



**PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
September 4, 2025**

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

Zoom Link: <https://us02web.zoom.us/j/86361757375>

PARK CITY MUNICIPAL BUILDING AUTHORITY MEETING - 2:30 p.m.

ROLL CALL

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

NEW BUSINESS

1. Consideration to Approve a Utility Easement for Summit County Service Area #3 on Parcel #SA-21-A-X in Park City, Utah
(A) Public Input (B) Action

ADJOURNMENT

PARK CITY COUNCIL CLOSED SESSION - 2:45 p.m.

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

WORK SESSION

3:40 p.m. - Resident Parking Program Discussion

4:25 p.m. - Discuss Child Care Scholarship Program

5:10 p.m. - Break

REGULAR MEETING - 5:30 p.m.

I. ROLL CALL

II. POLICE SWEARING IN CEREMONY

1. Swearing-In Ceremony for Sergeant Daniel Cherkis, Officer Cory Bowman, Officer Taylor "T.C." Thomas, and Officer Bradin Wilson

III. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments

Staff Communications Reports

1. June Sales Tax Report
2. Occupational Safety and Health Update

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

V. CONSIDERATION OF MINUTES

1. Consideration to Approve the City Council Meeting Minutes from August 14 and 18, 2025

VI. CONSENT AGENDA

1. Request to Authorize Standard Insurance Amount Required for Awning at 416 Main Street in the Historic Commercial Business (HCB) Zone.

VII. OLD BUSINESS

1. Discuss Design Preferences, Housing Mix, and Potential City Financial Contributions for the Clark Ranch Affordable Housing Development
2. Consideration to Approve Resolution No. 18-2025, a Resolution Amending the Fee Schedule (Staff Report to Follow)
(A) Public Hearing (B) Action

VIII. ADJOURNMENT

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the City Recorder at 435-615-5007 at least 24 hours prior to the meeting.

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



Municipal Building Authority of Park City Staff Report

Subject: Summit County Service Area #3 Easement

Author: Ryan Blair

Department: Property

Date: September 4, 2025

Recommendation

Review and consider approving a utility easement for Summit County Service Area #3 (SCSA3) on parcel #SA-21-A-X owned by the Municipal Building Authority of Park City.

Background

Summit County Service Area #3

SCSA3 is a governmental entity created by Summit County to provide limited services to Silver Creek Estates, Greenfield Ranch, East Creek Ranch, Last Dance Ranch, and Silver Creek Ranch subdivisions. Specifically, SCSA3 performs:

- Road maintenance, snow removal, ROW management, culinary water system, water rights administration, trails, parks, and drainage.
- SCSA3 works cooperatively with Summit County to uphold regulations, and SCSA3 relies upon Summit County to provide enforcement support.
- SCSA3 is funded through property tax, Ad Valorem tax, water rights administration fees, culinary water fees, and construction fees.
- Seven publicly elected volunteer Board of Trustees direct the vision, policy, and management of SCSA3 with the assistance of a full-time General Manager, three part-time employees, and legal counsel.
- [Summit County Service Area 3 Website](#)

The “Naniola” Parcels

The Municipal Building Authority purchased the 62-acre Naniola parcels in 1990 for \$900,000. The purchase included two parcels: a larger ~52.5-acre northern parcel (SS-21-A-X) and a smaller ~9.5-acre southern parcel (SS-29-C-X). The transaction also included four Jeep Wagoneers and portion of a Weber River water right 35-10525. While the land and vehicles were nice to acquire, the water was essential to the deal and the primary interest of PCMC.

The City’s current land disposition list identifies possible purposes for the parcels:

- Hold/Sell/Trade/Lease;

- Agricultural Uses;
- City Facility; or
- Trails.

As stated, the property is two parcels, with a total acreage of approximately 62 acres.

- 9.51 acres zoned Rural Residential (1/20 acres base density);
- 52.65 acres zoned Hillside Stewardship (1/30 acres base density); and
- There is no access to municipal sewer at this time.

The brief description of the area, noted in the Snyderville Basin General Plan, identifies low density residential. [Snyderville Basin General Plan- Silver Creek Neighborhood \(Page 77\)](#).



Due to the lack of physical proximity to City limits, no physical access to culinary water, difficult and steep terrain, and no access to municipal sewer, no meaningful use of the property beyond obtaining the water right in 1990 has ever been identified. However, a grazing lease on the property had been in effect since 1998 and expired late last year.

In May 2024, SCSA3 approached the City after discovering a leak in their water tank. The failing “Silver Bullet” water tank is located on Parcel #SL-D-215-X in a relatively low elevation part of their service area. SCSA3 desires that a new tank be placed on higher ground to improve pressure throughout their system. They identified the Naniola parcel as ideal for a water tank, due to its elevation, and secured \$3 million in funding from the Utah Division of Drinking Water to build the tank.

Easement Details

The full easement can be found in Exhibit A and B, including a legal description and site plan.

Negotiations between the City’s team and SCSA3 have identified the following terms for a utility easement on Parcel #SS-21-A-X:

The Municipal Building Authority would grant a utility easement for 3 acres of SS-21-A-X, in the northwest corner of the property, for the tank and drain line. In return, SCSA3 will pay market value for the land (\$60,000) under the following payment terms:

1. \$30,000 within 5 business days of the date Buyer records the Easement with the Office of the Recorder for Summit County, Utah;

2. \$15,000 on or before the date that is 7 years after Buyer records the Easement;
and
3. \$15,000 on or before the date that is 10 years after Buyer records the Easement.

Further, SCSA3 will facilitate a potential future request by the City to annex this parcel and/or the City-owned bordering parcels into their water district.

Analysis

Negotiations between SCSA3 and the City have occurred over several years. The purchase price of \$60,000 for a 3-acre easement is in line with current market values for the land. The 3-acre request has been scaled back from an initial request of 8 acres, preserving maximum flexibility for the City while allowing SCSA3 to replace failing infrastructure and comply with State and County Health ordinances. SCSA3 has guaranteed that reasonable efforts will be made in the future to annex the parcels into their service area, which could be of value for future potential development.

Exhibit A: Proposed Purchase Agreement and Easement

Exhibit B: Proposed Easement Site Plan

AGREEMENT FOR PURCHASE OF WATER FACILITIES UTILITY EASEMENT

This Agreement for Purchase of Water Facilities Utility Easement (“**Agreement**”) by and between MUNICIPAL BUILDING AUTHORITY OF PARK CITY, a Utah nonprofit corporation (“**Seller**”), and SUMMIT COUNTY SERVICE AREA #3, a special district and political subdivision of the State of Utah (“**Buyer**”), dated as of _____, 2025 (“**Effective Date**”) sets forth the consideration agreed upon by the Seller and Buyer for purchase of the Easement as defined herein.

RECITALS

WHEREAS, Buyer desires to purchase from Seller, and Seller desires to grant and convey to Buyer a water facilities utility easement located within a portion of Seller’s property (the “**Easement Property**”), by the execution of the Water Facilities Utility Easement in substantially the form attached as **Exhibit A** (the “**Easement**”): (i) to construct an in-ground storage tank and water lines (the “**Water Facilities**”); and (ii) for the continued operation, maintenance, repair, alteration, additions, inspection, replacement, and upgrades of the of the Water Facilities.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual covenants, conditions, agreements, and representations contained in this Agreement, the Parties mutually agree as follows:

1. **Execution and Recording of Easement.** Seller will execute and deliver to Buyer the Easement within thirty (30) days of the date of Buyer’s initial payment under Section 2.1 below. Within ten (10) days of receiving the fully executed Easement from Seller, Buyer will record the Easement with the Office of the Recorder for Summit County, Utah, at Buyer’s sole cost and expense.
2. **Compensation.** Buyer will deliver to Seller compensation for said Easement in the amount of Sixty Thousand dollars (\$60,000.00) (the “**Purchase Price**”). The Buyer will pay the Purchase Price to Seller in the following installments :
 - 2.1 Thirty Thousand (\$30,000.00) within ten (10) business days after the date Summit County issues Buyer a building permit to construct the Water Facilities.
 - 2.2 Fifteen Thousand (\$15,000.00) on or before the date that is seven (7) years after Buyer records the Easement with the Office of the Recorder for Summit County, Utah.
 - 2.3 Fifteen Thousand (\$15,000.00) will be paid to Seller on or before the date that is ten (10) years after Buyer records the Easement with the Office of the Recorder for Summit County, Utah.
3. **Condition Precedent.** Summit County’s issuance of a building permit authorizing Buyer to construct the Water Facilities is an express condition precedent of this Agreement, and

Seller will have no obligation to execute the Easement and Buyer will have no obligation to pay the Purchase Price to Seller if Summit County does not issue said building permit to Buyer.

4. Seller's Representations and Warranties. Seller hereby makes the following representations and warranties, in addition to any others made in this Agreement:

- 4.1 As of the Effective Date of this Agreement, Seller is the sole owner of the Easement Property and holds title to the Easement Property in fee simple, free and clear of all encumbrances.
- 4.2 Seller warrants that there is no pending claim, suit, or litigation that involves the Easement Property.
- 4.3 Between the Effective Date of this Agreement and date the Easement is recorded in the Office of the Summit County Recorder, Seller, without Buyer's prior written consent, will not subject any right, title, or interest in the Easement Property to any mortgage, pledge, lien, or other encumbrance.
- 4.4 This Agreement and the consummation of this transaction does not, and will not contravene any provision of any judgment, order, decree, writ, or injunction, and will not result in a breach of, constitute a default under, or require consent pursuant to any credit agreement, lease, indenture, mortgage, deed of trust, purchase agreement, guaranty, or other instrument to which any of the persons or entities comprising Seller are presently a party or by which any of the same or their respective assets are presently bound or affected.
- 4.5 To the actual knowledge of Seller, without the duty to inquire or investigate, no hazardous waste or toxic substances have been stored on, released into, generated on, or deposited upon the Easement Property or into any water systems on or below the surface of the Easement Property, and the Easement Property complies with all local, state, and federal hazardous waste laws, rules, and regulations.

5. Buyer's Representations and Warranties. Buyer represents and warrants that the Easement will be used exclusively for the operation, maintenance, and repair of the Water Facilities in accordance with the Easement.

6. Annexation. If and when Seller files a petition to annex the Easement Property and/or bordering parcels into Buyer's jurisdiction, Seller agrees to pay all costs and expenses for the annexation including applicable fees and costs set forth in Buyer's Fee Schedule at the time of annexation. Seller further agrees to comply with all annexation provisions of Utah Code Title 17B, Chapter 1, Part 4, or any amended or successor statute. The Buyer will use all reasonable efforts to approve the Seller's petition as soon as reasonably practicable and without undue delay in accordance with the governing provisions of Utah law.

7. **Brokerage Commissions.** Buyer and Seller are not represented by any broker or agent and neither are responsible to any party for any fee, commission, or payment as a result of, or arising from, the transaction contemplated under this Agreement.
8. **Term.** The term of this Agreement (“**Term**”) will begin on the Effective Date and will terminate automatically on the date Buyer provides Seller with the final payment under Section 2 of this Agreement.
9. **Entire Agreement.** This Agreement constitutes the entire understanding and agreement by and among the Parties, and supersedes all prior written or oral agreements, representations, or understandings by and among them pertaining to the subject matter of this Agreement.
10. **Termination or Amendment.** This Agreement cannot be terminated, modified, or amended before the end of the Term except by a written agreement signed by each of the Parties.
11. **Counterparts.** This Agreement may be executed in one or more counterparts each of which is an original of this Agreement and all of which, when taken together is the same agreement.
12. **Headings and Captions.** The headings in this Agreement are inserted for convenience and identification only and are in no way intended to describe, interpret, define, or limit the scope, extent, or intent of this Agreement or any provision.
13. **Incorporation of Recitals and Exhibits.** All recitals and exhibits to this Agreement are incorporated as if set forth fully herein.
14. **No Relationship.** Nothing in this Agreement will be construed to create any partnership, joint venture, or fiduciary relationship among the Parties.
15. **No Third-Party Beneficiary Rights.** The Parties do not intend to create in any other individual or entity the status of third-party beneficiary, and this Agreement will not be construed to create such status. The rights, duties, and obligations contained in this Agreement will operate only between the Parties to this Agreement and will inure solely to the benefit of the Parties to this Agreement. The provisions of this Agreement are intended only to assist the Parties in determining and performing their obligations under this Agreement.
16. **No Waiver.** If either Party fails to enforce any provision of the Agreement, such failure will not constitute a waiver of that Party’s right to enforce such provision. The provisions of this Agreement may be waived only in writing by the Party intended to be benefited by the provisions and a waiver by a Party of a breach hereunder by the other Party will not constitute a waiver of any succeeding breach of the same or other provisions.

17. Severability. If a court of competent jurisdiction holds that any portion of the Agreement is unenforceable, the remaining provisions of the Agreement will continue in full force and effect.

18. Noncompliance. In the event of a default or breach of any of the terms of this Agreement or the Easement by the Parties, the non-defaulting Party will provide the defaulting Party with written notice of the default and will provide the defaulting Party with thirty (30) days from the date of the notice to remedy the default or such time as is reasonably required to remedy the default. If the defaulting Party fails to remedy the default, the non-defaulting Party may exercise any right or remedy that it may have at law or equity.

19. Applicable Law and Venue. This Agreement will be construed in accordance with the laws of the State of Utah, and any actions between the Parties arising out of the relationship contemplated by this Agreement will be brought in Summit County, Utah.

20. Legal Review. The Parties represent and agree that they each had an opportunity to review this Agreement with their respective attorneys and that they accept the terms hereof. The rule that an agreement is to be construed against its drafter will not apply to this Agreement.

21. Governmental Immunity Act of Utah. The Parties are both governmental entities subject to the Governmental Immunity Act (the “Act”), Utah Code. §§ 63G-7-101, *et seq.* Consistent with the terms of this Act, it is mutually agreed that the Parties are responsible and liable for their own wrongful or negligent acts committed by their agents, officials, or employees. The Parties do not waive any rights, defenses, or limitations available under the Act.

22. Notices. All notices and communications required or permitted to be given under this Agreement, will be in writing and will be deemed to have been duly given and delivered as of the date the notice is sent, if delivered by mail or email to the below, which the Parties may update from time to time in writing:

Park City Municipal Corporation
Attn: _____
445 Marsac Avenue
Park City, Utah 84060
Email: _____

Summit Country Service Area #3
Attn: General Manager
7215 Silver Creek Road
Park City, Utah 84098
Email: gm@summitcosa3ut.gov

23. Non-Payment or Change of Use: If Buyer (a) fails to pay any installment agreed upon for the Easement in Section 2; or (b) ceases to use the Easement Area for the water utility purposes specified in the Easement, and instead uses it for any unauthorized or non-permitted purpose, then the Easement shall automatically terminate and all rights granted in this Agreement shall revert to Seller without the need for further action. Upon such termination, the Seller shall have the right to remove or require Buyer to remove all of Buyer’s improvements at Buyer’s sole cost and expense and to record a Notice of Reversion with the Summit County Recorder’s Office.

26. Interpretation. In this Agreement, unless the context requires otherwise:

- a. Use of the singular, plural, or a gender will include the other.
- b. Use of the words “include” and “including” will be construed to mean “without limitation” or “but not be limited to.”
- c. The word “may” is permissive;
- d. The words “will not” are prohibitive;
- e. The word “will” is mandatory or required; and
- f. The present tense includes the future tense, unless otherwise specified.

IN WITNESS WHEREOF, the parties to this Agreement have executed this Agreement as of the day and year first above written.

SELLER

Municipal Building Authority of Park City

By: _____

STATE OF UTAH)
 : ss.
County of Summit)

On this ____ day of _____, 2025, _____
personally appeared before me and duly acknowledged that they, acting in their authorized
capacity as _____ of Municipal Building Authority of Park City, executed the
foregoing Agreement.

NOTARY PUBLIC

BUYER
SUMMIT COUNTY SERVICE AREA 3

By: _____

STATE OF UTAH)
 : ss.
County of Summit)

On this ____ day of _____, 2025, _____
personally appeared before me and duly acknowledged that they, acting in their authorized
capacity as _____ of Summit County Service Area 3, executed the foregoing
Agreement.

NOTARY PUBLIC

EXHIBIT A

When recorded, return to:
Summit County Service Area #3
Attn: General Manager
7215 Silver Creek Road
Park City, UT 84098

Parcel #SS-21-A-X

WATER FACILITIES UTILITY EASEMENT

MUNICIPAL BUILDING AUTHORITY OF PARK CITY, a Utah nonprofit corporation (“**Grantor**”), hereby grants and conveys to SUMMIT COUNTY SERVICE AREA #3, a special district and political subdivision of the State of Utah (“**Grantee**”), for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged and reaffirmed, a perpetual water facilities utility easement (the “**Easement**”) for the construction and continued operation, maintenance, repair, alteration, inspection, and replacement of a water tank and water lines, which may include a parking area and turnaround, pipelines, pump station, pressure reducing station, electrical meter, in-ground storage tank, 20-foot access road, and all other related equipment, improvements, and facilities attendant thereto (collectively, the “**Water Facilities**”), in, upon, over, under, across and through certain real property that Grantor owns in Section 10, Township 1S, Range 4E, in Summit County, State of Utah and further identified as Parcel SS-21-A-X (the “**Property**”). Grantor and Grantee are referred to herein individually as a “**Party**” and collectively as the “**Parties**” as the context may require.

Without limiting the generality of the foregoing, Grantor does hereby covenant, warrant, and agree with respect to the Easement as follows:

1. **Consideration.** Both Grantor and Grantee acknowledge that this grant is supported by good and adequate consideration.
2. **Grant of Easement and Purpose.** Grantor hereby grants and conveys to Grantee and its successors and assigns a permanent easement (the “**Easement**”) on, over and across the Property to allow Grantee to construct, operate, maintain, repair, and alter the Water Facilities outlined above.
3. **Approximate Location of the Tank.** The Parties anticipate that the Tank will be installed within the Easement area, which is described in greater detail and depicted in **Exhibit 1**, which is incorporated as part of this Easement.
4. **Grant of Easement Area.** The Easement encompasses the property depicted and legally described in **Exhibit 1**.
5. **Exclusivity.** The easement area identified as the “50’ Utility Easement” on Exhibit 1 will be non-exclusive, and Grantor may use this area for any purpose that does not materially interfere with Grantee’s lawful use for the purposes outlined above. Grantor shall coordinate with Grantee prior to any construction or excavation to avoid conflicts with Grantee’s

use of this area. The remainder of the Easement will be for Grantee's exclusive use for the purposes described in Section 2.

6. Grantor's Use. Grantor may construct improvements or landscaping (except for trees and permanent structures or buildings) on the Easement as long as such improvements do not interfere with Grantee's access and use of the Easement or the Water Facilities.

7. Costs. Grantee will be responsible for all costs associated with the use of the Easement and the Water Facilities, including but not limited to all roads and utilities that may be required for Grantee to construct, operate, and maintain the Water Facilities and to otherwise effectuate the terms of the Easement.

8. Duration of Easement. This Easement is perpetual.

9. Covenant Running with the Land. The Easement and other provisions of this Easement will constitute a covenant running with the land and will be binding on and will inure to the benefit of the Parties hereto and their respective successors and assigns, all of which persons may enforce any obligation created by this Easement.

10. Indemnification. To the fullest extent permitted by law, Grantee shall indemnify, defend, and hold harmless Grantor, its elected officials, officers, employees, agents, and contractors (collectively, "Indemnified Parties"), from and against any and all claims, demands, losses, damages, liabilities, fines, penalties, costs, and expenses, including reasonable attorney's fees, arising out of or related to, directly or indirectly, (i) Grantee's use of the Property; (ii) any act or omission of Grantee, its contractors, agents, employees, or invitees related to the Easement; and (iii) any breach by Grantee of this Water Facilities Utility Easement.

11. Insurance: Grantee shall provide a certificate of insurance evidencing commercial general liability insurance, including coverage for bodily injury, property damage, and personal injury, with limits not less than \$1,000,000.00 for each occurrence and \$3,000,000.00 in the aggregate. "Park City Municipal Corporation" shall be named as additional insureds on such insurance. Grantee shall provide written notice to Grantor at least thirty (30) days prior to termination, non-renewal, or material modification of the applicable policy. Grantee shall provide a certificates of insurance to Grantor annually and upon request evidencing such compliance.

12. Hazardous Substances. Except hazardous substances such as chlorine or similar substances used to treat drinking water, which are permitted on the Property subject to the limitations below, none of Grantee or any of its agents, employees, representatives, contractors, and subcontractors shall cause or permit any hazardous substance to be generated and/or manufactured, refined, transported, treated, stored, handled, disposed of or otherwise placed upon any portion of the Property. For the purposes of this Section, "hazardous substances" shall mean and include all hazardous and toxic substances, wastes, or materials, any pollutants or contaminants (including without limitation raw materials which include hazardous constituents) and all other substances and materials which are or become included under or regulated by any local, state, or federal law, rule, or regulation pertaining to environmental regulation,

contamination, or clean-up statutes. For permitted substances other than chlorine, written permission must be obtained from Grantor prior to use or storage onsite. Further, Grantee hereby agrees to defend, indemnify, and hold the Indemnified Parties harmless from any incident, liability, loss, claim, damage, or expense, in whatsoever nature or form, including, but not limited to attorneys' fees, costs, and expenses, whether suit is brought or not, and regardless of whether suit is brought or not, and regardless of whether incurred in any declaratory action, in any trial, or any appeal, which may arise out of or be based upon any violation of any of the foregoing or any use of permitted substances on the Property.

13. Liens. Grantee shall keep the Property free from any liens or encumbrances arising out of any work performed, materials furnished, or obligations incurred by or on behalf of Grantee. In the event that any such lien is filed against the Property, Grantee shall cause the same to be bonded over or released within ten (10) days after demand from Grantor.

14. Notices. All notices and communications required or permitted to be given under this Agreement, will be in writing and will be deemed to have been duly given and delivered as of the date the notice is sent, if delivered by mail or email to the below, which the Parties may update from time to time in writing:

If to Grantor:

Park City Municipal Corporation
Attn: City Attorney's Office
445 Marsac Avenue
Park City, Utah 84060
Email: PCMC_Notices@parkcity.gov

If to Grantee

Summit Country Service Area #3
Attn: General Manager
7215 Silver Creek Road
Park City, Utah 84098
Email: gm@summitcosa3ut.gov

With a copy to:

Park City Municipal Corporation
Attn: City Recorder
445 Marsac Avenue
Park City, Utah 84060

DATED this _____ day of _____, 2025.

GRANTOR

Municipal Building Authority of Park
City

By: _____

STATE OF UTAH)
 : ss.
County of Summit)

On this ____ day of _____, 2025, _____
personally appeared before me and duly acknowledged that they, acting in their authorized
capacity as _____ of Municipal Building Authority of Park City, executed the
foregoing Easement.

NOTARY PUBLIC

DATED this _____ day of _____, 2025.

GRANTEE

SUMMIT COUNTY SERVICE AREA 3

By: _____

STATE OF UTAH)
 : ss.
County of Summit)

On this ____ day of _____, 2025, _____
personally appeared before me and duly acknowledged that they, acting in their authorized

capacity as _____ of Summit County Service Area 3, executed the foregoing Easement.

