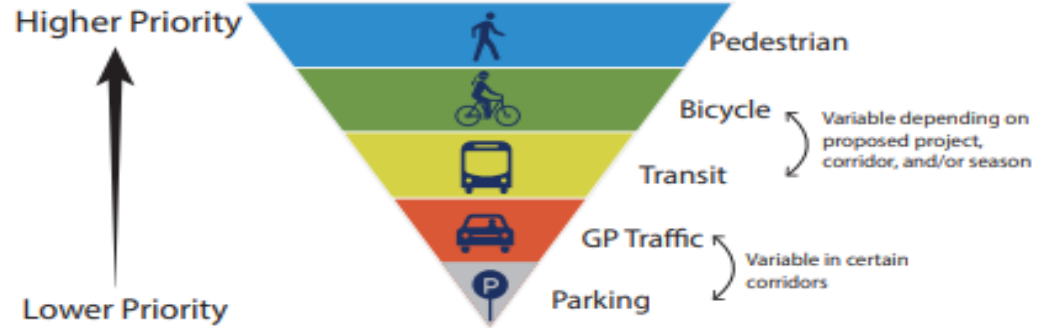


LONG-STAY
VISITOR/SECOND
HOMEOWNER





PCMC Transportation Hierarchy





Transportation Planning

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Current Projects

Thaynes
Phases 1 and
2

ReCreate 248
& Park and
Ride

Bus Stop
Improvement
s

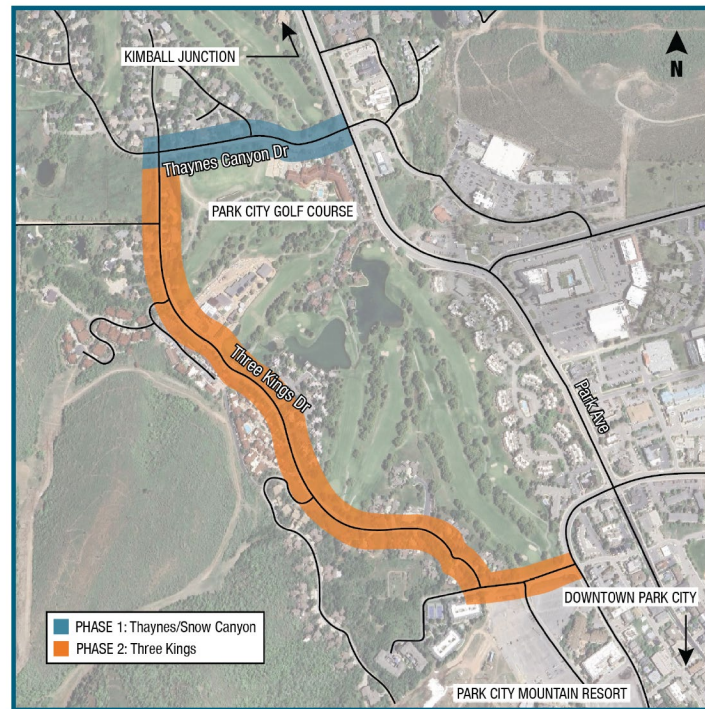
Biking and
Walking
Projects

20 Tan
Extension

Dogs on
Buses Pilot

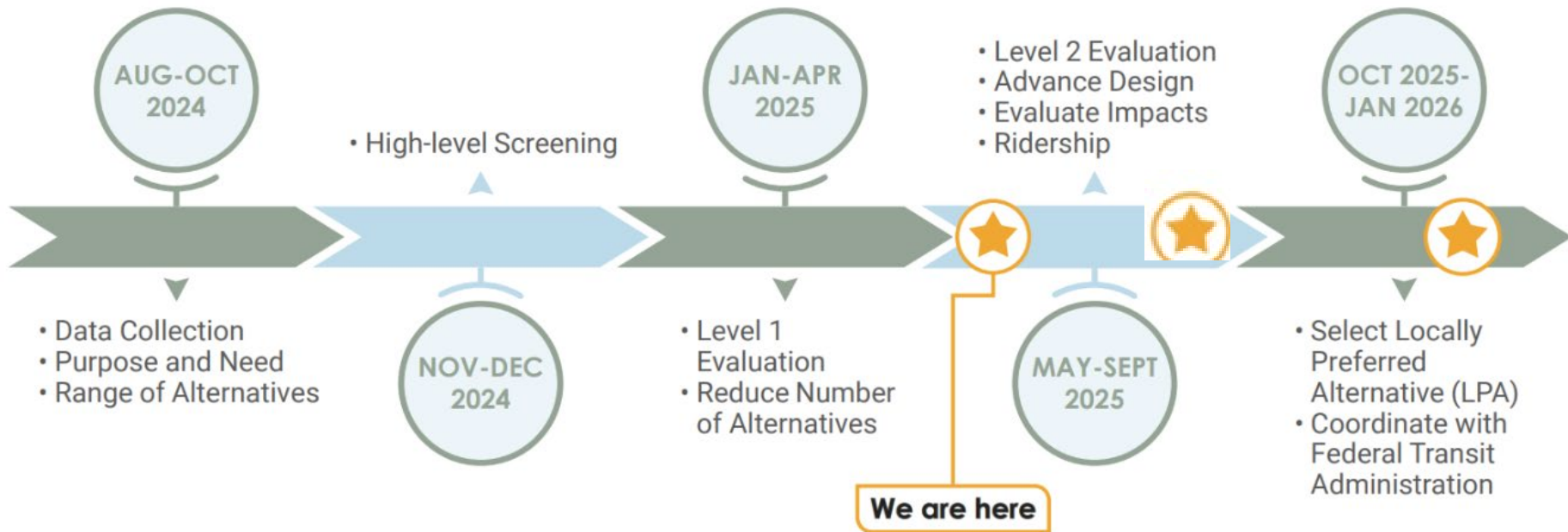
—Thaynes Improvements—

- Creating a pathway network through the Thaynes area.
- Phase I: Expected completion Summer 2025
- Phase II: Planning and design underway



Re•create 248

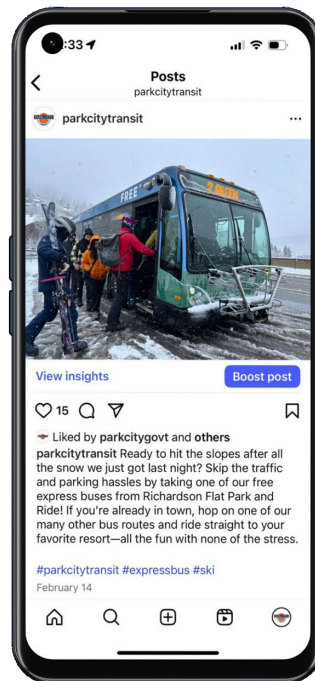
16-month transit analysis to determine best performing option to advance into next phase.



PARK AND RIDE

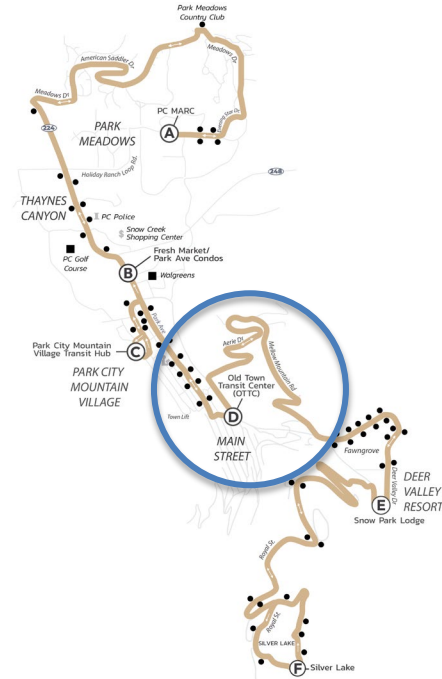
Park City and Summit County jointly studied regional park and ride needs and agreed that Park City will focus on Quinns Junction, while Summit County will prioritize the Kimball Junction area

- Park City has used the Richardson Flat park and ride for the past three winters, with growing demand and expanded service.
- The City is evaluating either improving Richardson Flat or developing a new park and ride along SR-248.
- Frequent, reliable transit from a park and ride is key to easing peak winter traffic and supporting future growth and major events.



20 Tan Extension

- Proposed based on community requests
- Proposed Start Date:
 - December 2025
- Cost neutral - no additional operators
- Customers can hail a ride on the new portion of the route



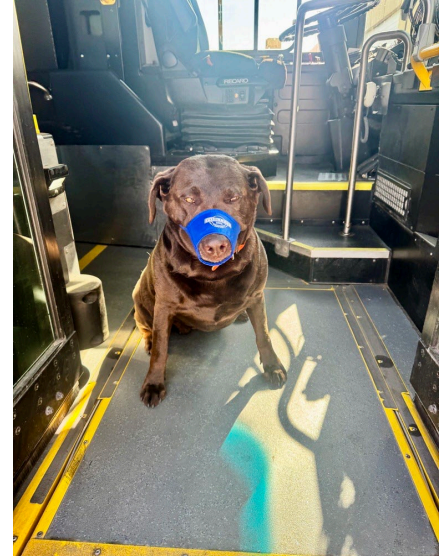
—Implementing the Bike and Ped Plan—

- Restriping Park Ave
- Crosswalk treatments
- Neighborhoods First pilot projects
- Royal Street and Empire bikeway
- Bicycle parking