NOTARY PUBLIC

EXHIBIT 1

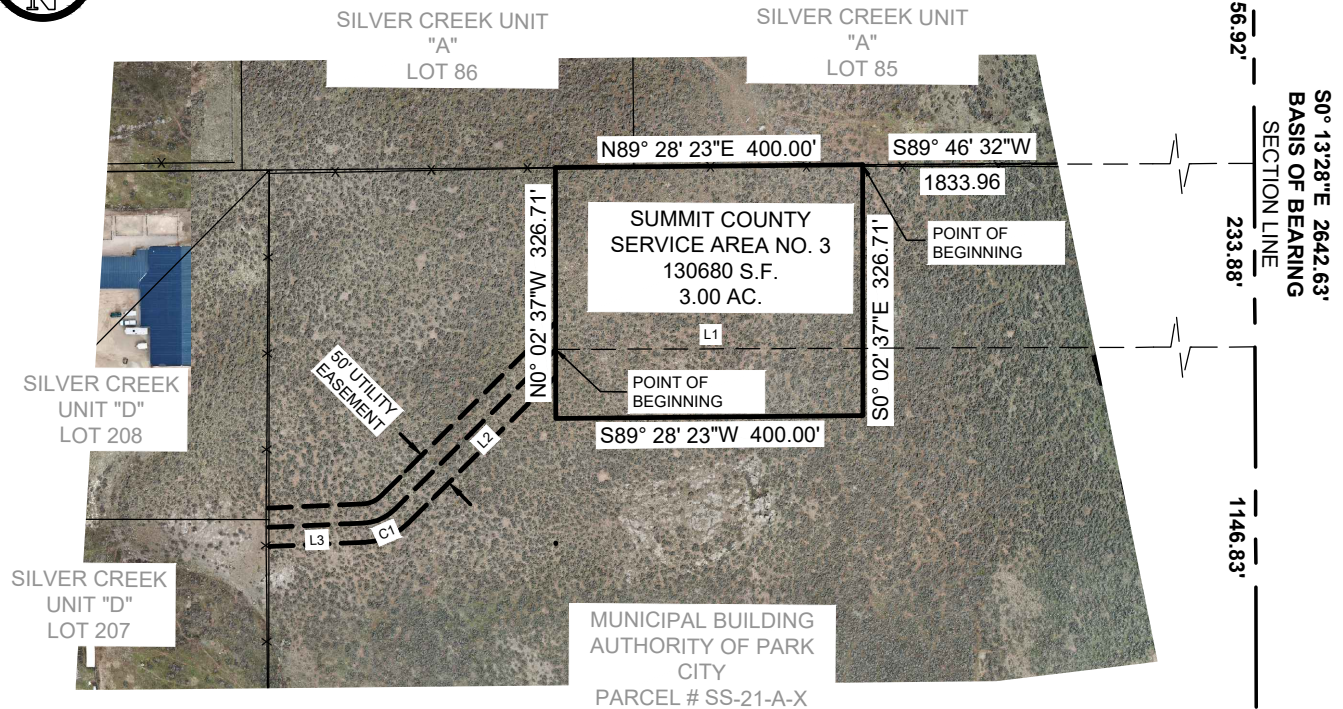
Legal Description and Map of Easement Area

SUMMIT COUNTY SERVICE AREA NO. 3 PARCEL

LOCATED IN THE
SECTION 10, TOWNSHIP 1 SOUTH, RANGE 4 EAST
SALT LAKE BASE AND MERIDIAN,
SUMMIT COUNTY, UTAH



EXHIBIT "A"



Parcel Line Table		
Line #	Length	Direction
L1	2234.70	S89°46'32\"W
L2	295.99	S45°10'50\"W
L3	123.77	S87°30'22\"W

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	44.32	60.00	42°19'32\"	S66°20'36\"W	43.32

PARCEL DESCRIPTION

A PART OF SECTION 10, TOWNSHIP 1 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, SUMMIT COUNTY, UTAH:

BEGINNING AT A POINT ON THE SOUTH LINE OF SILVER CREEK UNIT "A" SUBDIVISION RECORDED AS ENTRY NUMBER 96730 IN THE OFFICE OF THE SUMMIT COUNTY RECORDER, SAID POINT BEING 1256.92 FEET SOUTH 0°13'28" EAST AND 1833.96' SOUTH 89°46'32" WEST FROM THE EAST QUARTER CORNER OF SAID SECTION 10, THENCE SOUTH 0°02'37" EAST 326.71 FEET; THENCE NORTH 89°28'23" WEST 400.00 FEET; THENCE NORTH 0°02'37" WEST 326.71 FEET TO A POINT ON THE SOUTH LINE OF SAID SILVER CREEK UNIT "A"; THENCE NORTH 89°28'23" EAST 400.00 FEET ALONG SAID SOUTH LINE TO THE POINT OF BEGINNING.

CONTAINS 130,680 SQ. FT. OR 3.00 ACRES +/-

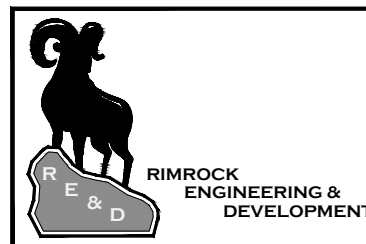
TOGETHER WITH A 50' WIDE UTILITY EASEMENT 25' EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

A PART OF SECTION 10, TOWNSHIP 1 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, SUMMIT COUNTY, UTAH:

BEGINNING AT A POINT 1490.80 FEET SOUTH 0°13'28" EAST AND 2234.70 FEET SOUTH 89°46'32" WEST FROM THE EAST QUARTER CORNER OF SAID SECTION 10, THENCE SOUTH 45°10'50" WEST 295.99 FEET TO THE BEGINNING OF A 60.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE 44.32 FEET ALONG THE ARC OF SAID CURVE HAVING A CENTRAL ANGLE OF 42°19'32" (CHORD BEARS SOUTH 66°20'36" WEST 43.32 FEET); THENCE SOUTH 87°30'22" WEST 123.77 FEET TO A POINT ON THE WEST LINE OF SILVER CREEK UNIT "D" SUBDIVISION AND THE POINT OF TERMINUS.

CONTAINS 23,204 SQ. FT. OR 0.53 ACRES +/-

*AERIAL IMAGERY FOR REFERENCE PURPOSES ONLY



PROJECT NAME

CRESCENT SITE

"NTS"

DRAWN: AP

CHECKED: TG

PROJECT #
SC32405-01-01

DATE:
07/01/2025

SHEET NO:
1 OF 1

City Council Work Session



Subject: Resident Parking Program Council Direction
Author: Johnny Wasden, Parking Manager
Department: Parking Services
Date: September 4, 2025

Recommendation

For the Council to discuss and provide direction to Parking Services for modification of the Residential Permit Parking Program, in line with Council priorities.

1. Does Council feel that the current objective of the program continues to serve the community?
2. Would Council support changes to the parking permit program to better reflect these objectives?
3. Does Council feel that vehicle storage is a challenge in the community that should be addressed?

Based on the direction received by Council, staff will formulate modifications to the Parking Code, if needed, and return to Council for approval.

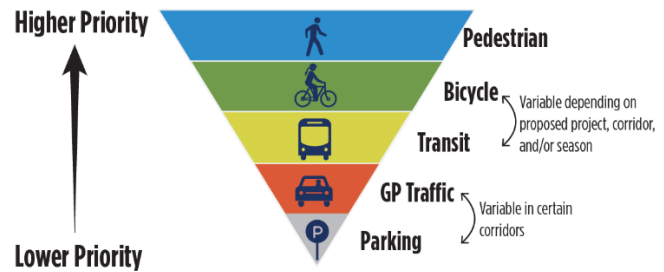
Summary of Issue

Resident Permit Parking Program Discussion Points:

1. The residential permit parking program was established in 1997 with three intended objectives:
 - a. To provide neighborhood protection from resort and special event traffic and visitor parking.
 - b. To manage the limited on-street parking supply for residents and ensure adequate parking exists.
2. The current program continues to serve this intent, but new challenges are becoming evident as the area evolves. These include:
 - a. Demand for on-street parking exceeds supply in many locations covered by the Resident Permit Parking Program.
 - b. While most property owners incorporate on-site parking as part of the restoration of historic homes, some historic properties do not have on-site parking and rely on the parking program. As the resident permit parking program grew in utilization, permits were also issued to residents with adequate off-street parking (spaces and garages), further straining the on-street parking supply, including the issuance of guest parking permits.
3. A residence (single address) may obtain up to 5 permits, with available off-street parking locations being deducted. See Park City Code § 9-5-3 (Exhibit B). The current code does not adequately represent apartments and multi-unit dwellings. Further assessment and direction will be required to better serve this community portion.

4. Our streets are also being used for longer-term vehicle storage, which challenges snow removal, trash and recycling collection efforts. The current code does not specify how vehicles must be moved, so vehicles that are timed for the 72-hour ordinance only need to move slightly to avoid enforcement.
5. While some areas within Old Town do not provide residents with convenient access to transit due to sidewalk-less and narrow streets that are steep and far from walking distance of a transit stop, PCMC has made considerable investment into improving transportation for modes other than the personal automobile. Public transit is available to many residents in Old Town and is a recommended mode in accordance with Park City Forward's modality hierarchy.

Modal Priority for Decision Making



Background

Residential Permit Parking Program

Park City's Parking Management Program in the historic district was created in 1997 because the Historic District is narrow, steep, without sidewalks, with limited on-street parking and surrounded by attractions. As a result, the Program was designed to accommodate on-street permitted parking to balance parking demands in these constraints. Today's program also helps manage the increase in household service vehicles, construction parking (we have a stringent management strategy), and protects the neighborhood from resort, business, and special event spillover.

Current Permit Types:

Permit Type	Description	Cost	2024 Issuance
Residential	Issued to Confirmed Old Town Residents	0.00	416
Guest	Issued to Confirmed Old Town Residents	0.00	110
Residential Business	Issued to Businesses operating in Old Town neighborhoods, including nightly rentals and contractors with restrictions.	\$70/month \$10-25/day	175
3-Hour Service Permit	Allows for cleaning/services to residences and businesses for 3-hour time limits per block	1.00/day	10

Property owners within Old Town can apply for parking permits and the number of permits is issued based on the number of on-site parking spaces.

Analysis

Changes to the objectives of the Resident Parking Program may require modification of the Parking Code. If this is the case, staff will return to Council later with those recommended modifications.

To frame this discussion, three questions are being posed to Council:

1. Does Council feel that the current objective of the program continues to serve the community?
2. Would Council support changes to the parking permit program to better reflect these objectives?
3. Does Council feel that vehicle storage is a challenge in the community that should be addressed?

To address these questions, staff has contemplated multiple strategies to address these issues.

Issue 1: Historic Home Parking Availability

- Strategy 1:
 - Discontinue issuance of residential permits to homes that have off-street parking.
 - Guest passes would still be issued on request and could also be issued to residents of multi-family units.
 - Temporary permits will still be issued for events, parties, etc.
- Strategy 2:
 - Attaching permits to specific addresses or blocks to ensure parking is available.

Issue 2: Addressing Vehicle Storage

Vehicle storage on public rights of way has been a growing concern, causing disparity for other users based on Parking and Police operations feedback. We recommend adjusting the parking code to more specifically address the issue as follows:

- Strategy 1:
 - Modify the Parking Code to require that vehicles move to a different block face after 72 hours.
- Strategy 2:
 - Modify the Parking Code to require shorter parking duration to discourage storage behavior.

Exhibits

Exhibit A – Resident Feedback Survey
Exhibit B – Parking Code Reference

Cleaned Parking Survey – Data Table (Improved Layout)

Columns: Resident Permit, Household Size, Vehicles Owned, Satisfaction (1-5)

respondent	weight	Resident Permit	Household Size	Vehicles Owned	Satisfaction (1-5)
1		Yes	3	2	1
2		No	2	2	5
3		Yes	2	2	5
4		No	2	2	1
5		Yes	4	2	3
6		Yes	2	2	4
7		No	3	2	5
8		Yes	4	2	5
9		Yes	2	2	5
10		Yes	3	3	3
11		Yes	3	3	3
12		Yes	2025-02-03 00:00:00	2025-02-03 00:00:00	4
13		Yes	2	2	5
14		Yes	4	3	2
15		Yes	2	2	5
16		Yes	2	1	5
17		Yes	4	4	5
18		Yes	1	1	4

respondent	weight	Resident Permit	Household Size	Vehicles Owned	Satisfaction (1-5)
19		Yes	3	3	5
20		No	4	1	5
21		No	3	2	1
22		Yes	4	2	5
23		Yes	4	3	4
24		No	2	1	1
25		No	4	3	2
26		No	4	2	1
27		No	3	2	1
28		Yes	4	3	5
29		No	1	2	3
30		No	2	2	4
31		Yes	two	two	5
32		Yes	4	2	5
33		Yes	4	2	5
34		Yes	2	2	1
35		Yes	2	1	4
36		Yes	2	3	5

respondent	weight	Resident Permit	Household Size	Vehicles Owned	Satisfaction (1-5)
37		Yes	2	2	4
38		Yes	5	3	4
39		Yes	6	5	5
40		Yes	Two	Two	4
41		Yes	2	1	4
42		Yes	2	2	3
43		Yes	4	1	4
44		No	2	1	1
45		Yes	3	2	4
46		Yes	2	1	1
47		Yes	2	1	1
48		Yes	2	2	5
49		Yes	5	2	5
50		Yes	3	1	5
51		Yes	2	1	3
52		Yes	2	1	4
53		Yes	2	2	5
54		Yes	One	Two	4

respondent	weight	Resident Permit	Household Size	Vehicles Owned	Satisfaction (1-5)
55		Yes	3	3	2
56		Yes	One	Two	4
57		Yes	2 sometimes more	2	5
58		Yes	2	1	5
59		Yes	2	1	5
60		Yes	One, but often have guests.	1	3
61		Yes	4	3	5
62		No	1	1	4
63		No	2	2	4
64		Yes	2	2	2
65		Yes	Two	One	5
66		No	2	1	5
67		Yes	Two	One	1
68		Yes	4	1	4
69		No	3	2	3
70		Yes	3	2	5
71		Yes	3	4	3
72		Yes	2	2	1

respondent	weight	Resident Permit	Household Size	Vehicles Owned	Satisfaction (1-5)
73		Yes	1	1	1
74		Yes	2	1	3
75		Yes	2	2	5
76		Yes	2	2	1
77		No	2	1	1
78		No	2	2	3
79		Yes	3	2	5
80		Yes	2	2	3
81		Yes	4	2	1
82		Yes	4	2	5
83		Yes	2	2	4
84		Yes	3	2	5
85		Yes	2	0 as we rent a car when are at our home, however considering living full time in which case we will have 2 cars	4
86		Yes	2	2	3
87		Yes	4	4	5
88		Yes	3	2	5
89		Yes	4	2	5
90		Yes	4	2	5

respondent	weight	Resident Permit	Household Size	Vehicles Owned	Satisfaction (1-5)
91		Yes	2	2	1
92		Yes	2	2	3
93		Yes	4	3	4
94		Yes	4	4	3
95		Yes	1	1	5
96		Yes	4	3 soon to be 4	3
97		Yes	3	3	4
98		No	2	3	3
99		Yes	5	3	3
100		Yes	2	2	4
101		Yes	2	3	5
102		Yes	3	2	5
103		Yes	3	2	4
104		Yes	3	3	3
105		No	1	2	3
106		Yes	Our residence is a short term rental. Use of the pass is reserved for only our use when we are there. 4 people	We have our vehicle and a guest vehicle when we are there	5
107		Yes	4	3	5
108		No	3	1	1

respondent	weight	Resident Permit	Household Size	Vehicles Owned	Satisfaction (1-5)
109		Yes	5	3	5
110		Yes	one	one	5
111		Yes	2	2	5
112		Yes	4	4	5
113		No	2	2	4
114		Yes	2	4	2
115		No	2	2	2
116		Yes	2	1	5
117		Yes	2	1	5
118		Yes	one	one	3
119		Yes	1	1	5
120		Yes	3	3	3
121		No	3	2	1
122		No	3	2	1
123		No	2	2	2
124		Yes	2	2	3
125		Yes	2	2	4
126		No	3	2	2

respondent	weight	Resident Permit	Household Size	Vehicles Owned	Satisfaction (1-5)
127		Yes	2	1	5
128		Yes	1	1	3
129		Yes	Full time usually 2-5	2	4
130		Yes	Two	Two	1
131		No	4	4	4
132		No	3	2	3
133		Yes	4	2	3
134		Yes	4	5	4
135		Yes	2	1	4
136		Yes	4	2	2
137		Yes	8	1	1
138		Yes	4	4	5
139		Yes	2	2	5
140			4	2	

Columns: Support ROW Parking, Street Parking Preference, Restrict to Historic Properties, Permits Adequate

respondent	weight	Support ROW Parking	Street Parking Preference	Restrict to Historic Properties	Permits Adequate
1		Yes	Less	Yes	No
2		Yes	Less	No	Yes
3		No	More	Yes	Yes
4		Yes	More	Yes	No
5		Yes	More	No	Yes
6		Yes	More	No	Yes
7		Yes	More	No	No
8		Yes	Less	No	Yes
9		Yes	Less	No	Yes
10		Yes	More	No	No
11		Yes	More	No	No
12		Yes	More	No	Yes
13		Yes	More	No	Yes
14		Yes	More	Yes	No
15		Yes	More	No	Yes
16		Yes	Less	No	Yes
17		Yes	Less	No	Yes
18		No	Less	No	No

respondent	weight	Support ROW Parking	Street Parking Preference	Restrict to Historic Properties	Permits Adequate
19		Yes	More	No	Yes
20		No	Less	No	Yes
21		Yes	More	No	No
22		Yes	More	No	Yes
23		Yes	More	No	Yes
24		Yes	More	Yes	No
25		Yes	More	No	No
26		Yes	More	No	No
27		Yes	More	No	No
28		Yes	More	No	No
29		Yes	Less	Yes	Yes
30		Yes	More	No	Yes
31		Yes	More	No	Yes
32		Yes	More	No	Yes
33		Yes	Less	No	Yes
34		Yes	More	Yes	No
35		Yes	More	No	Yes
36		Yes	More	Yes	Yes

respondent	weight	Support ROW Parking	Street Parking Preference	Restrict to Historic Properties	Permits Adequate
37		Yes	More	No	Yes
38		Yes	More	No	No
39		Yes	More	No	Yes
40		No	Less	No	Yes
41		Yes	Less	No	Yes
42		Yes	More	No	Yes
43		Yes	Less	Yes	Yes
44		Yes	More	No	Yes
45		Yes	Less	No	Yes
46		No	Less	Yes	Yes
47		No	Less	Yes	Yes
48		Yes	More	No	Yes
49		Yes	Less	No	Yes
50		No	More	No	Yes
51		Yes	More	No	Yes
52		Yes	Less	No	Yes
53		Yes	More	No	Yes
54		Yes	More	No	Yes

respondent	weight	Support ROW Parking	Street Parking Preference	Restrict to Historic Properties	Permits Adequate
55		Yes	More	No	No
56		Yes	More	No	Yes
57		No	More	No	Yes
58		Yes	More	No	Yes
59		Yes	Less	No	Yes
60		Yes	More	Yes	Yes
61		No	Less	No	Yes
62		Yes	More	No	Yes
63		Yes	More	No	Yes
64		Yes	Less	Yes	Yes
65		Yes	More	No	Yes
66		No	Less	Yes	Yes
67		No	Less	No	No
68		Yes	Less	No	Yes
69		No	More	No	No
70		Yes	Less	No	Yes
71		Yes	More	No	No
72		Yes	Less	Yes	Yes

respondent	weight	Support ROW Parking	Street Parking Preference	Restrict to Historic Properties	Permits Adequate
73		Yes	More	No	Yes
74		Yes	Less	No	No
75		No	More	No	Yes
76		Yes	More	No	No
77		Yes	Less	Yes	Yes
78		Yes	More	Yes	Yes
79		No	Less	No	Yes
80		Yes	More	No	Yes
81		Yes	More	No	Yes
82		Yes	Less	No	Yes
83		Yes	More	No	Yes
84		Yes	More	No	Yes
85		Yes	More	Yes	Yes
86		No	More	No	No
87		Yes	More	Yes	Yes
88		Yes	Less	No	Yes
89		Yes	More	No	Yes
90		Yes	More	Yes	Yes

respondent	weight	Support ROW Parking	Street Parking Preference	Restrict to Historic Properties	Permits Adequate
91		Yes	Less	Yes	Yes
92		Yes	More	No	Yes
93		Yes	Less	No	Yes
94		No	More	Yes	Yes
95		Yes	More	Yes	Yes
96		Yes	More	No	Yes
97		Yes	More	No	Yes
98		No	Less	Yes	Yes
99		No	More	No	Yes
100		Yes	Less	No	Yes
101		Yes	More	No	Yes
102		Yes	More	No	Yes
103		Yes	More	No	Yes
104		Yes	More	No	Yes
105		Yes	Less	Yes	Yes
106		Yes	More	Yes	Yes
107		Yes	Less	No	Yes
108		Yes	More	No	No

respondent	weight	Support ROW Parking	Street Parking Preference	Restrict to Historic Properties	Permits Adequate
109		Yes	More	Yes	Yes
110		Yes	Less	Yes	Yes
111		Yes	Less	No	Yes
112		Yes	More	No	Yes
113		Yes	More	No	Yes
114		Yes	More	Yes	No
115		Yes	More	No	No
116		Yes	Less	Yes	Yes
117		Yes	Less	Yes	Yes
118		Yes	Less	Yes	Yes
119		No	Less	No	Yes
120		Yes	More	No	No
121		Yes	More	No	No
122		Yes	More	No	No
123		Yes	More	No	No
124		Yes	Less	Yes	Yes
125		Yes	More	No	Yes
126		Yes	More	Yes	Yes

respondent	weight	Support ROW Parking	Street Parking Preference	Restrict to Historic Properties	Permits Adequate
127		Yes	Less	No	Yes
128		Yes	Less	Yes	No
129		Yes	Less	No	Yes
130		Yes	More	Yes	No
131		Yes	Less	Yes	Yes
132		Yes	More	Yes	Yes
133		Yes	More	No	No
134		Yes	More	No	Yes
135		Yes	More	No	Yes
136		Yes	More	Yes	No
137		No	Less	No	No
138		Yes	More	No	Yes
139		Yes	Less	No	Yes
140					