Dogs on Buses Pilot

- Pilot will be in effect until 1 November
- All dogs must be well-behaved, licensed and current on vaccinations
- All dogs must remain leashed
- All dogs should board from the rear door
- All dogs should be muzzled
- Outreach events scheduled throughout the summer will include free muzzles



Naughty Dogs are not allowed....

Encouraging Alternative Modes

- 225% increase in Instagram followers.
 - Campaign on Richardson Flat PnR
- RideOn:
 - Winter Commute Incentive
 - + 3.8% in trips
 - PCMC Winter Challenge
 - +42.3% in trips

Winter Commute Incentive

	2024/25	2023/24
Total Trips	27,000	26,000
Total Distance	380,854	400,222

PCMC Winter Challenge

	2024/25	2023/24
Total Trips	2,600	1,500
Total Distance (mi)	54,387	35,960



Parking and Transportation Demand Management

TDM KPIs

Several TDM strategies were used to reduce parking demand:

- Daytime paid parking- turnover pricing
- Increased transit service frequency
- Resident area traffic diversion



Parking Peak Occupancy

	Average Peak Day		Average Non-Peak Day		Average Day	
	2024/25	2023/24	2024/25	2023/24	2024/25	2023/24
China Bridge	484	508	308	289	313	341
Richardson Flat	197	189	59	51	94	97

Parking KPIs

Parking Revenue:

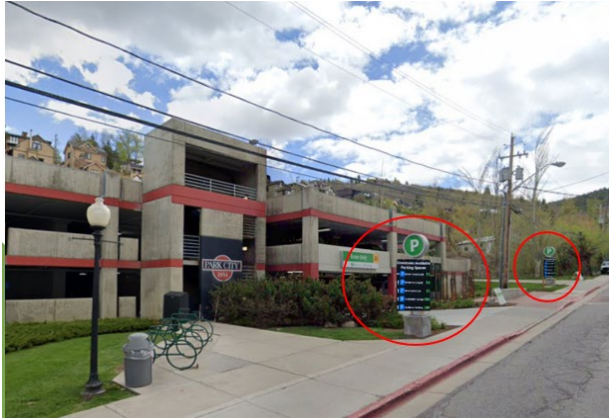
- Overall paid parking revenue and transactions were down slightly from the previous season
- Consistent Park and ride use being up indicates efficacy in the pricing/demand structure results.

	2024/25	2023/24	Change
Total Transactions	163,567	169,895	-3.8%
Total Revenue	\$1,095,570	\$1,182,692	-7.4%



Upcoming Parking Projects

- Parking Occupancy and wayfinding Technology
- Residential Parking Program Improvements



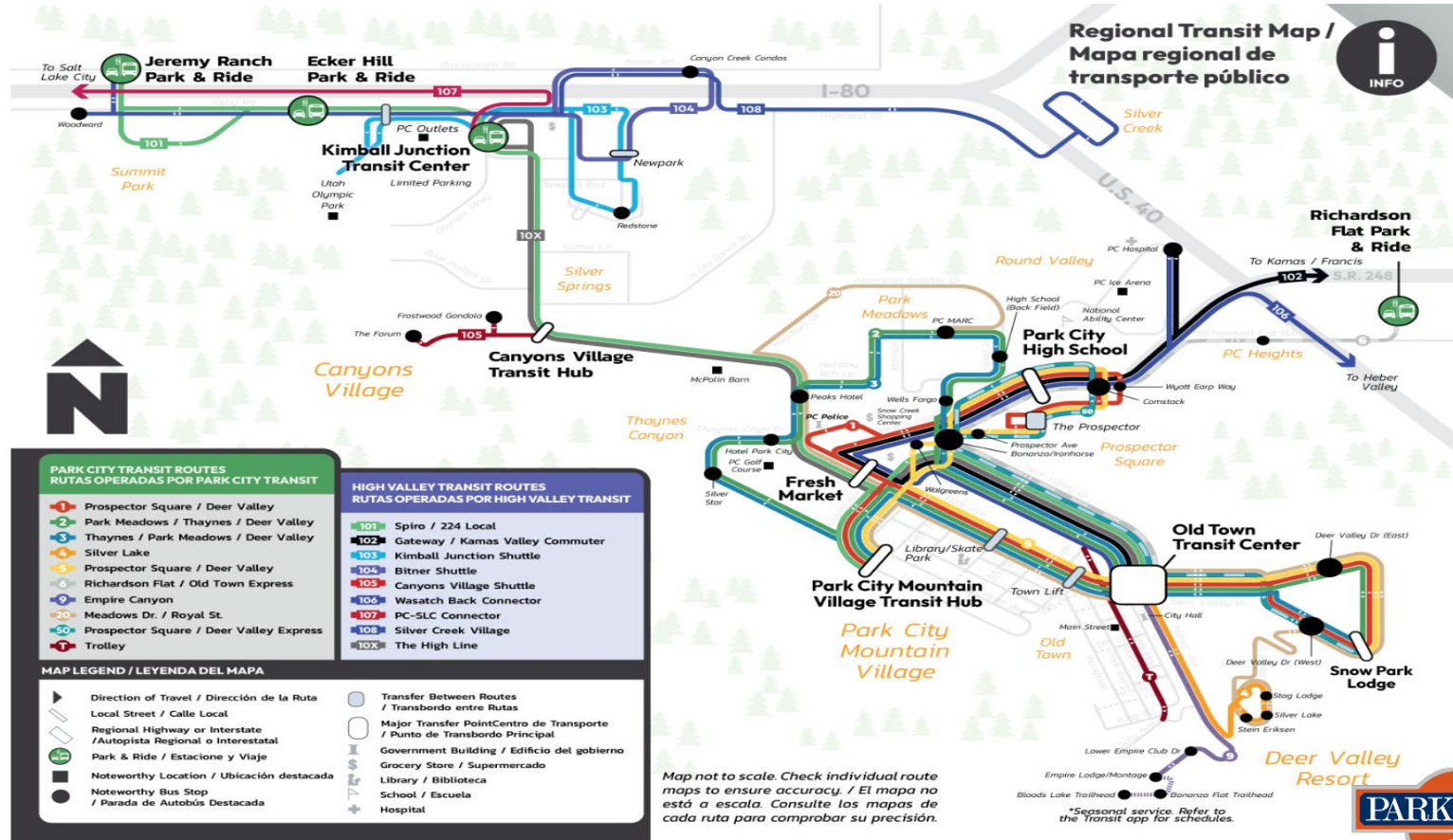


Transit

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PCMC Transit Service Map



Transit KPI's - Systemwide

	Average Peak Day		Average Non-Peak Day		Average Day	
Year	2024/25	2023/24	2024/25	2023/24	2024/25	2023/24
Ridership	10,134	9,216	7,337	7,316	7,975	7,753
Passengers Per Revenue Hour	26.6	30	22.3	24.9	23.2	26.1
On-Time Performance (OTP)	63%	60%	77%	71%	74%	68%



Data is based 2024-2025 Winter Season Comparison

Transit KPI's

Richardson Flat Routes

Ridership	Average Peak Day		Average Non-Peak Day		Average Day	
Year	2024/25	2023/24	2024/25	2023/24	2024/25	2023/24
6: Old Town Express	827	188	85	42	254	77
7: PC Mountain Express	612	613	430	397	471	448
8: Deer Valley Express	253	313	208	342	218	335



Route 20 Tan



Ridership	Average Peak Day		Average Non-Peak Day		Average Day	
Year	2024/25	2023/24*	2024/25	2023/24*	2024/25	2023/24*
20: Park Meadows	99	N/A	68	N/A	75	N/A

Data is based 2024-2025 Winter Season

*20 Tan did not run in the 2023/24 Winter Season



Transit Projects

- Transit Bus Replacement:
 1. Working with the FTA to replace 13 Proterra Electric Buses that are no longer operable
 2. This required us to rent an older diesel fleet temporarily
- CAD/AVL Replacement – Fall 2025



E-Ink Readers

- Currently being installed at our busiest stops
- Low power providing 3+ years of battery life
- Information provided for all routes servicing that stop:
 - Real-time departures
 - Route map
 - Published schedule timetables
 - Links, text, and QR codes for additional information
- Mobile self-contained units can be relocated for Special Events, temporary stops, etc.