Columns: Impacted by Neighbors, Additional Feedback, Safety Concerns, Support Assigned Parking

respondent	weight	Impacted by Neighbors	Additional Feedback	Safety Concerns	Support Assigned Parking
1		Yes	We have owned 170 Main Street for years. We have no garage or driveway. We have 2 cars, both used for work. We have 2 parking passes for China Bridge but this is very dangerous walking on Swede at night and in the winter. I believe there are only 3 ...	Yes	Yes
2		No	Allocating permits based on occupancy of the unit (roommates, kids, etc) will lead people to lie and incentivize disorder. Donâ€™t make profitable to deceive. Only providing parking permits to houses without garages will simply encourage homes to b...	No	No
3		Yes	Less cars	Yes	No
4		Yes	It is absolutely asinine seeing tourists and renters parking wherever they so please and being given passes to rented units, while us locals either canâ€™t find parking space in front of our condo or are ticketed due to not being permitted a parking...	No	No
5		Yes	Parking in front of a historic home with stairs leading from front door down to the street level should be limited to home owner. People park right in front of my stairs and block access to my stairway to/from the house. Makes it difficult and dange...	Yes	Yes
6		No	build additional community parking in the Old Town corridor. The commercial demands far exceed the 1153 spots you presently provide. This is why people are short parking on the residential streetsâ€™. people dealing with the commercial shortage re...	Yes	No

respondent	weight	Impacted by Neighbors	Additional Feedback	Safety Concerns	Support Assigned Parking
7		No	In the winter our off street parking gets reduced for snow storage and without on street parking, I do not have a spot for my car and fianc�s car who depend on them to commute to work.	No	No
8		No	Although our historic house has a separated prehistoric garage, the prehistoric garage can barely fit a SMALL car. The garage dimensions lack depth and width. When renovating the house 13 years ago, we were hoping to expand the original footprint ...	No	No
9		No	Maybe expand permit to cover all streets above main st so more choices available (upper norfolk, Woodside and park ave all on one permit)	No	No
10		No	Please be mindful that those of us lucky ones who are actual full time residence are also part of the workforce. If you take away our parking permits we will be forced to live outside Park City and then we become part of the traffic issue. Limit the...	No	No
11		No	Let homeowners create more parking in their properties	Yes	No
12		No	We often have cars parked in front of our home, but it doesn't negatively impact us.	No	No
13		No	I do not think parking permits should be limited to historic housing. No matter what type of residence someone lives in, we all face the same issues with parking. Many of the "historic" homes have been remodeled to include plenty of parking.	No	No

respondent	weight	Impacted by Neighbors	Additional Feedback	Safety Concerns	Support Assigned Parking
14		Yes	Neighbors are generally considerate about not parking in front of my house. I have signs saying parking is for my address only.	No	Yes
15		Yes	I have a historic home. The garage is two car, but cars go back to front. The driveway is only wide enough for one car. Therefore, even though I have off street parking, when my husband and I need to switch cars we have to use the space in front of ...	No	No
16		No	All homes on Park Ave should be issued at least 1 guest parking pass, regardless of their personal available parking	No	No
17		No	Lower Woodside parking works fine, donâ€™t change it. I think for homes that have limited or no on property parking, that was the decision of the homeowners so they should not be given an extraordinary parking advantage. If given a parking pass that...	No	No
18		Yes	Daly Avenue is impossible and impassable in the winter. Street parking is a hazard. I sometimes can't get out of my driveway (no garage) because of lousy plowing by contractors, lousy parking by neighbors and 4' ice dams created by city plow drivers.	Yes	No

respondent	weight	Impacted by Neighbors	Additional Feedback	Safety Concerns	Support Assigned Parking
19		No	Homes with offstreet parking even condos may not have enough parking. People bought knowing the PC parking situation and the available permits.	No	No
20		No	Donâ€™t change anything. It is fine as is.	No	No
21		Yes	We live in Old Town on Lowell Ave. With one space allocated per unit in our building and having been denied on street parking permits, our daily life has been impacted dramatically. We live and work full time in Park City and have a teenage son. ...	No	Yes
22		No	We have 2 young adult children. We rarely need on-street parking, and only use it when we do.	No	No
23		No	Sounds like the goal is to limit parking for Old Town Residents. We already have enough issues trying to live here with all the tourists and events. Lack of enforcement is always the issue. More enforcement for construction vehicles and nightly rent...	Yes	No
24		Yes	On Lowell Ave out residents really have to fight for a space in the winter months and random people gets spots ahead of us so weâ€™re almost always looking for a space thatâ€™s available then grab and hope we donâ€™t get a ticket. Itâ€™s frustrating...	No	Yes
25		No	Because of the towns one garage policy and because our house is not historic, restricting to only historic homes would negatively impact our household. We need two cars to get to our separate work places which means one car in our garage and one on ...	Yes	No

respondent	weight	Impacted by Neighbors	Additional Feedback	Safety Concerns	Support Assigned Parking
26		No	You are asking all the wrong questions. So you will, as always, come to the wrong conclusions. The permits are a symptom not a solution. Step back to first principles. Residents in Old Town want 2 cars. Nothing you do will change that. Making it m...	No	No
27		No	We are not permitted to park on Lowell Ave and I'm looking out at a mostly empty street right now. Even in the peak of winter there are plenty of spaces. It's beyond frustrating and stressful. We've been living with one car for almost two y...	No	No
28		No	Get rid of the fake homeowner parking signs.	No	No
29		No	x	Yes	Yes
30		No	These are public roads paid for by all taxpayers, especially those, like me, in 84060. Nobody should "own" the curb or street or parking area just because it's in front of a house they bought that has no off street parking. I am strongly against p...	No	No
31		No	Currently the system works. Each resident is allowed 5 permits, and then this number is reduced if the residence has a garage, or a driveway. Limiting the number of permits issued, as propose, will create more of a burden to the owners living in O...	No	No
32		Yes	You can prevent people who own a home to park in the street simply because you want to award parking priority to historic homes. Why not focus on mitigating traffic to Airbnb's and non- residence	Yes	No
33		No	no	No	No
34		Yes	No	No	Yes

respondent	weight	Impacted by Neighbors	Additional Feedback	Safety Concerns	Support Assigned Parking
35		No	no	No	Yes
36		No	No	No	Yes

respondent	weight	Impacted by Neighbors	Additional Feedback	Safety Concerns	Support Assigned Parking
37		No	no	No	No
38		Yes	No	No	No
39		No	Have the city snowplows remove snow, instead of piling it up in the spots people normally park in on the street!	No	No
40		Yes	Enforcement seems somewhat hot or miss. Neighbors had been parking at angles allowing for more cars but congested streets with difficulty for the plows and an unsafe intersection	Yes	Yes
41		Yes	It can be graduated. Meaning up to 1 vehicle with homes with off street parking or 2 without. 5 cars is waaaaay too many. 2 or maybe 3 should be MAX. Thank you	No	No
42		Yes	Only permitting historic homes without garages would encourage overbuilt homes and/or historic remodels without . This policy seems counter productive.	No	No
43		No	Permits required for parking in more places like Main st and hiking areas	No	Yes
44		Yes	Permin parking in old town needs to be expanded to all 84060 residents. Old town needs to be accessible by all residents of Park City.	No	No
45		Yes	Too many visitors are allowed to park on our streets.	No	No
46		Yes	Always a danger to back out of driveway	Yes	Yes
47		Yes	Can't see oncoming traffic when backing out with adjoining neighbors street parked on either side of driveway.	Yes	Yes
48		No	No	No	No

respondent	weight	Impacted by Neighbors	Additional Feedback	Safety Concerns	Support Assigned Parking
49		Yes	I do not believe that the parking problem is primarily a result of Old Town neighbors, living in addresses designated Landmark or Significant on Park City's Historic Sites Inventory, taking advantage of one another and parking in front of a neighb...	No	No
50		No	no	No	No
51		Yes	We are in the historic neighborhood but not on a historic street (upper Norfolk). We actually have an exclusive right to one parking space across from our house, granted by the city (I can provide the documentation). This was granted because of the ...	Yes	Yes
52		Yes	Go back to the Zone Sticker System, so an illegally parked car can be easily identified. Allowing one on street parking pass per household would be fair. The problems occur when a rental house has multiple guest all of whom have cars and they park...	Yes	No
53		No	The biggest problem on our street is AirBnB parking - one house having 3 Airbnbs using multiple permits. But they are pretty good about asking guests not to bring a car to the home	No	No
54		No	None	No	Yes

respondent	weight	Impacted by Neighbors	Additional Feedback	Safety Concerns	Support Assigned Parking
55		No	I should be able to have permits for my 2 vehicles as an old town resident and st least 2 guest passes. One for my housekeeper who is at my home regularly and needs to ge able to Park close by and one permit to keep for guests when they are visiting...	No	No
56		No	None	No	Yes
57		No	parking has been working fine since enforement	No	No
58		No	The parking permit system in my neighborhood seems to work well.	No	No
59		No	Please note that the parking situation varies greatly from street to street. On Lowell Ave (800-1300) all houses have off street parking (i.e. there are no historic structures without access to offstreet parking as far as I know) but resort and trai...	No	No
60		Yes	My condo is at 613 Main Street. There is no parking. I use Gateway Parking and must do errands in the morning. If I leave the garage in the afternoon or evening, there usually wonâ€™t be a parking space when I return. Store annd restaurant employ...	No	No
61		Yes	No	No	No
62		No	No. I do not currently own a home in old town so I don't have to deal with parking issues. Whenever I go to old town, I take the bus.	No	Yes
63		No	The issue oulined in your narative doesn't seem to be based on any evidence. Seems anecdotal, i.e some one's complaining they can't find a parking space. I've lived full time in Old Town for over 3 decades and I don't see there is any more or less a...	No	No
64		Yes	None	Yes	Yes

respondent	weight	Impacted by Neighbors	Additional Feedback	Safety Concerns	Support Assigned Parking
65		No	No	No	No
66		No	The fewer cars parked on Old Town streets the better. I realize what a challenge that is.	Yes	Yes
67		Yes	We are Victorian Village at 1150 Empire. We have one guest permit for 24 residences. A house across the street gets five?? We have one off street parking space for each condo. If you have two cars, there are only a few guest spots. In old town, ea...	No	No
68		Yes	Limit the number of available passes per residence to 1 or 2. Construction (short & long term projects) / delivery / service vehicle volume is constantly an issue, and to a casual observer, not seemingly regulated or managed.	Yes	No
69		No	very confused by this survey. I live in 84060, but in Prospector. Parking in Old Town does not directly affect me, and the answer options in this survey don't give me a choice to put N/A. Should I not have received the survey invite in the first pl...	No	No
70		No	Keep the program as it is please.	No	No
71		Yes	None	No	No
72		Yes	I am a strong proponent of assigning dedicated street parking in front of registered historic homes to those of us who have NO offstreet parking options. As the owner of 923 Park Ave who also has a medical disability, I find it very challenging to ...	Yes	Yes

respondent	weight	Impacted by Neighbors	Additional Feedback	Safety Concerns	Support Assigned Parking
73		No	no	No	Yes
74		Yes	As Old Town Residents, we currently only get 1 guest permit. 2 guest permits would be more reasonable. We wouldn't use them often, but it is very difficult to be restricted to only 1 guest at a time.	Yes	No
75		No	Do not change the current system. It works. Everyone in old town deserves a residential parking pass of some sort. It also allows us to enter the zone when flow is restricted during big events.	No	No
76		Yes	More enforcement on non residents parking on the street	Yes	No
77		No	DO NOT ISSUE GUEST PERMITS	Yes	Yes
78		No	No	Yes	Yes
79		Yes	These properties were purchased at reduced value due to lack of parking. Offering parking enriches these few, which I have been told by a council member is contrary to City Policy.	No	No
80		No	I have no issue with the residents that are currently permitted to park in Old Town. 90% of my issues are with construction parking. They bring way too many cars to projects and they are rarely monitored or ticketed. The city allows so many projects...	Yes	No
81		Yes	Have owned on Woodside for 20+ years. Always a problem for family and friends to park.	No	Yes
82		No	No	No	No
83		Yes	No	No	No

respondent	weight	Impacted by Neighbors	Additional Feedback	Safety Concerns	Support Assigned Parking
84		No	In the winter our parking lot fills up past capacity and the only option we have is to street park. We are local residents, we are here all year. Taking away our parking would put us in a difficult position. This position comes off elitist and I don...	No	No
85		No	It would be great to have assigned long-term parking for condos without parking in old town.	No	Yes
86		Yes	I would like to know what my options are for when I have guests over and need them to park in the street for part of an evening (dinner party, book club, any visitors for a few hours- NOT overnight or long term needs. This is the reason I said # of ...	Yes	No
87		No	resident without off street makes sense	No	Yes
88		No	Old town will always be congested a bit. It's part of living in an urban environment. We all know what we signed up for to live here. It's fine as it is.	No	No
89		No	No	No	Yes
90		No	Current system works great. Although we do have off street parking and are not historic, it is a shared driveway and often we have trouble accessing. Allowing for a street permit is critical for us.	No	No

respondent	weight	Impacted by Neighbors	Additional Feedback	Safety Concerns	Support Assigned Parking
91		Yes	Without the sticker system, PCMC is forcing the citizens to enforce/ police parking/neighbors/tourists. It is very typical that newer homes are required to have off-street parking however the residents use it as storage and still Park on the street ...	Yes	Yes
92		Yes	1. Please stop semi-truck deliveries. 2. Now that Park Ave is fully built out and snow can no longer be pushed onto vacant lots, please begin regular collection & removal of snow, Especially in Park Ave's parking lane.	No	No
93		Yes	Construction vehicles are a much bigger problem than residence vehicles. Park City has got to get that under control. More enforcement is required. Construction vehicles should be required to park at PCMR or library and carpoled up to site. Can't...	Yes	Yes
94		Yes	parking in old town is very tight. In winter it is worse. the number of second home owners that have garages and driveways and then rent their homes to large parties that ALSO use off street parking really makes the situation so much worse! Second...	Yes	Yes
95		No	.	No	Yes
96		Yes	The construction parking due to house remodels is getting way out of hand and they are taking up too many parking spots. They should have to carpool and/or drop their supplies and workers and then go park in a carpool lot somewhere and ride the bus ...	No	Yes
97		No	I think we have the right amount of parking available.	No	No

respondent	weight	Impacted by Neighbors	Additional Feedback	Safety Concerns	Support Assigned Parking
98		No	I applied for a permit for Bonanza flat parking. It's linked to one of my vehicles. I hope I can transfer it to another vehicle - some flexibility would be good. I don't need two permits - I'll only park one vehicle up there. I'd prefer a hangta...	Yes	Yes
99		Yes	No	No	No
100		Yes	limit nighty rental parking to ONLY 2 cars. or limit to # of off street parking avail. no nightly rental parking in the street.	Yes	No
101		Yes	Enforcement is key to success.	No	No
102		No	The staff that deal with parking at city works building are INCREDIBLE. Kudos for their professionalism and kindness.	No	No
103		No	Iâ€™ve lived in Old Town for 12 years and walk Park Ave and Woodside nearly every day. In all that time, Iâ€™ve rarelyâ€™if everâ€™seen parking as the crisis this town seems determined to invent. Reading through the initiatives in this survey, I hon...	No	No
104		Yes	I live on uper park Ave. My car does not fit in my garage so I park on the street. I have had friends get tickets when they where parked behind my driveway. If I have guests and they are behind a driveway they should not be ticketed. Also, if we hav...	Yes	No
105		No	No	Yes	Yes
106		No	No	Yes	Yes
107		Yes	No, I believe the system works well today.	No	No

respondent	weight	Impacted by Neighbors	Additional Feedback	Safety Concerns	Support Assigned Parking
108		No	I live at 1293 Lowell Ave and while I currently have 1 car, my 2 children will be driving in the near future and we will need 2 cars. It is very difficult for many people in my building to navigate having nowhere to park a second car in the winter. ...	No	Yes

respondent	weight	Impacted by Neighbors	Additional Feedback	Safety Concerns	Support Assigned Parking
109		Yes	None	No	Yes
110		No	no additional feedback	No	Yes
111		No	Having a garage (a renovated historic home) does not eliminate the need for an on-street parking permit. I would need at least one permit for our two cars + a guest pass.	No	No
112		No	Current parking system seems to work well	No	No
113		Yes	The city streets are and should be public right of way. Nobody has more right to park on the street my taxes pay to maintain than another. If you purchased a home with NO off street parking, that's exactly what you have!	Yes	No
114		Yes	To. Aggressive when they run my they should know I've lived in old town for 34 years	Yes	No
115		No	Simply because a house has a garage doesn't mean they have a lesser need for street parking. For instance, I have a one car garage but two vehicles.	No	No
116		No	.	Yes	Yes
117		No	.	Yes	Yes
118		Yes	One guest/visitor ROW street parking permit per address with volunteer registration for guest/visitor parking sharing!	Yes	Yes
119		No	Yes...things are not black and white. I live on a quiet side street (10th and Woodside). I have a garage. I can NOT always park in that garage, or I often choose not to. One year Public Services told me I don't need a resident parking permit fo...	Yes	No

respondent	weight	Impacted by Neighbors	Additional Feedback	Safety Concerns	Support Assigned Parking
120		Yes	No enforcement on our street on Lowell, we have to call to report violations, construction also presents blockage	Yes	No
121		No	There needs to be more options for 2 car working families in affordable housing in Old Town.	No	No
122		Yes	City took our parking permits away after 3 years and now we get tickets for parking in front of our home at the bottom of Lowell Ave. Based on the size of our home we should have access to two parking spots and only have one spot underground. My ...	No	Yes
123		No	Permit enforcement across Old Town is inconsistent. Historic homes without off-street parking should clearly be prioritized in the permit program. However, many other residences also face inadequate parking solutions. Single-family homes and condos ...	No	Yes
124		Yes	no	Yes	Yes
125		No	no parking permits for properties that aare used as nightly rentals	No	No
126		Yes	No	Yes	Yes

respondent	weight	Impacted by Neighbors	Additional Feedback	Safety Concerns	Support Assigned Parking
127		No	No	No	No
128		Yes	I would like the parking strip in front of my home to be reserved for me and my family only.	Yes	Yes
129		Yes	I have enough parking for my place, but I recently registered for a permit after receiving a parking violation for occasional parking on upper King Rd every so often during the day to walk with my dog. This designated parking area is never full an...	No	No
130		Yes	We have homes on 180 Daly and 170 Main Street. At 180 Daly we would love to have reserved spots in front of our home. At 170 Main Street there is no parking at all. Instead we are forced to park at China Bridge and it is a long and unsafe walk on...	Yes	Yes
131		No	It's ridiculous that Bonanza Flats permits are not issued to 84098 addresses. We helped secure that land by supporting and donating. Now you exclude us from parking there. Shameful	No	Yes
132		No	Long term renters come with more cars than vacation rental properties produce. Look to townships like Newport Beach who deal with this all the time.	No	Yes
133		No	No	Yes	Yes
134		No	We are full time residents and believe there are solutions to make the parking situation better...NOT TAKE IT AWAY.	No	Yes

respondent	weight	Impacted by Neighbors	Additional Feedback	Safety Concerns	Support Assigned Parking
135		No	I believe that guest passes are important to the residences. They may not need them all of the time, but when they are needed, there is no realistic substitution. For example, yes, we have a garage and one car, so that is great for us. However, wh...	No	Yes
136		Yes	We own a registered historical home with no offsite parking that is used as a second home, and we typically arrive by rental car when visiting our home. The current system does not allow us to register a rental car, and we were told by parking staff...	Yes	Yes
137		Yes	we live full time in Old Town and should receive guest permits for 2 lots since our property extends for 2 lots. Parking should be made easier for full time residents. We do not want old town to become a renters only area.	Yes	No
138		No	Only change that could be acceptable is to reduce permits from 5 to 4 per residence	No	No
139		Yes	Guest permit is necessary to allow visitors/workrts to park legally off my property.	Yes	No
140			We own a registered historical home with no offsite parking that is used as a second home, and we typically arrive by rental car when visiting our home. The current system does not allow us to register a rental car, and we were told by parking staff...		

Columns: More Permits for Shared Housing, Restrict STR & Construction, Suggestions

respondent	weight	More Permits for Shared Housing	Restrict STR & Construction	Suggestions
1		No	Yes	Working with homeowners without parking who live (not rent out) their homes
2		No	Yes	
3		No	Yes	
4		Yes	Yes	
5		No	Yes	
6		Yes	No	
7		Yes	No	
8		No	No	
9		No	No	
10		Yes	Yes	
11		Yes	No	
12		Yes	Yes	
13		Yes	No	
14		Yes	Yes	
15		No	Yes	No
16		Yes	No	
17		No	No	
18		Yes	Yes	I think parking enforcement does a fine job. With the transient population of our city? Tourists give no ***** about us. Good luck trying to control the permits of roommates etc... Now that the parking permit nazi is no longer employed at the publi...

respondent	weight	More Permits for Shared Housing	Restrict STR & Construction	Suggestions
19		No	No	Do not change other than open up any additional areas for permitted parking. Require any new construction to have ample parking and the inability of their residents to get permits. Do not change the rules now on those who bought knowing them. Than...
20		Yes	No	It is really fine as is. It's always easy to find somewhere to park in neighborhoods or on Park Ave. Really nothing needs to change at all. It's ok if people have to walk a block or two. People purchases homes well aware of the parking situation ...
21		Yes	Yes	Yes. Give or sell us one!
22		No	Yes	Construction contractors is a separate issue. We need a place for them to park and shuttle to the site when there are MANY vehicles at a site. (Not just a few.) This is a much bigger issue than owners and guests.
23		No	Yes	Our part of the neighborhood is fine. Enforcement for construction and short term rentals would fix 90% of the problems. Don't hurt the few actual year round residents that live in Old Town. Most everyone has already been driven out. Don't make it w...
24		Yes	Yes	
25		Yes	No	
26		No	No	
27		Yes	Yes	
28		Yes	Yes	
29		Yes	Yes	
30		No	Yes	Enforce the laws! Ticket speeders, illegally parked cars, cars blocking driveways. A few tickets and tow aways will reduce the number of lawbreakers.
31		No	No	Allowed cars to park overnight in the public parking areas and Park city mountain resort. Allowed PCMR to built new parking areas .
32		No	Yes	The biggest issue with parking comes from commuters and short term rentals.

respondent	weight	More Permits for Shared Housing	Restrict STR & Construction	Suggestions
33		No	No	Parking permits, even for households with driveways, are necessary to allow guests to visit. My street, Norfolk, appears to have adequate on-street parking. I've never had an issue finding parking within decent walking distance to our home.
34		Yes	No	I have an historic register home, and we struggle to find parking in front of the house. We have no dedicated parking.
35		No	Yes	No, I really think the city is doing the best it can do with a pretty difficult situation
36		Yes	Yes	No

respondent	weight	More Permits for Shared Housing	Restrict STR & Construction	Suggestions
37		No	No	no
38		Yes	No	No
39		Yes	Yes	Have the city snowplows remove snow, instead of piling it up in the spots people normally park in on the street!
40		Yes	Yes	No
41		No	Yes	Not more than above
42		No	No	provide more public transportation options and less parking will be required
43		No	Yes	Na
44		No	Yes	We need permit parking in Lower Deer Valley
45		Yes	Yes	STR should not receive street parking.
46		No	No	You can provide "free" parking pass for China Bridge parking for all households (1 per household), if requested.
47		No	No	Allow no charge and overnight parking in China Bridge, etc. for resident's guest/visitor parking. Perhaps one guest vehicle per household.
48		No	No	None
49		No	Yes	Please refer to my earlier comments.
50		Yes	No	no
51		No	Yes	Consistent enforcement will go a long way.
52		No	Yes	Allowing one off street parking pass per house would be fair.
53		No	Yes	better patrolling of stopped construction traffic blocking the right-of-way and better patrolling when one-way streets are issued in the winter months
54		Yes	No	Restrict short term rental parking but not construction workers parking. They want to get in and done as much as we want them to.

respondent	weight	More Permits for Shared Housing	Restrict STR & Construction	Suggestions
55		Yes	No	If you are a resident, you should be given 2 resident permits and 2 guests permits at the least per address.
56		Yes	No	Restrict short term rental parking but not construction workers parking. They want to get in and done as much as we want them to.
57		No	No	parking is working fine
58		Yes	No	Right of way parking should be made available to property owners.
59		No	No	If you have to make changes, make them targeted to only the affected blocks. Leave everyone else as is. Or allow historic structures to use front yard setback for a single parking space. Let people with driveways still have access to street parking ...
60		Yes	Yes	See above.
61		No	Yes	None
62		No	No	Take the bus! I admire your courage in sending out this survey. The problem(s) you're trying to solve seem impossible to solve! I'll be interested to see what the results of the survey are and what your plans are going forward.
63		No	Yes	Consistant enforcment might be a start.
64		No	Yes	Parking space assigned to each home in front the property
65		Yes	Yes	It is OK the way it now is. We want to be able to have guest permits for visitors to be able to park on the street in front of our residence
66		Yes	Yes	The area I live on Park Avenue is well managed. Iâ€™m so happy to see the bike lane in use and am surprised by the large number of bikers who utilize it.
67		Yes	No	If you live in old town, your parking permit should be usable on any street in 84060. You visit a friend half a mile away? You canâ€™t park on the street! Also, allow over night parking during non snow months at charging stations; library, old min...

respondent	weight	More Permits for Shared Housing	Restrict STR & Construction	Suggestions
68		No	Yes	Per Y/N question above, I would not support assigned parking per address if it resulted in assignment for another residence to be in front of my residence. The unpaved/non-driveway space (mulched and gravel) on front edge of my property already is ...
69		No	No	The permit program could better serve my neighborhood with more considered questions and a better focus on the audience.
70		No	No	It works fine as it is. Thank you for the great job that you all do for us citizens.
71		Yes	Yes	More guest permits -
72		Yes	Yes	Eliminate permits for residents that have adequate off street parking, prioritize permits and designated street parking spots for historic homes that have no off street parking options. On a side note, reduce the speed limit to 15 MPH on Park Ave b...