Traffic Mitigation



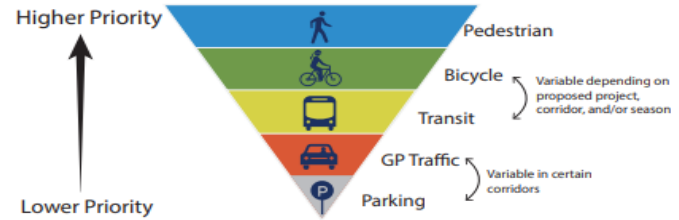
Initiatives

- Drop arm gate installed at 14th and Empire
- Barricades are linked together by driveways to increase the safety of residents and pedestrians on Deer Valley Drive
- Temporary signal installed at Marsac Roundabout
 - Placed to prioritize Transit in the Roundabout
 - The pilot was successful, and UDOT is working on a permanent solution

Peak Day

Winter Peak Day Operations
focus on:

1. Neighborhood Protection
2. Transit Priority
3. Traffic Congestion
Mitigation





PCMC Transportation Questions?





THAYNES PATHWAY

GOLF NET

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PROGRESS



PROGRESS



PROGRESS



NET DISCUSSION

In response to neighborhood feedback from May 7, 2025, we have the following questions for City Council:

1. Should an additional net be installed to enhance safety along the newly constructed pathway?
2. If yes, which option does the City Council support?
3. If yes, City Council authorization is required to amend the construction agreement with Geneva to install the net this fall.

NET OPTIONS

25-FOOT TALL



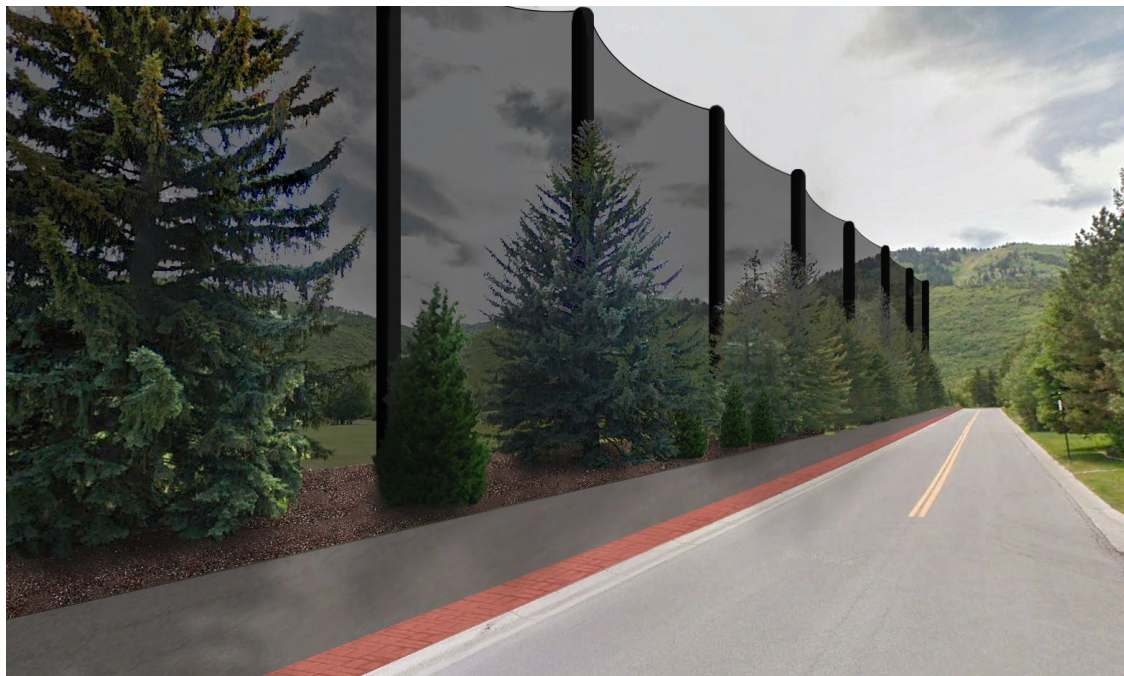
NET OPTIONS

50-FOOT TALL



NET OPTIONS

75-FOOT TALL



NET OPTIONS

COST

Height Option	Estimated Cost	Required Funding
25-Foot	\$238,227	\$0
50-Foot	\$411,461	\$0
75-Foot	\$719,202	\$192,202

RECOMMENDATION

We recommend installing the 50-foot option because it has the best cost-to-protection ratio, and the visual impacts can be mitigated with landscaping.

Council Discussion

1. Should an additional net be installed to enhance safety along the newly constructed pathway?
2. If yes, which option does the City Council support?
3. If yes, City Council authorization is required to amend the construction agreement with Geneva to install the net this fall.