respondent	weight	More Permits for Shared Housing	Restrict STR & Construction	Suggestions
73		No	No	no
74		No	Yes	1. There should be a way to check on the status of the permit associated with you license plate number. Some years, I have received no confirmation email. It would be nice if there was an online system to check the status of your plate number. 2. Gu...
75		No	No	All of old town could have one pass. More flexibility
76		Yes	Yes	Construction/ worker vehicles need to be tightly regulated
77		No	Yes	none at this time
78		Yes	No	No
79		No	Yes	First & foremost restrict vehicle traffic on Main Street. Build out the previously planned underground parking & amphitheater at the Brew Pub. Allow 2 parking permits for ALL residences on Main Street. Hopefully this will also include renovation of...
80		Yes	Yes	Instead of always looking to change things, simply enforce the program that is already in place. Parking enforcement has always been so inconsistent. I've lived in Old Town (Norfolk Ave) for 18 years. The only time parking enforcement seems to be di...
81		Yes	No	No
82		No	Yes	No
83		No	Yes	No
84		Yes	No	Leave it alone and let people have to ability to own a car and park on their street.
85		No	Yes	Allow for long-term parking for condos without parking in old town.
86		No	Yes	It's a tough situation. I think the density and building allowances that have not considered parking needs to be addressed. Also, currently on Woodside, there are 4+ building projects in a 3 block area. This has resulted in issues among sub contract...

respondent	weight	More Permits for Shared Housing	Restrict STR & Construction	Suggestions
87		Yes	Yes	It has worked very well for our address - question on more or less - I put more but really it is individual - homes with out off street need parking access for the vehicles affiliated with the property.
88		Yes	No	I am ok with what it is today.
89		No	Yes	No
90		No	No	Please keep it as is.

respondent	weight	More Permits for Shared Housing	Restrict STR & Construction	Suggestions
91		No	Yes	Reinstate official stickers for vehicles that are qualified and are allowed. Short-term vehicles should be an increase in regulation to stop needless and unnecessary car rentals. With higher restrictions it would limit unnecessary vehicles within th...
92		No	Yes	The goal of the Hist District parking permit program was (and still should be) to help Full-time Residents & their guests to be able to park on the street near their home. This is still a good goal. Please prioritize full-time residents, regardless ...
93		No	Yes	See construction comments above. That is the biggest issue of all
94		No	Yes	I would ONLY be in favor of assigned spots in front of my house if it does not reduce the number of cars we can have as full time residents. We have 4 drivers (2 kids and 2 adults) and 4 cars at our house? We can squeeze 2 in front of the house, on...
95		No	Yes	.
96		No	Yes	See above comments regarding construction workers taking up too much parking.
97		Yes	Yes	No
98		No	Yes	My concerns are limited to Bonanza flat.
99		Yes	No	No
100		No	Yes	Construction parking is the REAL problem. Pick up trucks take up all the street parking, all the time, everyday. Construction firms MUST car pool and park and ride their workers and equipment every day in Old Town.
101		No	No	Enforcement is key to success.
102		Yes	Yes	Prohibit the snow plows from piling snow at premier on-street parking spots (Daly Ave)
103		Yes	No	I currently use the Woodside street for my permit and the program works just fine in my opinion. My problem is the plow and snow removal in the winter is atrocious and they have no regard for the street parking cut outs. They just pile up the snow ...

respondent	weight	More Permits for Shared Housing	Restrict STR & Construction	Suggestions
104		Yes	Yes	More diligence enforcing one way on upper park Ave due winter, and making upper woodside one way going up.
105		No	Yes	No
106		Yes	No	The above questions I believe do not apply to our residence as it is a condo fronting on Main Street, but had to respond in order to submit my survey. In the future I would suggest a "No opinion" response be included in order to have a valid su...
107		No	Yes	No...I believe it works well as currently designed
108		Yes	No	Giving a parking permit to those at 1293 Lowell Ave who need a second car would be very helpful. Thank you!

respondent	weight	More Permits for Shared Housing	Restrict STR & Construction	Suggestions
109		No	Yes	Assigned slots would solve many of the issues. Short-term parking slots for loading/ unloading combined with overnight / long-term assigned slots would be beneficial.
110		No	Yes	no suggestion
111		No	Yes	Bringing back stickers could help reduce the non-tagged vehicles from taking up spaces. Construction is adding a lot of parked cars/trucks that should be limited or partially directed to public lots.
112		Yes	No	Eliminate "home-made" parking restriction signs that some houses put up (i.e., indicating street parking is for their address only)
113		No	Yes	No additional permits. No saving parking spots. If you qualify for, maintain qualifications, and prominent display your permit, you can park there. Enforce the laws, both parking and speeding, all over town and not just the poor Old Town millionaire...
114		Yes	No	To aggressive ticking old town town residents especially ones that have lived here for 38 years
115		Yes	No	Give priority to street parking that is located immediately in front of the respective home
116		Yes	Yes	.
117		Yes	Yes	.
118		No	Yes	No street parking for addresses with off-street parking except for one visitor/guest street parking permit.
119		Yes	Yes	All residents of Old Town need parking in front of their own homes regardless of if they potentially have a garage available. As explained above, having a garage available does not mean I can park in it. I often need to park in front of my own home...
120		Yes	Yes	Issue parking to real residents, parking is a nightmare and we have no real neighbors, there are lots of revolving renters and construction and property managers and vendors servicing these residences, not actual homeowners
121		Yes	Yes	
122		Yes	Yes	

respondent	weight	More Permits for Shared Housing	Restrict STR & Construction	Suggestions
123		Yes	Yes	
124		Yes	Yes	
125		Yes	Yes	
126		Yes	Yes	

respondent	weight	More Permits for Shared Housing	Restrict STR & Construction	Suggestions
127		No	No	
128		No	Yes	
129		Yes	No	
130		No	Yes	
131		No	Yes	
132		No	No	
133		No	Yes	
134		Yes	No	
135		Yes	No	From my perspective, I feel it is working at the moment so don't see any modifications needed.
136		No	No	Our historical home is located on Park Avenue adjacent to the commercial district, and the space in front of our property is often filled by vehicles with resident or guest permits from other areas that use our space for temporary parking while visi...
137		No	Yes	full time residents should receive guest permits commensurate with the number of lots they own
138		No	No	See above - just reduce 5 to 4 - and no permits to new large scale developments (eg project by boneyard)
139		Yes	Yes	I believe the current system is working. It just needs to be reasably enforced.
140				

EXHIBIT B – PARKING CODE REFERENCE

9-5-3 Types Of Permits

The following permit types are established and shall be issued by the City upon payment of the appropriate fee, if any, as designated in the Fee Resolution:

1. **RESIDENT PERMIT**. One (1) resident permit shall be issued for each vehicle owned by a person residing within a Residential Permit Zone (RPZ). If more than two (2) permits are requested for one (1) residence, the owner(s) of the vehicles of the residence must make a formal application to the City for additional permits. In no case shall the number of resident permits issued to one (1) residence exceed five (5). Permits will only be issued to the extent that the number of vehicles registered at the dwelling exceeds the off-street parking available at that dwelling to encourage the use of all available off-street parking. No more than two (2) permits shall be issued to any residence within an RPZ that requires parking on a public street subject to time limited parking, as set forth in 9-3-3 of the Municipal Code. An applicant for a permit shall present a current Utah Motor Vehicle registration, a current operator's license, and proof of residence with the application, and shall certify the application with his or her signature.

No permit shall be issued in the event that either the registration or license shows an address not within the RPZ unless the applicant demonstrates to the satisfaction of the City Manager or designee that the applicant is, in fact, a resident of the RPZ and that the vehicle is used primarily by the applicant.

The resident permits shall be valid until the expiration date shown on the permit, or until the resident, business, or qualified non-profit organization relocates outside of the RPZ, or until the permitted vehicle is sold, whichever occurs first.

Resident permits shall be valid only in the same residential permit parking zone in which the residence, business, or qualified institution is located.

2. **RESIDENT GUEST PERMIT**. One (1) resident guest permit shall be provided to each residential, business or qualified non-profit institution address receiving at least one (1) resident permit within an RPZ, subject to the following conditions:
 1. Resident guest permits shall be issued for the exclusive use of the resident permit holder's guests only during periods when the guests are actually

visiting a resident permit holder's address. Resident guest permits shall display the host resident's resident permit number. Residents shall instruct their guests in the proper display and use of the guest permit.

2. Resident guest permits issued to business or non-profit institution guests within an RPZ shall be valid only while the guest is actually engaged in business at a resident permit holder's business or institution address. Resident guest permits issued to businesses or institutions within an RPZ shall display the host business's or institution's resident permit number. Businesses or institutions shall instruct their guests in the proper display and use of the guest permit.
3. Resident guest permits may also be issued directly to guests by the Transportation & Parking Department subject to reasonable conditions imposed by the City Manager or designee.

The resident guest permits shall be valid until the expiration date shown on the permit, or until the holder of the host permit relocates outside of the RPZ, whichever occurs first.

The resident guest permit shall be valid only in the same residential permit Parking zone in which the host residence, business, or qualified institution is located.

3. **LODGING GUEST PERMIT.** Lodge guests permits shall be issued to, or approved for, lodges within a non-metered RPZ for the exclusive use of lodge guests during their period of stay at the lodge. Lodge owners shall fill out the lodge guest permit completely, using permanent ink, and instruct their employees and guests in the proper display and use of the lodge guest permit. Passes shall not be available for transient lodging units with available off-street parking for their guests and/or employees, or for lodging units located within a metered parking zone. Lodge guest permits may also be issued to individuals with unusual or special needs at the discretion of the City Manager or designee.

The lodge guest permit shall be valid either only during the guest's stay at the lodge, or for seven (7) days from the date of issue to the guest, whichever is less.

The lodge guest permit shall be valid only in the same residential permit Parking zone in which the host lodge is located.

4. **EMPLOYEE PERMIT.** If the City Manager or designee deems necessary, employee permits may be made available upon payment of the prescribed fee, if any, to Main

Street area businesses that have inadequate off-street parking for parking in designated public parking facilities.

5. **BUSINESS PERMIT.** If the City Manager or designee deems necessary, business permits may be made available upon payment of the prescribed fee, if any, to Main Street area businesses for parking in designated public parking facilities.
6. **SERVICE VEHICLE PERMIT.** Service vehicle permits shall be made available to allow building maintenance and cleaning functions for buildings in the resident permit zones. Applicants shall possess a valid Park City business license. Service vehicles shall be required to use short-term zones, or park in metered spaces and pay the hourly fee while conducting service calls in the metered Main Street core parking areas.
7. **DROP, LOAD, AND STAGING (DLS) PERMIT.** If the City Manager or designee deems necessary, DLS permits shall be issued for ground transportation upon demonstration of eligibility and payment of the prescribed fee. DLS permits shall be valid until the expiration date shown on the permit. The following types of ground transportation are eligible for a DLS permit:
 1. A hotel courtesy shuttle;
 2. A registered TNC driver under the Transportation Network Company Registration Act;
 3. A ground transportation business with a Park City For-Hire Ground Transportation Business License or a current business license from another political subdivision within the state, as defined in Title 4 Chapter 8.
8. **SPECIAL USE OF PUBLIC PARKING PERMITS DURING SUNDANCE FILM FESTIVAL TIME PERIOD.** If the City Manager or designee deems necessary, the loading operations of official Sundance venues and sponsors operating under the Special Event Permit as well as each Type 2 Convention Sales License (CSL2) holder must be permitted by the Parking Division with three (3) different permits:
 1. Red – Large-scale loading operations with vehicles over 15 feet. These operations will only be permitted between 4:00 a.m. - 10:00 a.m. on designated days. The first opportunity for load-in will be the Tuesday before the start of the Sundance Film Festival. The first opportunity for load-out will be on Tuesday (Day 6) after the start of the Festival. The specific parameters on location, timing, and vehicles will be determined by the Parking Division.

1. Official Sundance venues and sponsors may conduct loading operations until 12 p.m. (noon), at the discretion of the Parking Department. Official Sundance venues and sponsors may request load-in prior to Tuesday before the start of the Festival but shall not be permitted for load-out before the first Tuesday of the Festival (day 6).
2. Green – For smaller loading operations with vehicles under 15 feet, such as catering, food and beverage, musical instruments, or linen service. These operations will be permitted throughout the day with specific parameters on location, timing, and vehicles determined by the Parking Division.
3. Crowd Management – The Parking Division shall require a crowd management plan for any official Sundance venues and sponsors operating under the Special Event Permit as well as each Type 2 CSL if the venue uses public parking or public sidewalk/right of way for crowd management. Crowd Management Permits will be issued by the Parking Division and reviewed in coordination with the Police, Engineering, Special Events and Building Departments.

The Parking Division will forward issued permits to the Finance Department for Type 2 Convention Sales Licensees and the Special Events Department for official Sundance venues and sponsors.

Any violation of the permit regulations may result in fines as outlined in the adopted fee schedule as well as the revocation of a Type 2 CSL and the inability to obtain a Type 2 CSL in the future.

HISTORY

Amended by Ord. [00-52](#) on 9/28/2000

Amended by Ord. [12-25](#) on 9/13/2012

Amended by Ord. [2017-58](#) on 11/9/2017

Amended by Ord. [2019-55](#) on 11/21/2019

Amended by Ord. [2022-02](#) on 1/6/2022

City Council Staff Report



Subject: Child Care Needs-Based Scholarship Program
Author: Michelle Downard
Department: Executive
Date: September 4, 2025

Summary

Pursuant to City Council direction, we will hold a work session discussion to review the updated performance data of the Park City Needs-Based Scholarship Program and consider potential criteria adjustments to address needs the Program is not capturing, expand child care capacity (children up to age three), and provide additional financial support to providers.

Park City's Program has continued to be locally and nationally recognized, increased local providers' participation in the State's DWS Child Care subsidy, and supported 137 children in 119 households.

Background

On [March 20, 2025](#) and [June 26, 2025](#), the City Council received the Program [Impact Report](#) and performance data. See qualifying scholarship criteria in Exhibit A.

The City Council requested we consider more outreach, identify needs that the Program is not addressing, target child care capacity (children up to age three), and maintain the Child Care Needs-Based Scholarship Program through FY26. On [May 1, 2025](#), while discussing recommendations from the Nonprofit Services Advisory Committee, the City Council requested that we consider adjustments to provide more support to child care providers.

Ongoing outreach includes advertisements in buses, eblasts, ongoing posts on PCMC social platforms (Facebook, Instagram, X, Next Door), and the PCMC newsletter. Several hundred flyers and brochures were recently distributed in over 80 locations citywide, including medical offices, the hospital, grocery stores, recreational facilities, libraries, laundromats, and more. The program was also promoted at the Park City Community Foundation's Summer Solstice Event on June 20, 2025.

Funding

On [June 12, 2025](#), the City Council adopted the final budget, which included funding to maintain the Program through FY26. With \$333,000 remaining from the \$1M approved in FY24, \$300,000 was funded through June 30, 2026, for a total contribution of \$633,000 in FY26.

Moving forward, the Council must decide how to integrate the program into ongoing funding, as the FY26 budget continues to represent one-time funding. In addition, if the Program's programmatic and qualifying scholarship criteria are increased, the amount of overall allocations during FY26 and beyond are necessary. See additional information on Summit County, State, and Federal funding in Exhibit B.

PCMC Scholarship Awards and Performance

Currently, 27 participating child care providers have been awarded scholarships to 119 households, supporting a total of 137 children. As anticipated, and consistent with last year, enrollment dropped during the summer season, with 77 enrolled families with 87 child enrollments. Enrollments for residents and workforce households have remained comparable, with 30 resident and 34 workforce families currently enrolled in addition to 14 PCMC families. The average resident scholarship, based on the 10% household contribution and the cost of child care, resulted in an average monthly scholarship of \$742.31. A flat workforce scholarship of \$200, for a combined scholarship average of \$442.88 per month for residents and the workforce.

As of August 31, 2025, \$794,320.41 in scholarships had been distributed to qualified households, including \$698,920.41 (88%) in tuition scholarships and \$95,400.00 (12%) in provider incentives. See additional information on performance data, AMI, child care costs, providers, capacity, employers, and funding in Exhibit B.

DWS Participation

Our Program has directly increased DWS Child Care Assistance participation (State funding) in Summit County from approximately 5 to as many as 25 children, with 10 current enrollments during the summer lull. Given the average DWS scholarship of \$749 per household per month, the program results in an average of \$7,490 to \$18,725 monthly state assistance, further expanding the impact of our financial support.

Historically, an average of 15 households per month receive DWS assistance. Of those, 4 households receive DWS assistance equal to or in excess of the PCMC scholarship and are therefore not provided PCMC scholarships. The 11 remaining households receive both DWS assistance and PCMC scholarships with an average PCMC scholarship amount of \$526.

Recognition

The Program continues to be recognized on a local and national scale. In June 2025, the Program was highlighted as the feature on [Utah Insights](#), a PBS Utah public affairs program.

In August 2025, representatives from the U.S. Chamber of Commerce Foundation met with Mayor Nann Worel, Resident Advocate Downard, and partners from the Park City Chamber, PC Tots, and Park City Community Foundation to discuss ongoing efforts to support child care access in our community.

In August 2025, Downard and Matt Lee (PCMC Project Manager and program enrollee) spoke at a round table event on Child Care Challenges and Solutions, hosted by the [Bipartisan Policy Center](#). Discussion information will be utilized to educate policymakers and advanced data-driven, impactful solutions at the federal, state, and local levels.

Analysis

Needs/issues the program is not capturing

- **Abrupt Eligibility Maximum-** Based on feedback from providers and enrollments, the household income limits can create an abrupt cut-off for families. Small raises can trigger a large reduction or elimination of support.
- **Employer Support-** PCMC has set the bar for supporting employees. Support from local employers would increase the community impact.

Explore expanding child care capacity (children up to age three)

Given the preschool expansion and ever-changing nature of our local child care needs, expanding capacity is not a priority. However, Council may consider:

- **Children up to 3-** Providing a higher level of financial support for children up to age three by increasing financial support to families and/or providers.

Provide additional financial support to providers

Nationwide, child care provider support is offered for varying expenses, including personnel, insurance, capital expenses, and more. See Exhibit C.

- **Support provider employees-** Supporting the child care workforce would support recruitment and retention.
- **Support providers based on community benefit-** Supporting providers who serve children enrolled in DWS and the PCMC program.

Recommendation

Rather than broadly increasing the amount of support and eligibility, we recommend focusing on needs the program is not capturing (abrupt eligibility maximum) and providing additional financial support to providers (personnel and incentives for serving scholarship-enrolled children). Council may consider all, some, or none of the recommendations below.

Resident Support

1. Eliminate the AMI limit for PC residents and calculate scholarships based on 10% household income and \$1,700 tuition maximum
 - a. Estimated 7% increase in program allocations (\$45,352 annually)
 - b. **Pros:** Eliminate the abrupt eligibility maximum and include more households
 - c. **Cons:** The impact may not be realized if households choose not to participate due to low scholarships
2. Establish a sliding scale scholarship based on resident income levels similar to the [MARC Sliding Scale Program](#). For example, households below 30% AMI contribute 3% of their household income, households with 31% to 50% AMI contribute 5% of their household income, and households with 51% to 70% AMI

contribute 7% of their household income, and households with 71% to 100% AMI contribute 10% of their household income.

- a. Estimated 7.4% increase in program allocations (\$48,124 annually)
- b. **Pros:** Provide more support to households with the greatest need
- c. **Cons:** The 10% household contribution already reflects varying income levels. Small raises can be offset by a larger decrease in support.

Provider Support

1. Provide child care scholarships to full-time employees of enrolled child care providers located within PC limits equivalent to resident scholarships
 - a. Estimated 6.7% increase in program allocations (\$43,494 annually)
 - b. **Pros:** Support recruitment, retention, and personnel costs
 - c. **Cons:** Providers and employees in Summit County would not benefit.
2. Award incentives to child care providers for serving PCMC Scholarship-enrolled children (all children or children age 0-3)
 - a.

	\$100 Incentive	\$200	\$300
All Children	19.5% or \$125,800	39% or 251,600	58.5% or \$377,400
Children 0-3 yrs	6.5% or \$41,900	13% or \$83,800	19.5% or \$125,700

- b. **Pros:** Increase support to providers caring for households with the greatest needs
- c. **Cons:** Substantial increase needed in program funding

The following options are not recommended at this time because they would have a limited, delayed impact; there are developing, relevant federal tax discussions; our child care environment and provider needs are ever-changing; there is a lack of available facility space; and support should be focused on the providers who need it the most. However, these are viable options to support child care and Council may want to discuss these in the future.

1. Amend the required household contribution percentage or \$1,700 maximum for residents
2. Amend the workforce scholarship amount
3. Incentivize providers to participate in CCQS
4. Offer an employer match or recognition for offering child care support
5. Establish a revolving loan fund for employers to benefit from 45F or for providers to cover expenses
6. Building permit or business license fee waivers for child care facilities
7. Offer additional child care facility space at a subsidized rate
8. Offer free CPR class enrollment for child care providers and their employees through the Recreation Department

EXHIBITS

- A Programmatic and Qualifying Scholarship Criteria
- B Park City Scholarship Performance Data
- C Comparison of Child Care Provider Support Programs

PCMC Child Care Needs-Based Scholarship Program Criteria

1. Resident Child Care Tuition Scholarship

- a. Requirements
 - i. At least one parent is a Park City resident;
 - ii. Children up to kindergarten eligibility age;
 - iii. A household income of less than 100% Summit County AMI;
 - iv. Child enrolled in a regulated child care provider located within Summit County; and
 - v. Households must contribute 10% of the household income to child care per month (aggregate, not per child).
- b. Scholarship Available
 - i. PCMC scholarship will cover the remaining child care expenses up to actual costs, but no more than \$1,700 monthly tuition per child per month, however,
 - 1. Households who are identified as potentially eligible (as identified by the administrator) must apply for DWS Child Care Assistance or any other federal or state-funded program; and
 - 2. The scholarships will not be provided for childcare expenses awarded federal or state assistance.

2. Workforce Child Care Tuition Scholarship

- a. Requirements
 - i. At least one parent is a Park City resident or works within Park City;
 - ii. Children up to kindergarten eligibility age;
 - iii. A household income of less than 100% Summit County AMI; and
 - iv. Child enrolled in a regulated child care provider that is located within Summit County.
- b. Scholarship Available
 - i. \$200 per child per month; or

3. Full-time PCMC Employee Children Tuition Scholarship

- a. Requirements
 - i. At least one parent is an employee of Park City Municipal
 - ii. Children up to kindergarten eligibility age;
 - iii. and
 - iv. Child enrolled in any regulated child care provider (not limited to providers located in Summit County).
- b. Scholarship Available
 - i. \$200 per child per month.

4. Regulated Child Care Provider Incentive to Serve Children Enrolled in DWS Child Care Assistance

- a. Requirements
 - i. Children up to kindergarten eligibility age;
 - ii. Park City resident or workforce child enrolled in DWS Child Care Assistance; and
 - iii. A regulated child care provider located within Summit County.
- b. Incentive available
 - i. \$300 per child per month.



Park City Needs-Based Child Care Scholarship Data
August 22, 2025

AMI Levels

In April 2025, the U.S. Department of Housing released updated AMIs with notable increases. For example, 100% AMI for a household of 4 increased from \$151,700 to \$168,600, expanding the number of eligible households for the Program.

In addition, previous applicants denied scholarships due to their income exceeding the previous AMI were directly contacted to reassess eligibility. This resulted in 2 more participating households (a total of 3 children).

Child Care Costs

Tuition costs for local child care have remained relatively stable since the program began, with infants and toddlers being the most costly. A primary driver is the caregiver-to-

Single-age ratios and maximum group sizes		
Age group	Ratio	Maximum group size
Infants (0-11 months)	1:4	8
Younger toddlers (12-17 months)	1:4	8
Older toddlers (18-23 months)	1:5	10
2 years	1:8	16
3 years	1:12	24
4 years	1:15	30
School-age (5-12 years)	1:20	40

child ratio identified within [Utah State Rule R381-100-10](#).

The average cost of child care in centers located within city limits (excluding the preschool, which is only available to district residents with 3 and 4-year-olds) is \$1,793 for infants to 2 or 3-year-olds and \$1,567 for 2 or 3-year-olds to

	Infants to 2 or 3	2 or 3 to kindergarten	Cost Difference
In PC Limits	\$1,793	\$1,567	\$226
Summit Co	\$1,656	\$1,333	\$323

kindergarten eligibility, per month. The average cost of child care for enrolled centers countywide is \$1,656 for infants to 2 to 3-year-olds and \$1,454 for 2 or 3-year-olds to kindergarten eligibility, per month. The average cost difference between infants to 2 to 3-year-olds and 2 or 3-year-olds to kindergarten eligibility is \$226 to \$323.

Child Care Providers

The [Utah Childcare Solutions and Workplace Productivity Plan](#) states that nearly half (45.9%) of the child care providers statewide are small businesses with fewer than 5 employees and 83.1% have fewer than 20 employees. While 83.4% are tax-paying businesses, 16.6% are nonprofits. Child care is highly regulated with space requirements, equipment, training, background checks, and training, including CPR

certifications. Revenues closely match regular expenses, resulting in thin profit margins and difficulty with capital expenses and maintenance.

- **Personnel-** Despite allocating an average of 70-75% of revenue to personnel, 89% of child care workers in Utah earn less than the state median for all occupations, and only 52% of full-time child care workers have employer-provided health insurance, causing recruitment and retention concerns.
- **Insurance-** Local providers have reported increased costs for liability insurance and denied renewals. A [Bipartisan Policy Center Issue Brief](#) recently highlighted the increasing nationwide costs and decreasing coverage options. Moreton, the City's insurance broker, confirmed that liability insurance for daycare and early childhood providers has become more difficult to obtain and notably more expensive, rising premiums, some as much as 300%. Further, about one-third of providers are being denied coverage or renewals.
- **City Fees-** Our [Adjustment or Waiver of Construction and Development and Impact Fees Policy](#) and [Park City Municipal Code 4-4-4](#) do not provide waivers for building permit or business license fees for child care providers. However, PCSD is not required to obtain building permits or business licenses from PCMC, and non-profits are exempt from business license fees (including PC TOTS).

In the past 5 years, 7 building permits were issued to child care providers in Park City for minor remodels and improvements, including a new roof, repairing flood damage, a new water heater, and a furnace. Total permit fees were \$1,574.65.

Annual business license fees are \$4,611.35. The majority of these fees (\$3,216.33) are collected from Deer Valley Childcare.

- **Backflow Preventers-** The [requirement to have backflow preventers](#) can create financial strain for some providers. Backflow devices protect occupants of these facilities from contaminated drinking water. For those locations that have appropriate backflow, the cost is \$150 per year to test each device. Those locations without appropriate backflow will experience a one-time cost estimated at \$11,000 to install. While the City is providing time to comply, there is no financial relief program contemplated.

While [provider closures do occur](#), and commonly provide 24 hours' notice, the [total licensed facilities and capacity statewide](#) remain relatively stable.

Capacity

While child care capacity was a priority when the program began, child care providers have since reported that this issue has subsided, particularly for 3 and 4-year-olds who are eligible for preschool. In fact, some providers reported occasional vacancies.

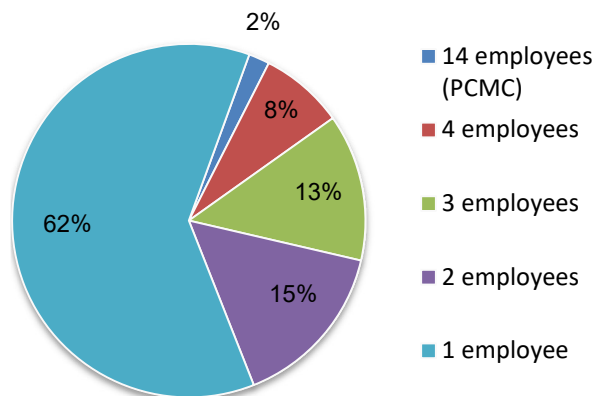
A significant change in capacity results from the Park City School District's (PCSD) preschool expansion and subsidized tuition based on household income. In addition to increasing the capacity, PCSD also expanded the 3-year-old program from a half-day, 2-day a week program to a full-day, 5-day a week program with a \$810 monthly tuition.

Capacity	3's	4's	Total
2023-2024	70	124	194
2024-2025	70	160	230
2025-2026	100	143	243

At the beginning of the school year, there were a total of 202 children enrolled in preschool, including 86 3-year-olds and 116 4-year-olds. PCSD's preschools are enrolled in the Park City Scholarship Program. 15 children currently receive PCSD's \$125 scholarship rate, and 22 receive PCMC scholarships.

Employers

Workforce families from a total of 52 employers have enrolled in the Program. Park City Municipal has promoted the Program during recruitments and encouraged staff members to enroll. These efforts and the lack of AMI and child care location restrictions have resulted in 14 PCMC families currently participating, the highest participation of any employer. Other employers range from 1 to 4 enrolled employees each with the highest percentage (62%) with only 1 employee.



The Park City Chamber, Salt Lake Chamber, Heber Valley Chamber, and Park City Community Foundation's Early Childhood Alliance partnered to bring Best Place for Working Parents® to Summit County, Salt Lake County, and Wasatch County. This program allows businesses to instantly determine whether their organization qualifies as a Best Place for Working Parents® designation. The assessment highlights the top 10 policies to benefit working parents and businesses.

Summit County, State, and Federal Funding

- **Summit County-** Since joining the Program in June 2024, Summit County has dedicated \$483,850 to the program for Summit County workforce and residents.
- **State-** In addition to the [DWS child care assistance](#) provided to families through DWS, [Utah's Child Care Quality System](#) (CCQS) is a voluntary rating program for child care providers that [rates](#) based on the quality, health and safety, learning environment, professional development, management, and accreditation. Based on their rating, providers may be eligible for [Enhanced Subsidy Grants for Centers](#) (monthly grant for High Quality or High Quality Plus ratings), [Enhanced Subsidy Grants for Family Child Care](#) (monthly grant for High Quality or High Quality Plus ratings), [Infant and Toddler Quality Incentive](#) (one-time, possibly more, Foundation or Building Quality ratings), [Professional Development Cost Sharing](#) (annual grant for any rating with completed training), and a [Quality Observation Award](#) (annual grant for any rating and successful observations).

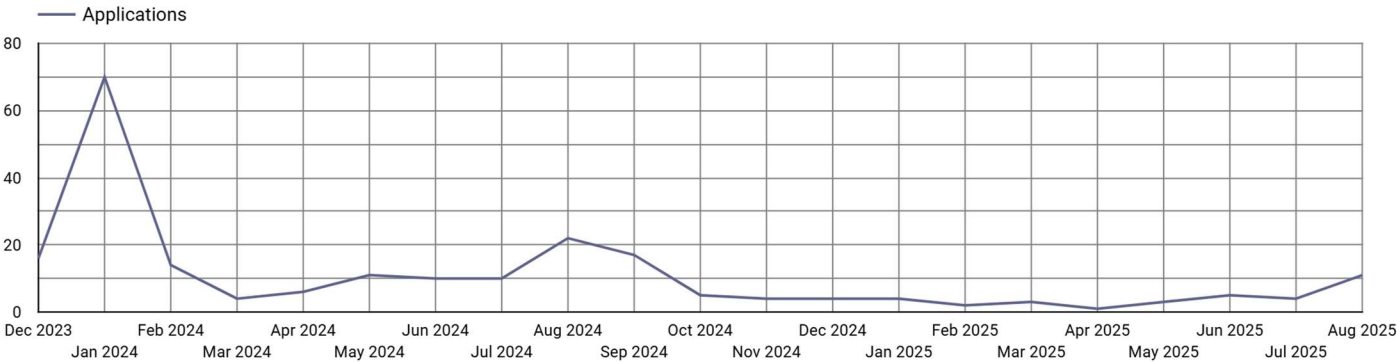
Statewide program participation is low due to the 5-month application process, low likelihood of receiving a high rating for several years, direct costs of participation, and limited financial benefit. No Summit County providers are actively participating. While 189 licensed providers (15%) participate statewide, only 53 (4%) have received high quality or high quality plus ratings, which are required for the most impactful grants.

- **Federal** tax discussions are continually evolving, and support for school programs, families, child care facilities, and employers are dynamic. The [2025 Reconciliation Law](#), a.k.a. “One Big Beautiful Bill Act”, expanded three child care subsidies in the tax system, including increasing the child and dependent care tax credit for families, raising the limit on tax-free income set aside for care expenses, and enhancing 45F, a business tax credit to encourage employers to offer child care.

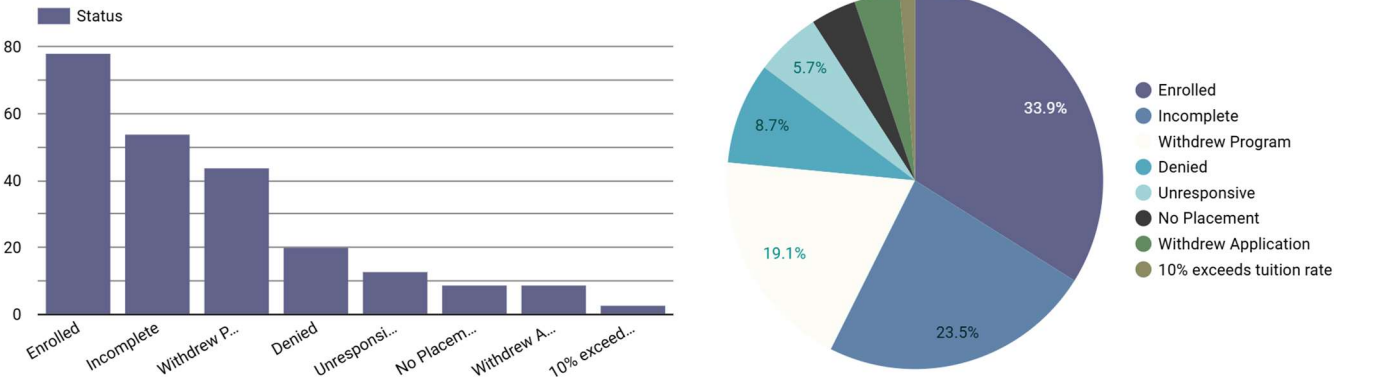
As of August 31, 2025, \$794,320.41 in scholarships had been distributed to qualified households, including \$698,920.41 (88%) in tuition scholarships and \$95,400.00 (12%) in provider incentives.

Performance Data

Number of Applications Over Time



Applications By Status



Enrolled Family Categories

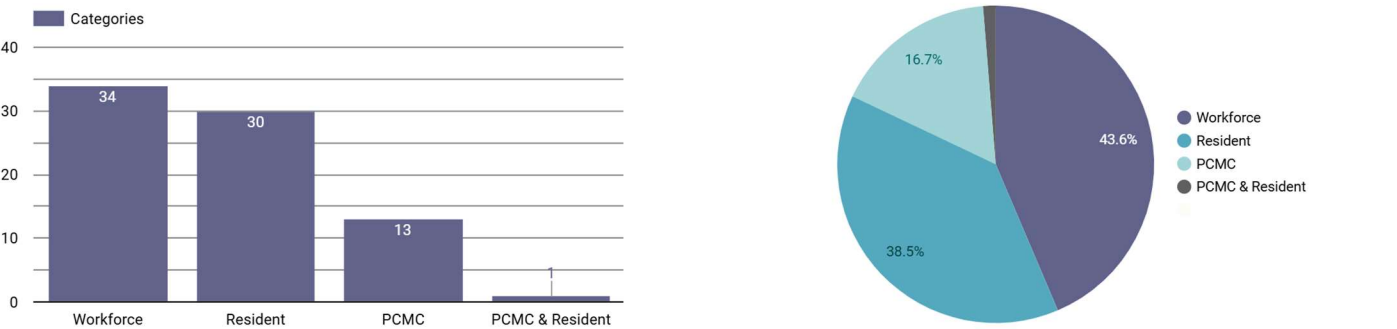


EXHIBIT B

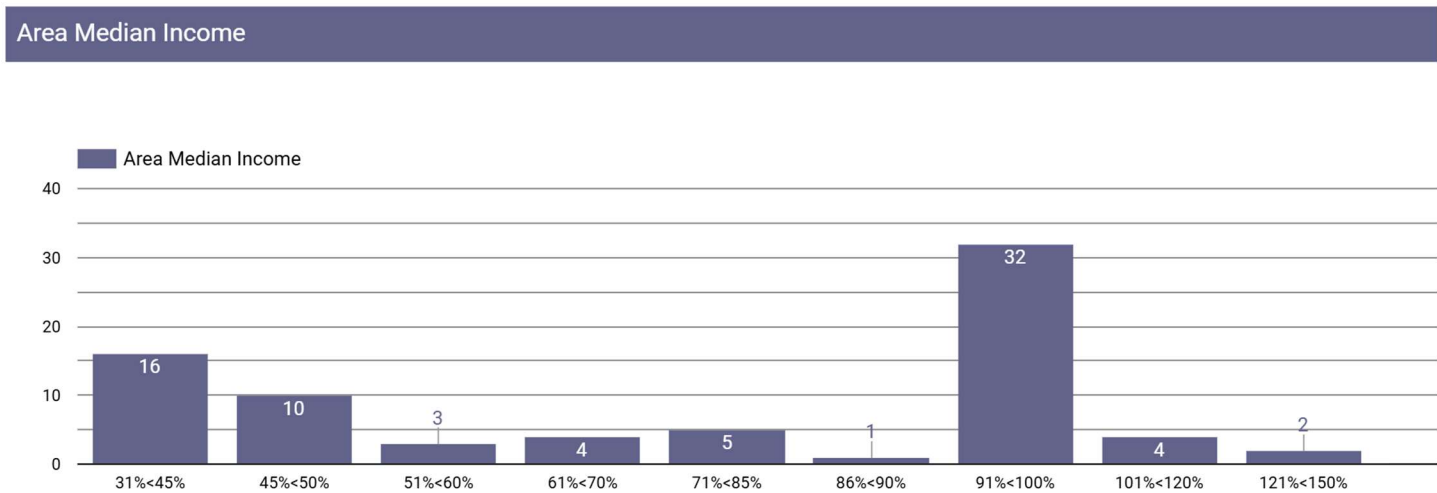
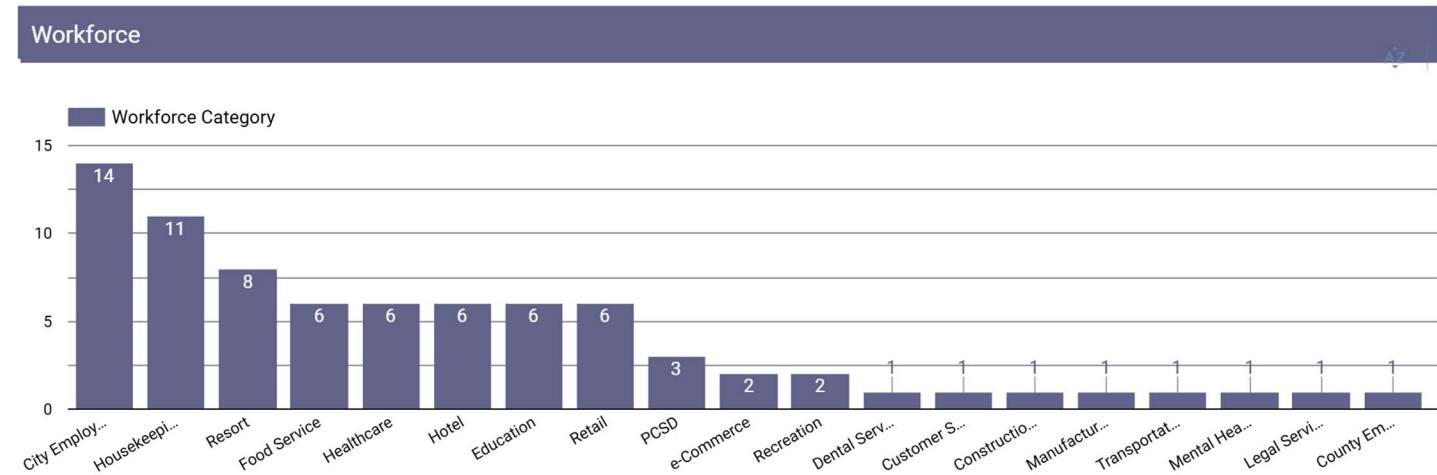
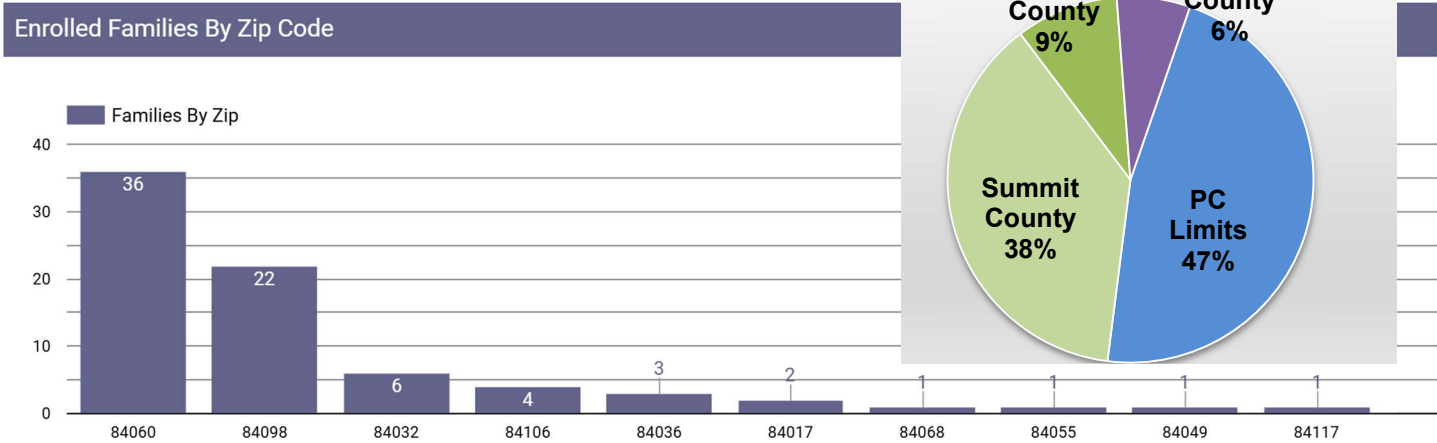
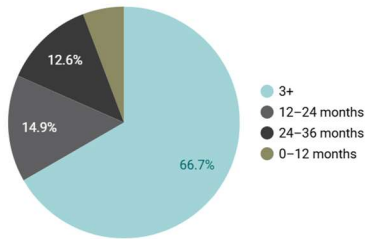


EXHIBIT B

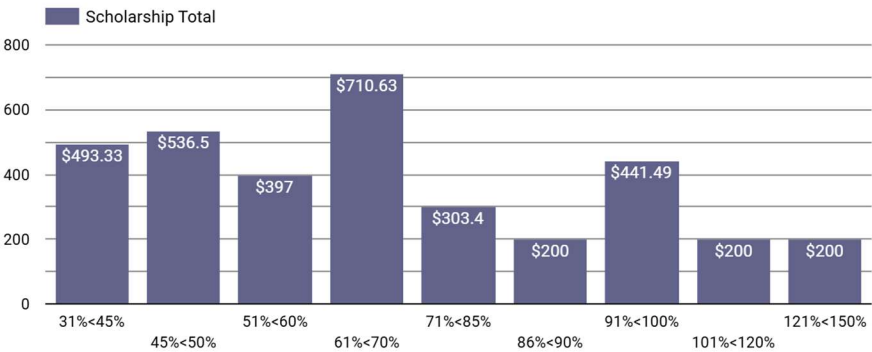
Age Ranges

Total Children
85

Avg # Children / Families
1.13



Avg Scholarship Amount By Area Median Income



Tuition Transactions Over time

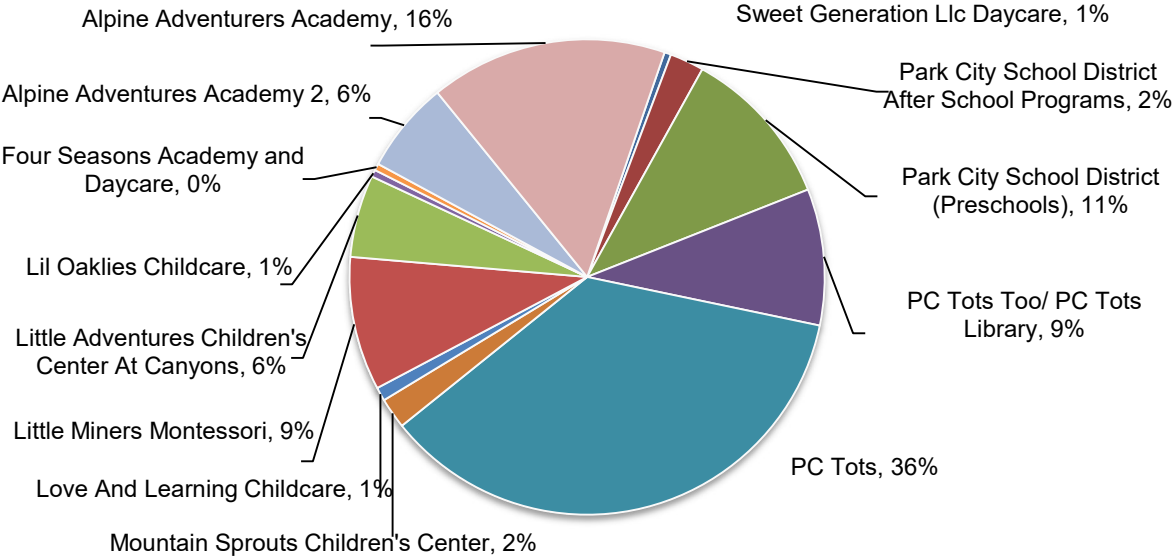
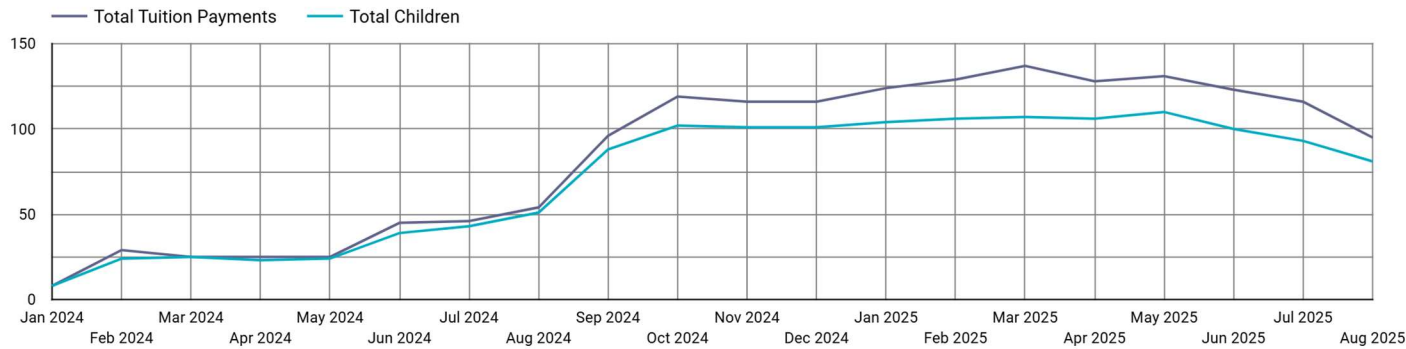


EXHIBIT C

	Award Amounts	Personnel	Insurance	Other Operational Costs	Renovation/Construction	Other Capital Expenses or Equipment	Infant/Toddler Care	Nontraditional Hours	Health & Safety Compliance	Notes and Results
Kansas Child Care Capacity Accelerator Grants	\$73,829 to \$2,491,053			X	X					Recipients: school districts, existing providers, employers, non-profits; No minimum or maximum award amount. Range is based on project's scope and benefit.
Iowa Child Care Solutions Fund	\$17,500 to \$3M	X	X	X	X	X				Recipients: Childcare Providers Boosted Educator Salaries by 36%, added over 100 childcare slots in Hamilton County
California Child Care Infrastructure Grant Program	up to \$100,000				X					Recipients: Licensed Centers, Family Childcare Homes
Invest in New York: Child Care Deserts Grants	\$14,000 to \$300,000				X		X	X		Recipients: Providers in Childcare Desert Areas Awards calculated by location and provider type
New Jersey Child Care Facilities Improvement Program	\$211,970 average (Centers) \$10,000 to \$20,000 (Homes)				X				X	Recipients: Licensed Centers, Family Childcare Homes
Washington Early Learning Facilities Grants	\$21,605 to \$2.5M \$109,375 minor renovations				X					Recipients: Childcare Providers, Non-profits, Tribes, Schools
Georgia Child Care Health & Safety Grants	\$5,000 to \$40,000								X	Recipients: Licensed Centers, Family Childcare Homes Covers health and safety materials and equipment (PPE, HVAC, etc.) Awards based on licensing capacity
Texas Child Care Expansion Initiative (Start-up Program)	\$4,000 to \$75,000	X			X	X				Recipients: New/Expanding Centers and homes Covers Minor Renovations Awards based on capacity with a bonus for infants
Caring for Michigan's Future: Facilities Improvement Fund	\$53,636 to \$59,000 average					X				Recipients: New/Expanding Centers and Homes Safety, HVAC, Flooring, Playgrounds, Furnishings
Colorado Family Child Care Home Facilities Improvement Grant	\$5,000 max				X					Recipients: Licensed Homes
California Department of Social Services	\$1,200 per licensed family childcare home					X				Materials and Equipment to improve program quality
Army Reserve & National Guard	\$2,076		X							

City Council Staff Report



Subject: Police Swearing-In Ceremony
Author: Wade Carpenter, Chief of Police
Department: Police
Date: September 4, 2025

Recommendation

The Police Department requests Officer Swearing-in by Mayor Worel.

Background

The Park City Police Department recently underwent promotional hiring to fill an important vacancy. The Department conducted an extensive testing process for the position and is very confident in the newly promoted member of our team. Sergeant Daniel Cherkis was the successful candidate and requires swearing-in by Mayor Worel.

Additionally, the department recently hired three officers to fill vacancies. Officer Cory Bowman, Officer Taylor (T.C.) Thomas, and Officer Bradin Wilson were the successful candidates of the Officer testing process and require swearing-in by Mayor Worel. The Department is very proud of the new members of our team.

Biographies

Daniel Cherkis

Sergeant Cherkis brings nearly a decade of experience to the position. He began his career with the Park City Police Department in 2015, spending five years in patrol before transferring to the Investigations Division in 2020. There, he was assigned to major crimes, assisted in child crimes investigations, and worked as part of the Wasatch Back Major Crimes Task Force. He returned to patrol as a senior officer in late 2024 after completing his investigative assignment. Additionally, Sergeant Cherkis served on the Summit/PC SWAT Team as an operator from 2017-2024.

Sergeant Cherkis holds a bachelor's degree from Pitzer College and is a graduate of the UVU Police Academy. He has recently completed the year-long *Leadership Park City* program.

Cory Bowman

Officer Cory Bowman brings over a decade of law enforcement experience to the Park City Police Department, with a strong background in both patrol and investigative work. Throughout his career, he has developed a broad skill set through his service in a

variety of roles, including Field Training Officer and Emergency Vehicle Operations (EVO) trainer. His experience has given him a solid foundation in mentoring new officers and promoting safe, effective policing practices.

Outside of law enforcement, Officer Bowman values time with his family and enjoys staying active with his wife and their two young sons. He is excited to join the Park City community and looks forward to serving its residents with integrity and pride.

Taylor (T.C.) Thomas

Officer Taylor “TC” Thomas has been in law enforcement for nearly 12 years, bringing a wide range of experience to his new role with the Park City Police Department. Over the course of his career, he has served in various capacities, including School Resource Officer, Traffic Enforcement Officer, and Investigator. He has also been a member of an Honor Guard unit and worked as a crisis negotiator with a SWAT team.

He has been married for 19 years and is a proud father of three, with two dogs rounding out the family. Officer Thomas is excited to continue serving the community and looks forward to contributing to the Park City Police Department team.

Bradin Wilson

Officer Wilson joins the department with nearly eight years of law enforcement experience and a strong commitment to public service. His career has included assignments in patrol, school safety, and specialized training, along with more than a decade of ongoing service in the Utah Army National Guard.

Throughout his time in law enforcement, he has served as a School Resource Officer, firearms instructor, and honor guard member. Dedicated to professionalism and teamwork, he is committed to fostering a safe and welcoming environment for all. Outside of his duties, he enjoys spending time with his wife of six years and their three children.



City Council Staff Report

Subject: June Sales Tax and Budget Monitoring Report
Author: Budget Team
Department: Budget
Date: September 04, 2025

Sales Tax Distribution

The following bullets summarize the June sales tax distribution:

Citywide Sales Tax Distribution Summary (excludes Transient Room Tax):

Monthly:

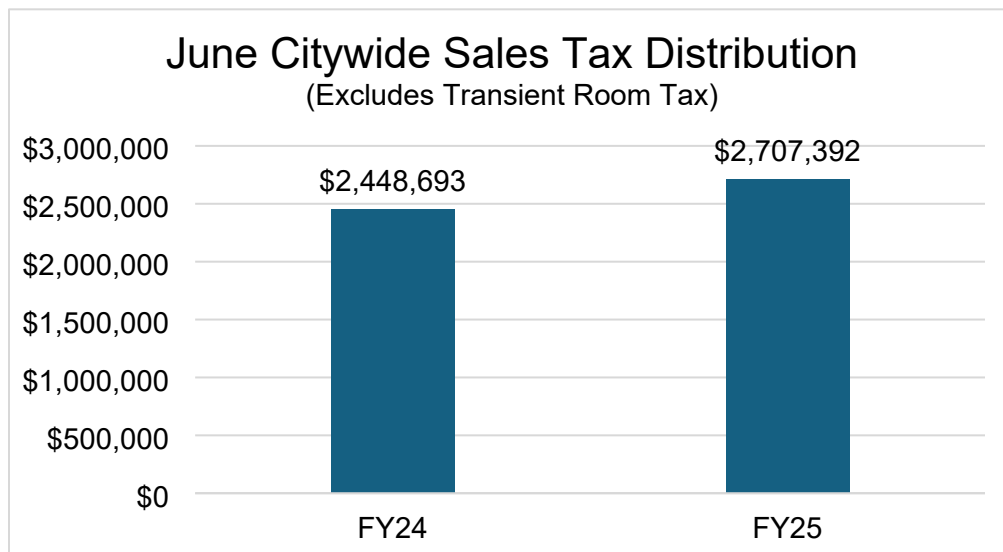
- June revenue is \$2,523,436, a decrease of \$63,118 (+10.6%) from last year;
- Revenue is \$106,316 (+4.1%) above the budget;

Quarterly:

- Revenue for the last quarter is \$6,753,433, an increase of \$202,993 (+3.1%) from the same quarter last year;
- Revenue is \$195,340 (+3%) above the budget;

Year-to-Date:

- FY25 revenue is \$45,253,590, an increase of \$1,073,934 (+2.4%) compared with last year; and
- Revenue is \$1,246,439 (+2.8%) above the budget.



General Fund Distribution Summary:

Monthly:

- June revenue is \$1,476,807, an increase of \$136,029 (+10.1%) from last year;
- Revenue is \$66,300 (+4.7%) above the budget;

Quarterly:

- Revenue for the last quarter is \$3,621,068, an increase of \$102,611 (+2.9%) from the same quarter last year;
- Revenue is \$64,755 (+1.8%) above the budget;

Year-to-Date:

- YTD revenue is \$24,206,557, an increase of \$571,880 (+2.4%) compared with last year; and
- Revenue is \$342,424 (+1.4%) above the budget.

Transient Room Tax Distribution Summary:

Monthly:

- June revenue is \$134,073, a decrease of \$37,050 (-21.7%) from last June;
- Revenue was \$54,512 (-28.9%) below the budget;

Quarterly:

- Revenue from the last quarter is \$361,656, a decrease of \$82,836 (-25.2%) from the same quarter last year;
- Revenue is \$121,817 (-18.6%) below the budget;

Year-to-Date:

- YTD revenue is \$4,497,823, a decrease of \$110,369 (-2.4%) compared with last year; and
- Revenue is \$196,261 (-4.2%) below the budget.

Sales Tax Analysis

June's results capped off FY25 with a solid finish. Citywide sales tax collections ended the year modestly above expectations, extending a consistent trend of revenues tracking ahead of budget despite signs of softer statewide consumer spending. Growth has been steady, unlike the pronounced increases a few years ago. The City benefited from a resilient local economy and continued visitor activity through the summer and winter seasons.

Transient Room Tax told a different story, with lodging-based revenues slipping below prior-year actuals and budget benchmarks, leaving the year slightly behind plan. The decline was concentrated in nightly rentals, while hotel activity and spending across retail, dining, and recreation remained steadier.

Looking ahead, early summer booking indicators point to a stable start for FY26. Combined with the City's above-plan finish in core sales tax, these trends suggest a supportive near-term revenue environment. Staff will continue to monitor visitor patterns and discretionary spending while working with the Park City Chamber of Commerce to track global, national, and local indicators. This ongoing analysis will ensure that revenue forecasts remain aligned with current economic conditions and that proactive adjustments can be made as needed. Overall, the City enters FY26 from a position of strength, supported by resilient core revenues and a balanced outlook for tourism activity.

June Budget vs Actuals Budget Monitoring Report

As we transition to our new system, this budget monitoring report is evolving. You'll notice some categories may have different names or new groupings.

Below is an overview of the major revenue categories. While not comprehensive, it provides key examples of the main components in each area.

Taxes & Assessments: Property taxes, sales taxes, and franchise taxes

Licenses & Permits: Business Licenses, Event Fees and Licenses, and Building, Planning, and Engineering Fees

Charges for Services: Recreation Fees, Facility Rental Fees, Utility Charges

Intergovernmental: Federal, State, and Local revenue

Miscellaneous: Rental Income, Sale of Assets, Contributions

Transfers: Transfers between funds for services from support departments or reimbursement for centralized payments, such as insurance.

Future reports will incorporate the previous year's actuals alongside the current year and the budget.

Please note that as we finalize the fiscal year, there are still pending year-end entries to be recorded, especially related to federal grants for transportation. Additionally, adjusting entries may be made once the audit is complete, which may affect the final reported numbers.

Revenues

- Interest income for FY25 has not yet been posted. As a result, the Investment Income accounts are currently tracking below budget. We expect this to true-up once final entries are made.
- Fees from the Planning, Building, and Engineering departments are the major driver of License and permit revenues tracking above budget.
- The Ice Arena ended the year slightly below its revenue and was offset by an underage in expenses.
- Consistent with previous reports, Golf revenue finished the year above budget.
- Federal grants comprise most of the budget in the intergovernmental account of the Transportation Fund, which are reimbursement grants subject to fiscal year activity.
- Parking revenues saw a slight decline due to free parking at various points throughout the year. Overall, the Parking Fund is in good health, and there are no concerns about the current underage.
- Excluding the Federal Revenue variance in the Transportation Fund, we ended the year on target with the revenue budget.

Expenditures

- Overall, expenses are tracking 8% below the FY25 budget, excluding capital expenses, which can vary based upon project deadlines, prioritization, and seasonality. Additionally, end of year and carryforward capital budget entries have not been made.
- Personnel expenses in various funds are under budget due to vacancies and

benefit plan selections.

- Some Debt Service, Utility, and IFT accounts still need to be trued up with year-end entries

The attached report provides a detailed overview of year-to-date revenue and expenditure, organized by fund and major object type.

Fitch's Ratings Affirms Park City Credit Rating

On August 8, 2025, Fitch Ratings affirmed its 'AA+' credit rating for Park City's General Obligation Bonds unlimited tax, series 2013A, 2017, 2019, and 2020. The 'AA+' rating reflects Park City's ability to maintain a robust fund balance given its ample budgetary flexibility, which is supported by high controls on expenditure and revenues.

Key factors contributing to reaffirmation include:

- Low Debt and Pension Liabilities: Our direct debt and adjusted net pension liabilities are moderately weak compared to governmental revenue;
- Market Value Per Capita: Per capita market value was \$2.97 million for nearly 9,000 residents or just over \$600,000 when accounting for 40,000 peak ski visitors, demonstrating a strong property tax base even when factoring in visitor volume.

Park City's Model Implied Ratings (MIR) is 'AA+' with a strong numerical value of 9.68, placing it at the higher end of the 'AA+' rating range (9.0-10.0). This reaffirmation highlights the city's ability to leverage its strong property tax base and visitor-driven revenue streams while maintaining very high income levels and low unemployment relative to national benchmarks.

Exhibits

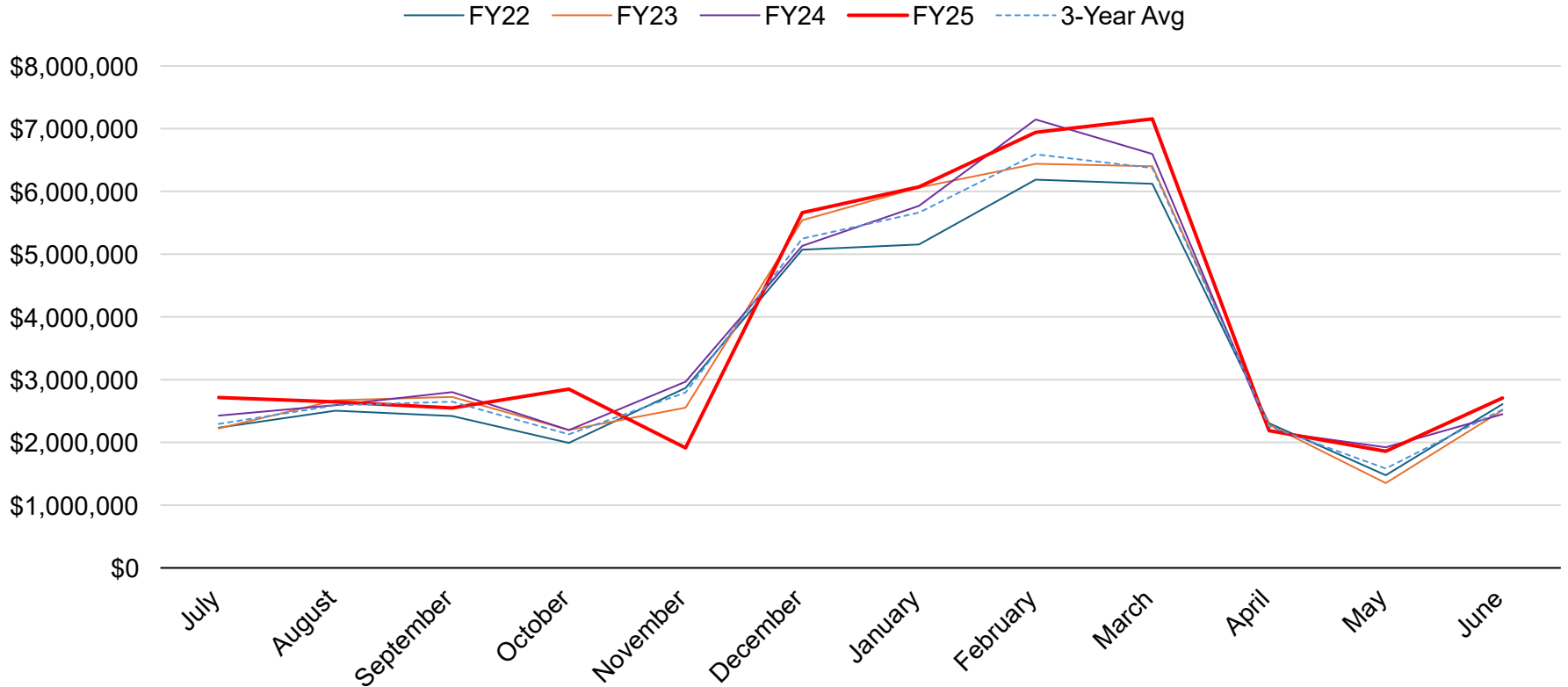
- A FY25 June Sales Tax Distribution*
- B FY25 June Sales Tax Revenue by Filing Month*
- C Revenue Summary by Object and Type*
- D Expense Summary by Object and Type*

June Sales Tax Distribution Appendix I



Sales Tax Distribution

Annual Distribution Sales Tax Revenue Over Time by Month



Local Option Sales Tax Distribution

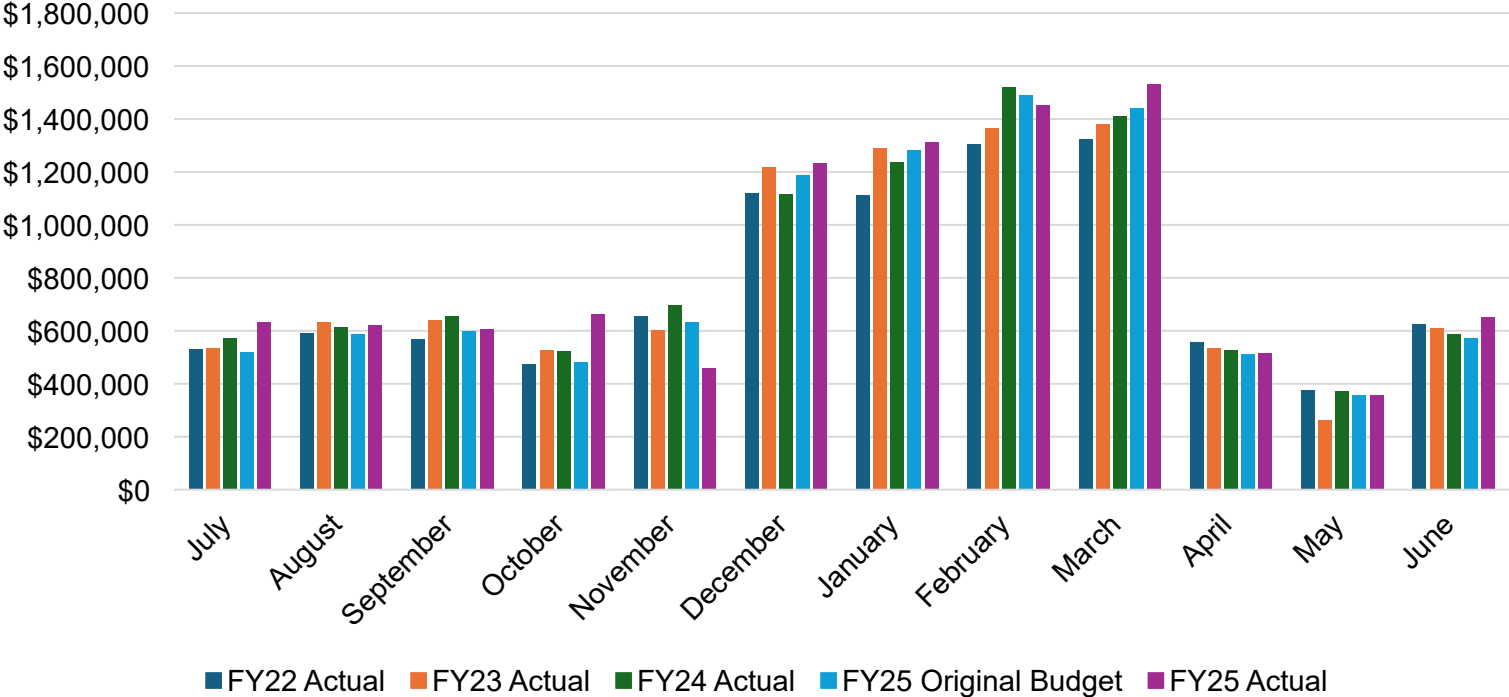
Local Option Sales Tax - Monthly							
Month	FY22 Actual	FY23 Actual	FY24 Actual	FY25 Original Budget	FY25 Actual	FY25 v FY24, % Variance	Actuals vs Budget
July	\$529,671	\$532,806	\$570,791	\$518,823	\$634,037	11.08%	22.21%
August	\$589,690	\$631,245	\$612,827	\$585,635	\$623,012	1.66%	6.38%
September	\$569,012	\$641,829	\$655,342	\$598,894	\$604,981	-7.68%	1.02%
October	\$473,070	\$526,872	\$521,364	\$481,303	\$661,089	26.80%	37.35%
November	\$655,496	\$603,371	\$695,129	\$632,204	\$460,257	-33.79%	-27.20%
December	\$1,119,655	\$1,216,593	\$1,116,760	\$1,186,617	\$1,233,701	10.47%	3.97%
January	\$1,110,233	\$1,288,403	\$1,236,790	\$1,280,238	\$1,312,696	6.14%	2.54%
February	\$1,305,827	\$1,366,459	\$1,518,413	\$1,490,333	\$1,453,765	-4.26%	-2.45%
March	\$1,323,165	\$1,380,769	\$1,408,614	\$1,440,978	\$1,530,462	8.65%	6.21%
April	\$556,420	\$534,284	\$525,152	\$510,006	\$515,667	-1.81%	1.11%
May	\$375,382	\$264,260	\$370,168	\$358,026	\$357,004	-3.56%	-0.29%
June	\$626,591	\$611,246	\$586,773	\$570,586	\$652,449	11.19%	14.35%
Total	\$9,234,210	\$9,598,138	\$9,818,123	\$9,653,643	\$10,039,119	2.25%	3.99%

\$10,865,411

Local Option Sales Tax - Culmulative							
Month	FY22 Actual	FY23 Actual	FY24 Actual	FY25 Original Budget	FY25 Actual	FY25 v FY24, % Variance	Actuals vs Budget
July	\$529,671	\$532,806	\$570,791	\$518,823	\$634,037	11.08%	22.21%
August	\$1,119,361	\$1,164,051	\$1,183,618	\$1,104,457	\$1,257,049	6.20%	13.82%
September	\$1,688,373	\$1,805,880	\$1,838,960	\$1,703,351	\$1,862,030	1.25%	9.32%
October	\$2,161,443	\$2,332,752	\$2,360,324	\$2,184,655	\$2,523,119	6.90%	15.49%
November	\$2,816,939	\$2,936,124	\$3,055,453	\$2,816,858	\$2,983,376	-2.36%	5.91%
December	\$3,936,593	\$4,152,716	\$4,172,213	\$4,003,475	\$4,217,077	1.08%	5.34%
January	\$5,046,826	\$5,441,119	\$5,409,003	\$5,283,713	\$5,529,773	2.23%	4.66%
February	\$6,352,653	\$6,807,579	\$6,927,416	\$6,774,047	\$6,983,537	0.81%	3.09%
March	\$7,675,818	\$8,188,348	\$8,336,030	\$8,215,025	\$8,513,999	2.13%	3.64%
April	\$8,232,238	\$8,722,631	\$8,861,182	\$8,725,031	\$9,029,667	1.90%	3.49%
May	\$8,607,619	\$8,986,891	\$9,231,350	\$9,083,057	\$9,386,670	1.68%	3.34%
June	\$9,234,210	\$9,598,138	\$9,818,123	\$9,653,643	\$10,039,119	2.25%	3.99%

Local Option Sales Tax Distribution

Local Option Sales Tax
Historical Sales Tax Revenues Over Time by Month



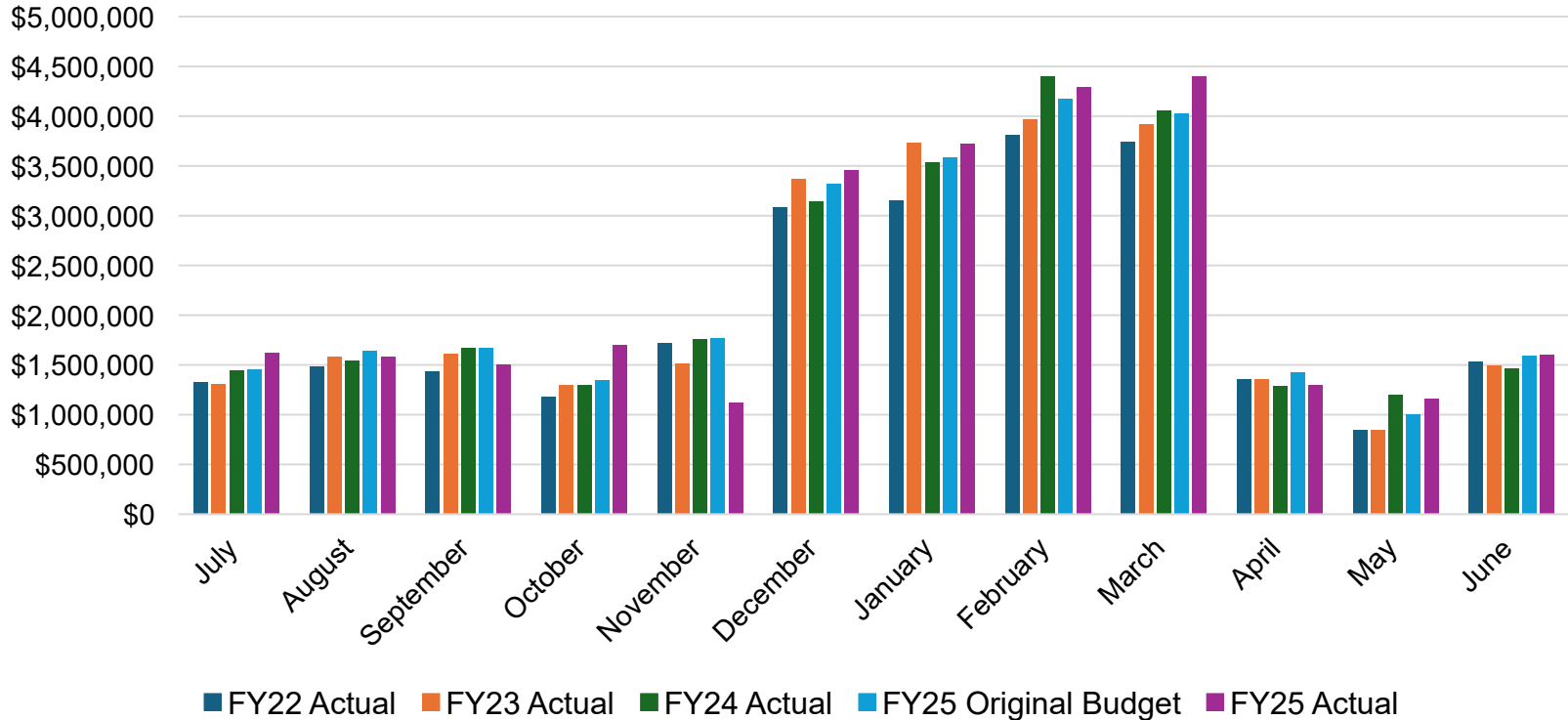
Resort Sales Tax Distribution

Resort Sales Tax - Monthly							
Month	FY22 Actual	FY23 Actual	FY24 Actual	FY25 Original Budget	FY25 Actual	FY25 v FY24, % Variance	Actuals vs Budget
July	\$1,324,191	\$1,312,332	\$1,442,948	\$1,451,745	\$1,618,474	12.2%	11.48%
August	\$1,486,151	\$1,586,065	\$1,541,605	\$1,638,695	\$1,580,122	2.50%	-3.57%
September	\$1,439,786	\$1,615,491	\$1,668,124	\$1,675,796	\$1,508,595	-9.56%	-9.98%
October	\$1,177,422	\$1,296,056	\$1,299,701	\$1,346,760	\$1,700,690	30.85%	26.28%
November	\$1,717,615	\$1,512,524	\$1,764,089	\$1,769,002	\$1,125,600	-36.19%	-36.37%
December	\$3,082,526	\$3,368,390	\$3,140,247	\$3,320,335	\$3,458,333	10.13%	4.16%
January	\$3,157,600	\$3,729,527	\$3,538,256	\$3,582,301	\$3,722,264	5.20%	3.91%
February	\$3,812,931	\$3,965,502	\$4,397,749	\$4,170,179	\$4,295,595	-2.32%	3.01%
March	\$3,746,856	\$3,920,247	\$4,053,790	\$4,032,077	\$4,399,342	8.52%	9.11%
April	\$1,354,702	\$1,356,848	\$1,283,854	\$1,427,075	\$1,302,002	1.41%	-8.76%
May	\$849,574	\$844,454	\$1,202,996	\$1,001,812	\$1,163,996	-3.24%	16.19%
June	\$1,538,289	\$1,491,338	\$1,462,232	\$1,596,586	\$1,598,674	9.33%	0.13%
Total	\$24,687,643	\$25,998,774	\$26,795,590	\$27,012,364	\$27,473,687	2.53%	1.71%

Resort Sales Tax - Culmulative							
Month	FY22 Actual	FY23 Actual	FY24 Actual	FY25 Original Budget	FY25 Actual	FY25 v FY24, % Variance	Actuals vs Budget
July	\$1,324,191	\$1,312,332	\$1,442,948	\$1,451,745	\$1,618,474	12.16%	11.48%
August	\$2,810,341	\$2,898,396	\$2,984,553	\$3,090,440	\$3,198,596	7.17%	3.50%
September	\$4,250,127	\$4,513,887	\$4,652,677	\$4,766,236	\$4,707,191	1.17%	-1.24%
October	\$5,427,549	\$5,809,943	\$5,952,378	\$6,112,997	\$6,407,882	7.65%	4.82%
November	\$7,145,164	\$7,322,467	\$7,716,467	\$7,881,999	\$7,533,482	-2.37%	-4.42%
December	\$10,227,690	\$10,690,858	\$10,856,714	\$11,202,334	\$10,991,815	1.24%	-1.88%
January	\$13,385,290	\$14,420,385	\$14,394,970	\$14,784,635	\$14,714,079	2.22%	-0.48%
February	\$17,198,221	\$18,385,887	\$18,792,719	\$18,954,814	\$19,009,674	1.15%	0.29%
March	\$20,945,078	\$22,306,135	\$22,846,508	\$22,986,891	\$23,409,016	2.46%	1.84%
April	\$22,299,780	\$23,662,982	\$24,130,362	\$24,413,966	\$24,711,018	2.41%	1.22%
May	\$23,149,354	\$24,507,436	\$25,333,358	\$25,415,778	\$25,875,014	2.14%	1.81%
June	\$24,687,643	\$25,998,774	\$26,795,590	\$27,012,364	\$27,473,687	2.53%	1.71%

Resort Sales Tax Distribution

Resort Sales Tax Historical Sales Tax Revenues Over Time by Month



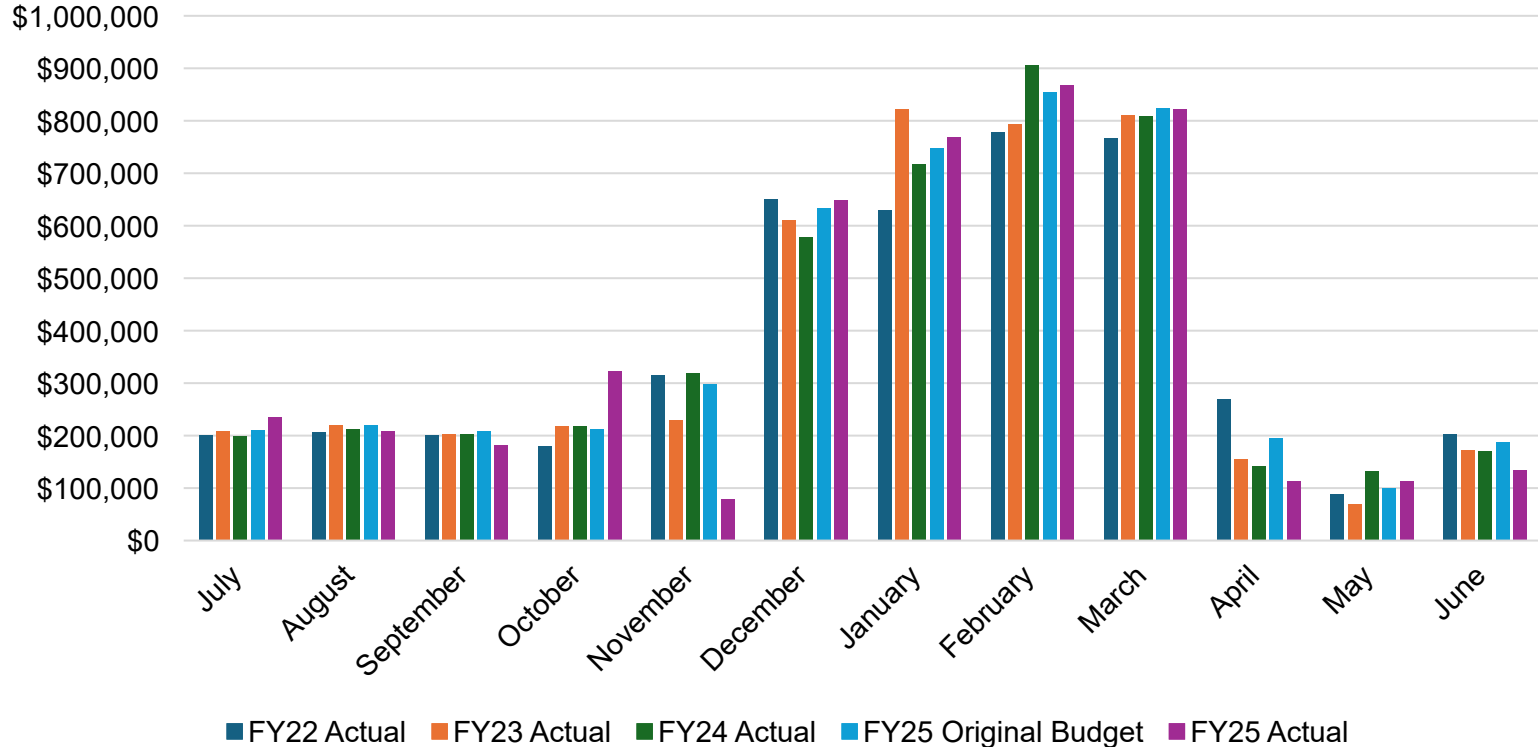
Transient Room Tax Distribution

Transient Room Sales Tax - Monthly							
Month	FY22 Actual	FY23 Actual	FY24 Actual	FY25 Original Budget	FY25 Actual	FY25 v FY24, % Variance	Actuals vs Budget
July	\$201,780	\$207,936	\$199,624	\$210,132	\$236,013	18.23%	12.32%
August	\$206,192	\$219,874	\$212,683	\$220,274	\$209,093	-1.69%	-5.08%
September	\$200,321	\$203,178	\$203,721	\$209,401	\$181,611	-10.85%	-13.27%
October	\$179,897	\$217,406	\$217,701	\$212,085	\$322,638	48.20%	52.13%
November	\$315,172	\$229,493	\$319,441	\$297,988	\$78,992	-75.27%	-73.49%
December	\$650,240	\$611,583	\$577,710	\$634,366	\$649,471	12.42%	2.38%
January	\$630,062	\$823,076	\$717,139	\$748,424	\$768,614	7.18%	2.70%
February	\$778,153	\$793,379	\$906,424	\$854,527	\$868,234	-4.21%	1.60%
March	\$767,199	\$811,367	\$809,258	\$823,445	\$821,500	1.51%	-0.24%
April	\$270,230	\$154,497	\$141,257	\$195,180	\$113,692	-19.51%	-41.75%
May	\$87,896	\$69,124	\$132,111	\$99,707	\$113,891	-13.79%	14.23%
June	\$203,021	\$172,713	\$171,123	\$188,585	\$134,073	-21.65%	-28.91%
Total	\$4,490,163	\$4,513,625	\$4,608,192	\$4,694,114	\$4,497,823	-2.40%	-4.18%

Transient Room Sales Tax - Culmulative							
Month	FY22 Actual	FY23 Actual	FY24 Actual	FY25 Original Budget	FY25 Actual	FY25 v FY24, % Variance	Actuals vs Budget
July	\$201,780	\$207,936	\$199,624	\$210,132	\$236,013	18.23%	12.32%
August	\$407,972	\$427,810	\$412,307	\$430,405	\$445,106	7.96%	3.42%
September	\$608,293	\$630,988	\$616,027	\$639,806	\$626,717	1.74%	-2.05%
October	\$788,190	\$848,393	\$833,728	\$851,891	\$949,356	13.87%	11.44%
November	\$1,103,363	\$1,077,886	\$1,153,169	\$1,149,880	\$1,028,347	-10.82%	-10.57%
December	\$1,753,602	\$1,689,469	\$1,730,880	\$1,784,246	\$1,677,819	-3.07%	-5.96%
January	\$2,383,664	\$2,512,545	\$2,448,018	\$2,532,669	\$2,446,433	-0.06%	-3.40%
February	\$3,161,817	\$3,305,925	\$3,354,443	\$3,387,196	\$3,314,667	-1.19%	-2.14%
March	\$3,929,016	\$4,117,292	\$4,163,701	\$4,210,642	\$4,136,167	-0.66%	-1.77%
April	\$4,199,246	\$4,271,788	\$4,304,958	\$4,405,822	\$4,249,859	-1.28%	-3.54%
May	\$4,287,142	\$4,340,912	\$4,437,069	\$4,505,529	\$4,363,750	-1.65%	-3.15%
June	\$4,490,163	\$4,513,625	\$4,608,192	\$4,694,114	\$4,497,823	-2.40%	-4.18%

Transient Room Tax Distribution

Transient Room Sales Tax
Historical Sales Tax Revenues Over Time by Month



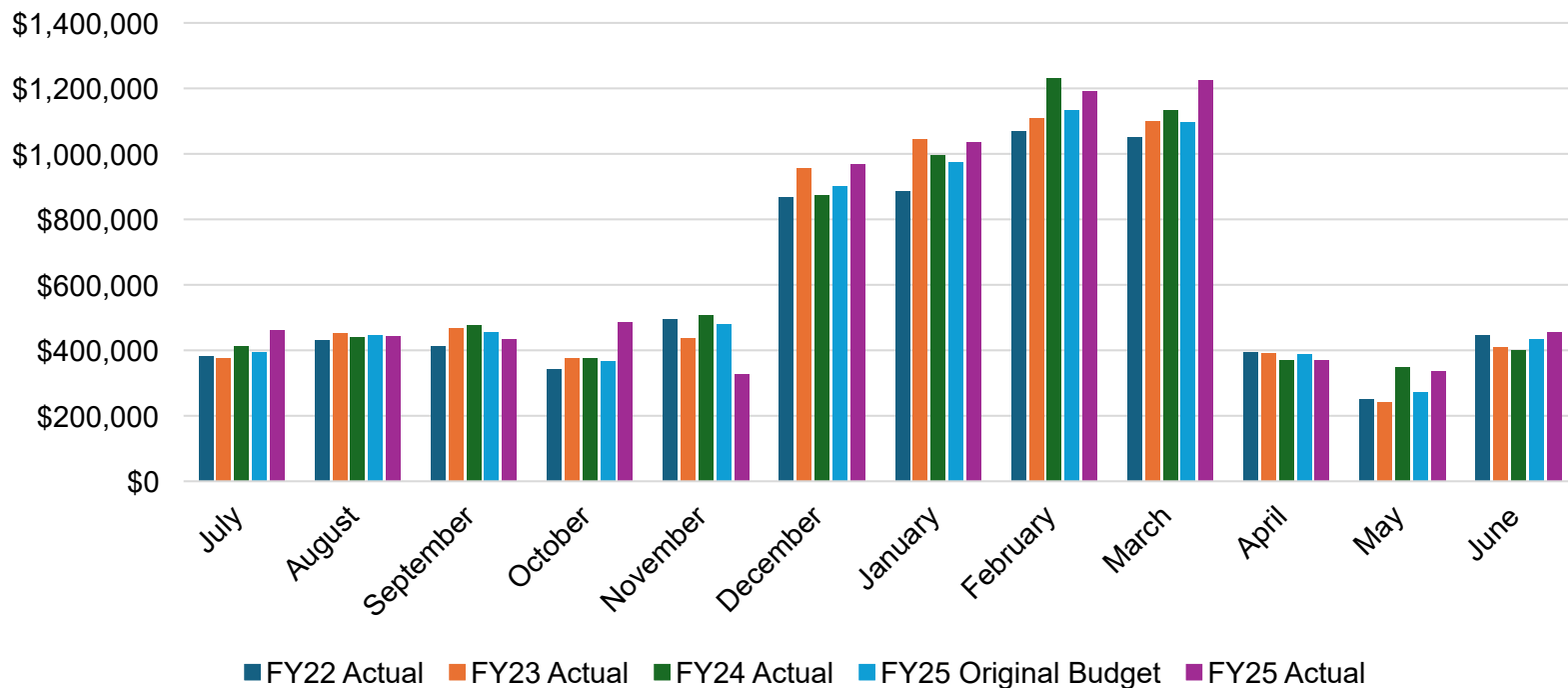
Transportation Sales Taxes

Transportation Sales Taxes - Monthly							
Month	FY22 Actual	FY23 Actual	FY24 Actual	FY25 Original Budget	FY25 Actual	FY25 v FY24, % Variance	Actuals vs Budget
July	\$380,466	\$377,116	\$413,216	\$394,540	\$462,510	11.93%	17.23%
August	\$429,532	\$453,180	\$439,674	\$445,348	\$442,599	0.67%	-0.62%
September	\$411,403	\$467,427	\$477,474	\$455,431	\$434,807	-8.94%	-4.53%
October	\$341,061	\$375,061	\$375,137	\$366,009	\$487,245	29.88%	33.12%
November	\$494,289	\$437,648	\$507,667	\$480,761	\$326,755	-35.64%	-32.03%
December	\$868,834	\$955,716	\$874,845	\$902,367	\$969,064	10.77%	7.39%
January	\$886,424	\$1,043,825	\$994,634	\$973,561	\$1,036,865	4.25%	6.50%
February	\$1,068,449	\$1,107,890	\$1,229,933	\$1,133,329	\$1,191,877	-3.09%	5.17%
March	\$1,051,270	\$1,099,522	\$1,134,098	\$1,095,797	\$1,225,418	8.05%	11.83%
April	\$393,681	\$390,607	\$371,011	\$387,836	\$369,760	-0.34%	-4.66%
May	\$252,065	\$242,686	\$348,567	\$272,262	\$337,613	-3.14%	24.00%
June	\$444,710	\$409,441	\$399,687	\$433,904	\$456,269	14.16%	5.15%
Total	\$7,022,185	\$7,360,119	\$7,565,943	\$7,341,144	\$7,740,783	2.31%	5.44%

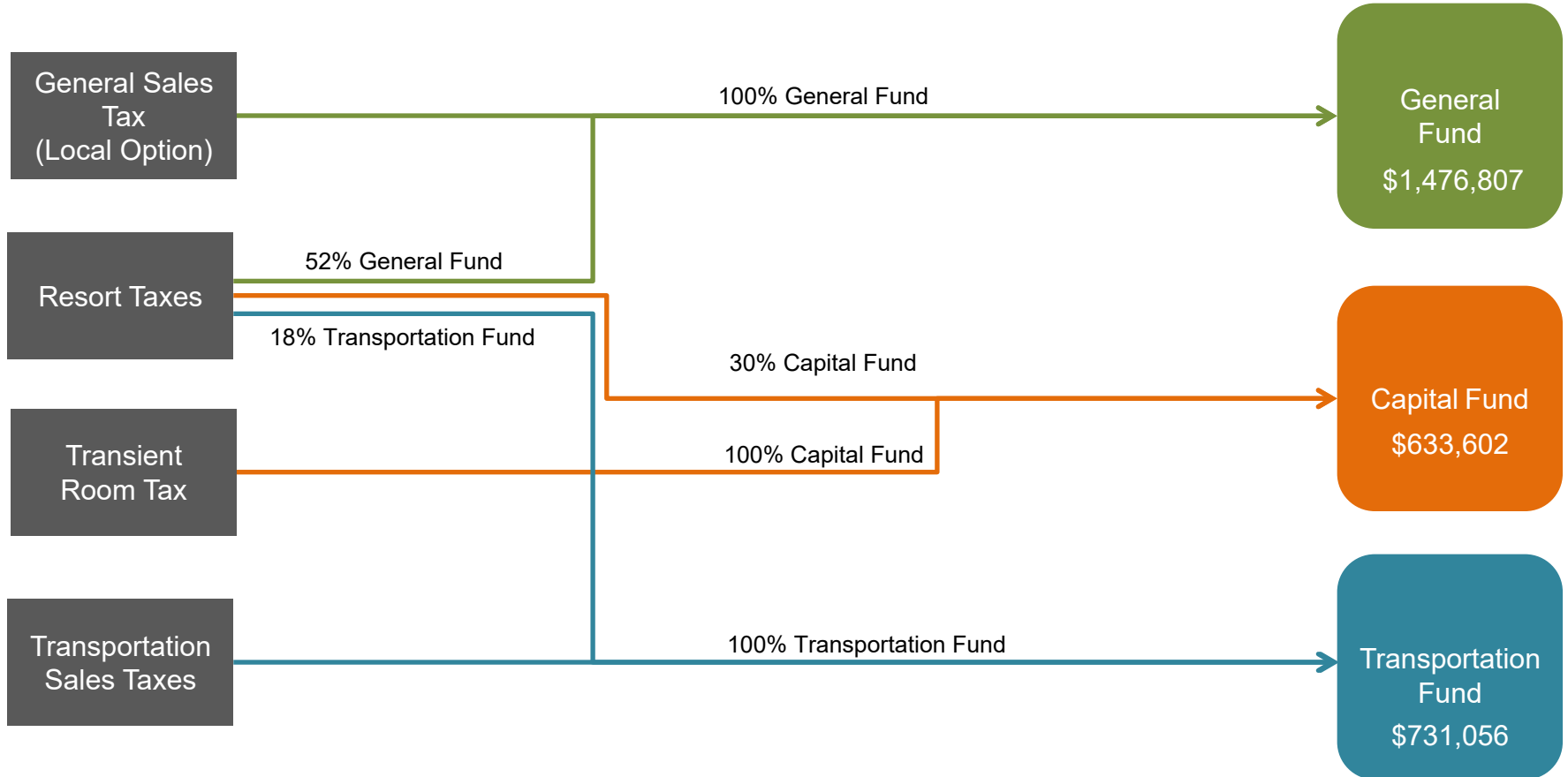
Transportation Sales Taxes - Culmulative							
Month	FY22 Actual	FY23 Actual	FY24 Actual	FY25 Original Budget	FY25 Actual	FY25 v FY24, % Variance	Actuals vs Budget
July	\$380,466	\$377,116	\$413,216	\$394,540	\$462,510	11.93%	17.23%
August	\$809,998	\$830,296	\$852,890	\$839,888	\$905,110	6.12%	7.77%
September	\$1,221,401	\$1,297,723	\$1,330,364	\$1,295,319	\$1,339,916	0.72%	3.44%
October	\$1,562,462	\$1,672,784	\$1,705,501	\$1,661,328	\$1,827,162	7.13%	9.98%
November	\$2,056,751	\$2,110,432	\$2,213,168	\$2,142,089	\$2,153,917	-2.68%	0.55%
December	\$2,925,585	\$3,066,148	\$3,088,013	\$3,044,456	\$3,122,981	1.13%	2.58%
January	\$3,812,009	\$4,109,973	\$4,082,647	\$4,018,017	\$4,159,846	1.89%	3.53%
February	\$4,880,458	\$5,217,863	\$5,312,580	\$5,151,346	\$5,351,723	0.74%	3.89%
March	\$5,931,728	\$6,317,384	\$6,446,678	\$6,247,142	\$6,577,141	2.02%	5.28%
April	\$6,325,409	\$6,707,992	\$6,817,689	\$6,634,978	\$6,946,901	1.90%	4.70%
May	\$6,577,475	\$6,950,678	\$7,166,256	\$6,907,240	\$7,284,514	1.65%	5.46%
June	\$7,022,185	\$7,360,119	\$7,565,943	\$7,341,144	\$7,740,783	2.31%	5.44%

Transportation Sales Tax Distributions

Transportation Sales Taxes
Historical Sales Tax Revenues Over Time by Month
(Excludes Additional Mass Transit Tax 2nd Quarter)



June Sales Tax Revenue by Fund

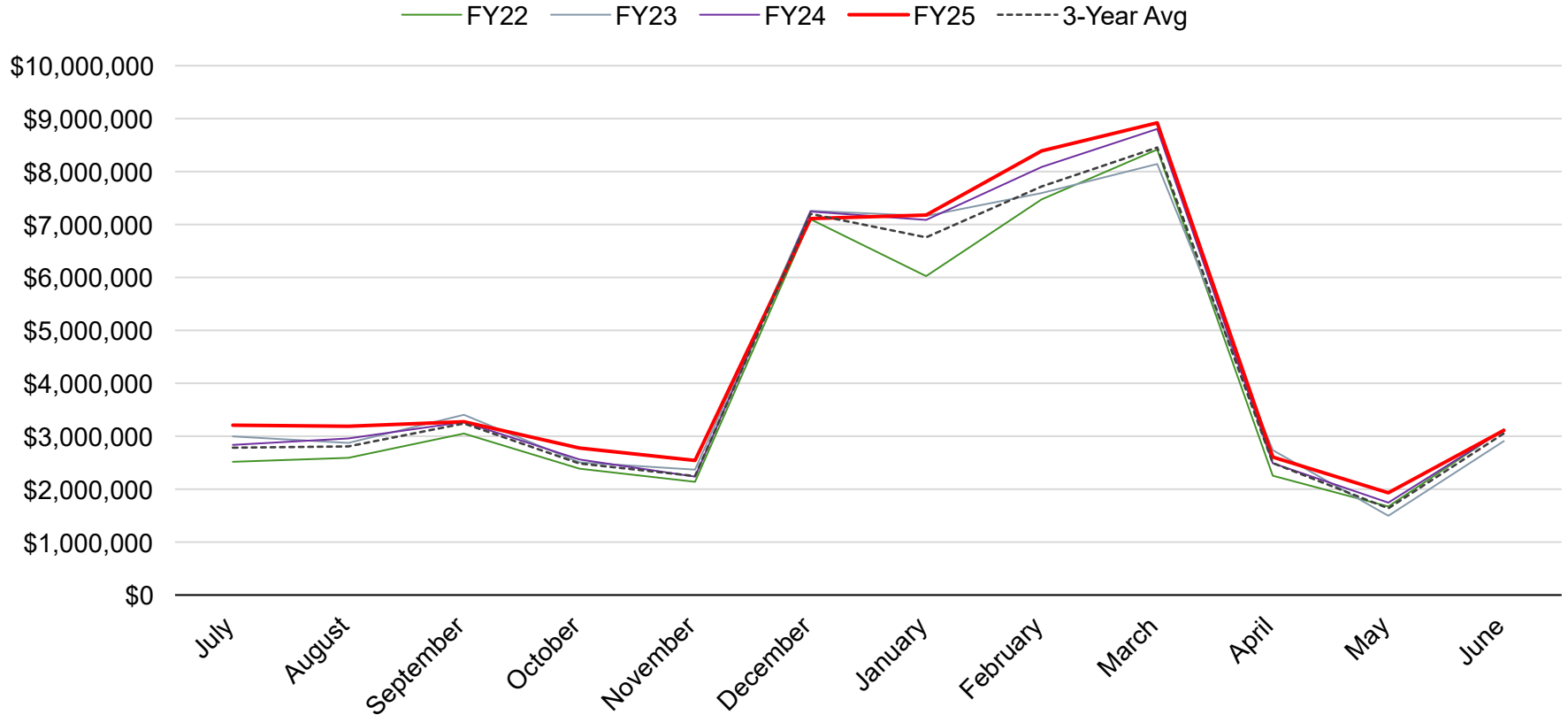


June Sales Tax Filings Revenue Appendix II



Sales Tax Revenue

Annual Actual Sales Tax Revenue Over Time by Month



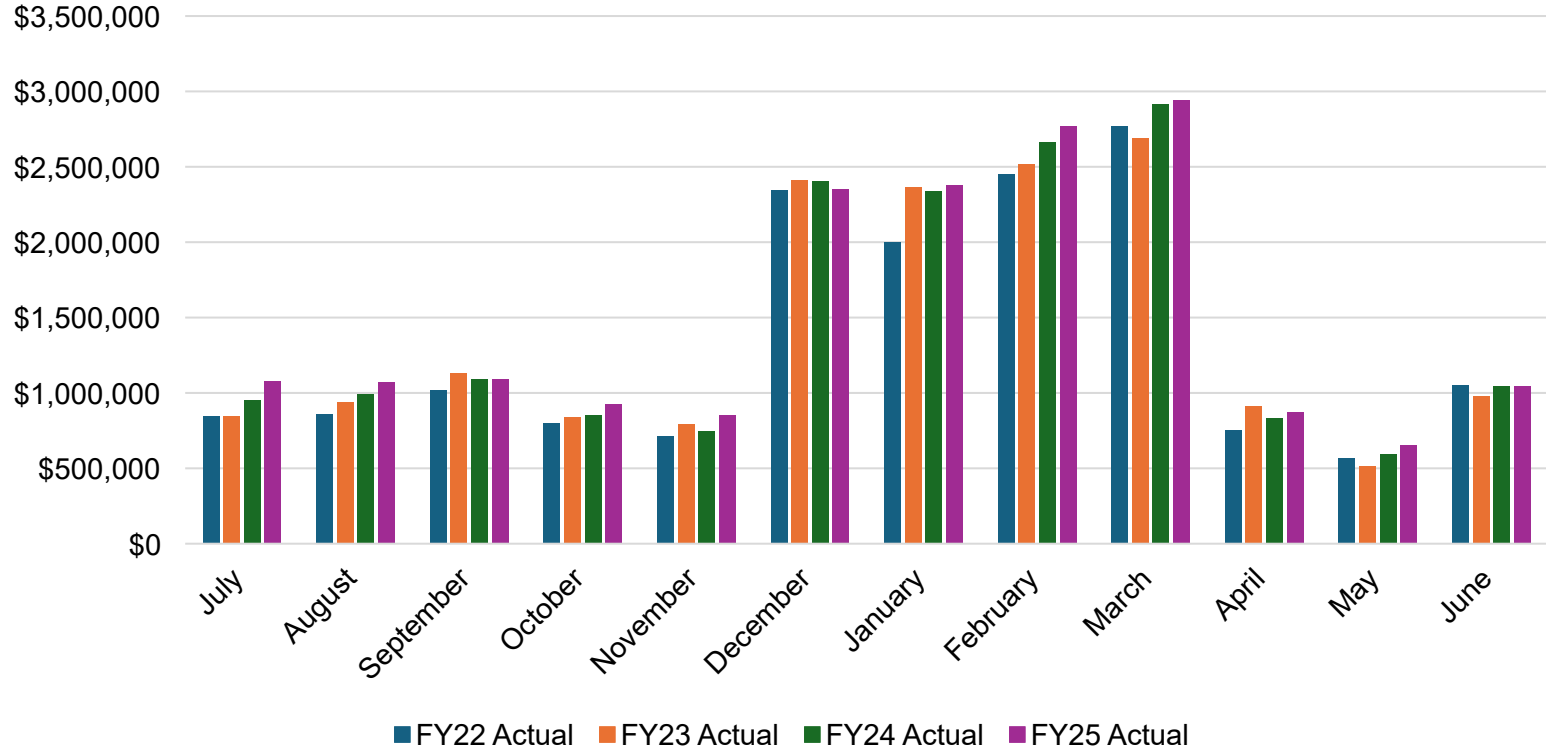
Local Option Sales Tax

Local Option Sales Tax - Monthly					
Month	FY22 Actual	FY23 Actual	FY24 Actual	FY25 Actual	FY25 v FY24, % Variance
July	\$847,859	\$845,542	\$952,561	\$1,077,497	13.12%
August	\$857,988	\$935,861	\$993,974	\$1,072,959	7.95%
September	\$1,020,252	\$1,132,460	\$1,088,272	\$1,089,618	0.12%
October	\$801,286	\$838,395	\$852,950	\$924,731	8.42%
November	\$712,206	\$793,974	\$746,880	\$851,750	14.04%
December	\$2,345,388	\$2,409,687	\$2,403,181	\$2,350,827	-2.18%
January	\$2,002,372	\$2,363,472	\$2,338,844	\$2,379,789	1.75%
February	\$2,451,609	\$2,519,980	\$2,664,505	\$2,771,473	4.01%
March	\$2,772,301	\$2,687,871	\$2,912,977	\$2,941,933	0.99%
April	\$755,906	\$912,076	\$830,993	\$871,895	4.92%
May	\$566,444	\$513,296	\$592,336	\$650,843	9.88%
June	\$1,049,026	\$976,625	\$1,045,816	\$1,044,136	-0.16%
Total	\$16,182,637	\$16,929,239	\$17,423,288	\$18,027,452	3.47%

Local Option Sales Tax - Culmulative					
Month	FY22 Actual	FY23 Actual	FY24 Actual	FY25 Actual	FY25 v FY24, % Variance
July	\$847,859	\$845,542	\$952,561	\$1,077,497	13.12%
August	\$1,705,847	\$1,781,403	\$1,946,535	\$2,150,456	10.48%
September	\$2,726,100	\$2,913,863	\$3,034,807	\$3,240,074	6.76%
October	\$3,527,385	\$3,752,257	\$3,887,757	\$4,164,805	7.13%
November	\$4,239,591	\$4,546,231	\$4,634,637	\$5,016,556	8.24%
December	\$6,584,979	\$6,955,918	\$7,037,818	\$7,367,383	4.68%
January	\$8,587,351	\$9,319,390	\$9,376,662	\$9,747,172	3.95%
February	\$11,038,960	\$11,839,370	\$12,041,167	\$12,518,645	3.97%
March	\$13,811,261	\$14,527,241	\$14,954,144	\$15,460,578	3.39%
April	\$14,567,166	\$15,439,317	\$15,785,137	\$16,332,472	3.47%
May	\$15,133,611	\$15,952,614	\$16,377,472	\$16,983,316	3.70%
June	\$16,182,637	\$16,929,239	\$17,423,288	\$18,027,452	3.47%

Local Option Sales Tax

Local Option Sales Tax Historical Sales Tax Revenues Over Time by Month



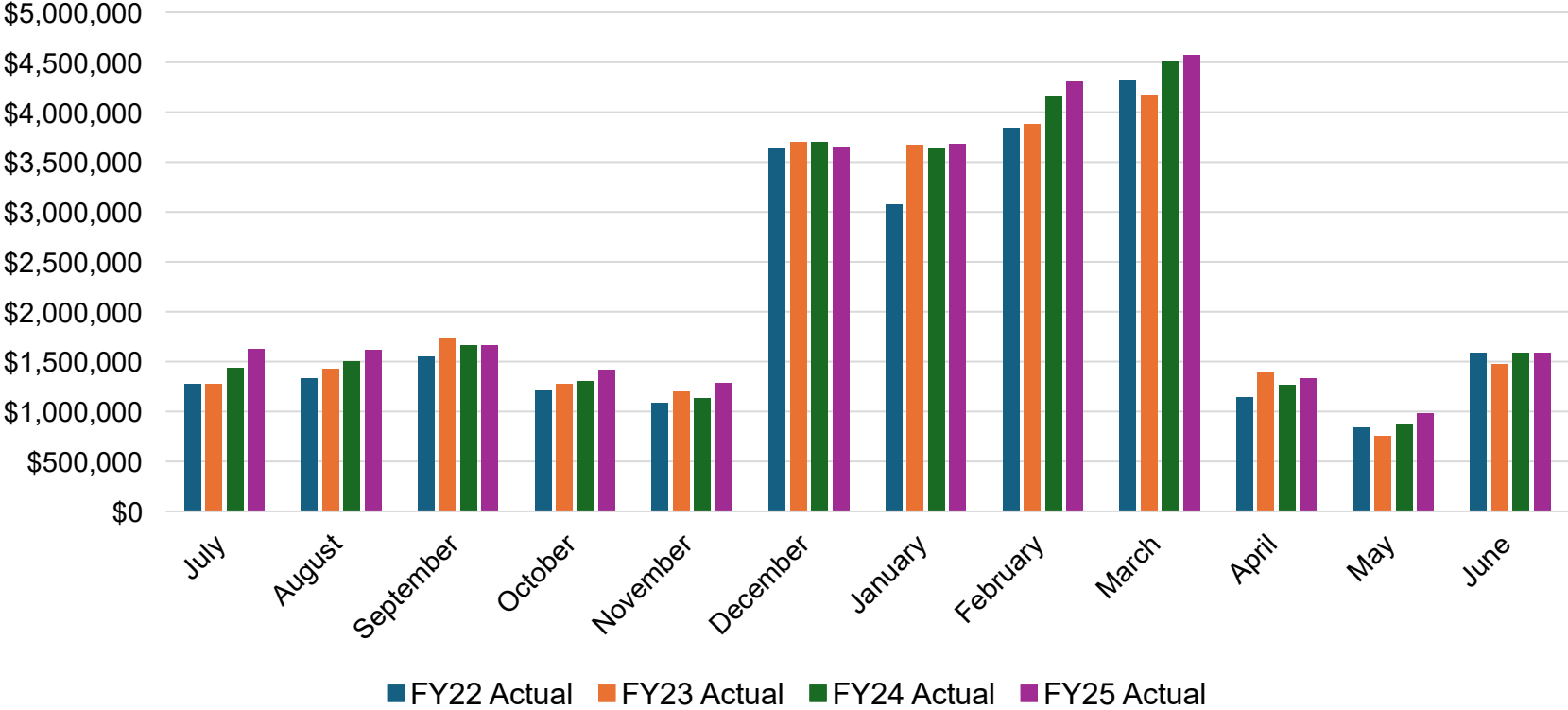
Resort Sales Tax

Resort Sales Tax - Monthly					
Month	FY22 Actual	FY23 Actual	FY24 Actual	FY25 Actual	FY25 v FY24, % Variance
July	\$1,278,165	\$1,276,703	\$1,438,685	\$1,625,836	13.0%
August	\$1,326,453	\$1,424,981	\$1,499,775	\$1,613,372	7.57%
September	\$1,546,430	\$1,733,687	\$1,663,919	\$1,666,993	0.18%
October	\$1,206,744	\$1,271,637	\$1,302,674	\$1,414,847	8.61%
November	\$1,087,514	\$1,195,718	\$1,134,391	\$1,285,707	13.34%
December	\$3,631,877	\$3,700,500	\$3,701,413	\$3,640,177	-1.65%
January	\$3,072,425	\$3,666,933	\$3,632,486	\$3,676,830	1.22%
February	\$3,838,942	\$3,874,189	\$4,151,019	\$4,303,332	3.67%
March	\$4,317,316	\$4,174,174	\$4,503,817	\$4,573,701	1.55%
April	\$1,142,621	\$1,398,827	\$1,264,355	\$1,327,628	5.00%
May	\$841,528	\$748,415	\$877,836	\$983,244	12.01%
June	\$1,586,271	\$1,473,043	\$1,584,470	\$1,584,395	0.00%
Total	\$24,876,286	\$25,938,807	\$26,754,839	\$27,696,063	3.52%

Resort Sales Tax - Culmulative					
Month	FY22 Actual	FY23 Actual	FY24 Actual	FY25 Actual	FY25 v FY24, % Variance
July	\$1,278,165	\$1,276,703	\$1,438,685	\$1,625,836	13.01%
August	\$2,604,619	\$2,701,684	\$2,938,460	\$3,239,208	10.23%
September	\$4,151,049	\$4,435,371	\$4,602,378	\$4,906,201	6.60%
October	\$5,357,793	\$5,707,008	\$5,905,053	\$6,321,048	7.04%
November	\$6,445,306	\$6,902,726	\$7,039,443	\$7,606,756	8.06%
December	\$10,077,184	\$10,603,225	\$10,740,856	\$11,246,932	4.71%
January	\$13,149,609	\$14,270,158	\$14,373,342	\$14,923,763	3.83%
February	\$16,988,551	\$18,144,347	\$18,524,360	\$19,227,095	3.79%
March	\$21,305,866	\$22,318,521	\$23,028,178	\$23,800,796	3.36%
April	\$22,448,487	\$23,717,348	\$24,292,533	\$25,128,424	3.44%
May	\$23,290,015	\$24,465,764	\$25,170,369	\$26,111,668	3.74%
June	\$24,876,286	\$25,938,807	\$26,754,839	\$27,696,063	3.52%

Resort Sales Tax

Resort Sales Tax
Historical Sales Tax Revenues Over Time by Month



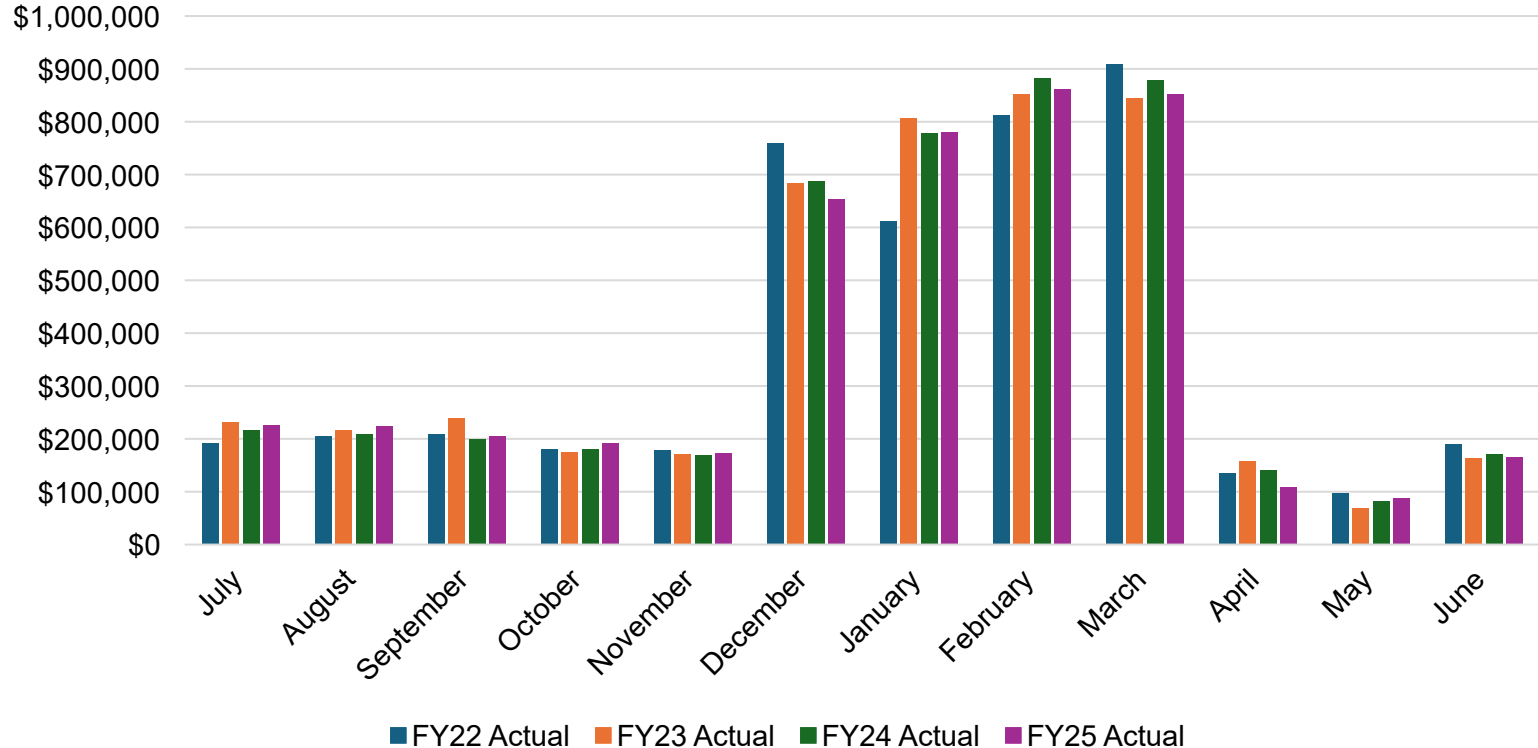
Transient Room Tax

Transient Room Sales Tax - Monthly					
Month	FY22 Actual	FY23 Actual	FY24 Actual	FY25 Actual	FY25 v FY24, % Variance
July	\$192,873	\$232,611	\$216,818	\$225,852	4.17%
August	\$205,990	\$215,889	\$209,397	\$223,470	6.72%
September	\$208,310	\$239,365	\$199,374	\$205,050	2.85%
October	\$180,412	\$174,220	\$180,961	\$191,188	5.65%
November	\$178,568	\$171,062	\$169,907	\$173,101	1.88%
December	\$760,154	\$683,571	\$687,358	\$654,257	-4.82%
January	\$612,523	\$806,674	\$779,032	\$779,985	0.12%
February	\$813,161	\$851,654	\$883,396	\$862,324	-2.39%
March	\$908,326	\$843,928	\$878,123	\$852,755	-2.89%
April	\$135,990	\$157,703	\$140,881	\$109,003	-22.63%
May	\$97,843	\$68,221	\$82,512	\$87,854	6.47%
June	\$190,768	\$163,767	\$171,796	\$165,076	-3.91%
Total	\$4,484,918	\$4,608,665	\$4,599,557	\$4,529,915	-1.51%

Transient Room Sales Tax - Culmulative					
Month	FY22 Actual	FY23 Actual	FY24 Actual	FY25 Actual	FY25 v FY24, % Variance
July	\$192,873	\$232,611	\$216,818	\$225,852	4.17%
August	\$398,863	\$448,500	\$426,215	\$449,322	5.42%
September	\$607,173	\$687,865	\$625,589	\$654,373	4.60%
October	\$787,585	\$862,085	\$806,550	\$845,561	4.84%
November	\$966,153	\$1,033,147	\$976,457	\$1,018,662	4.32%
December	\$1,726,307	\$1,716,718	\$1,663,816	\$1,672,919	0.55%
January	\$2,338,830	\$2,523,392	\$2,442,848	\$2,452,904	0.41%
February	\$3,151,991	\$3,375,045	\$3,326,244	\$3,315,228	-0.33%
March	\$4,060,317	\$4,218,974	\$4,204,368	\$4,167,983	-0.87%
April	\$4,196,307	\$4,376,677	\$4,345,249	\$4,276,986	-1.57%
May	\$4,294,150	\$4,444,898	\$4,427,761	\$4,364,839	-1.42%
June	\$4,484,918	\$4,608,665	\$4,599,557	\$4,529,915	-1.51%

Transient Room Tax

Transient Room Sales Tax Historical Sales Tax Revenues Over Time by Month



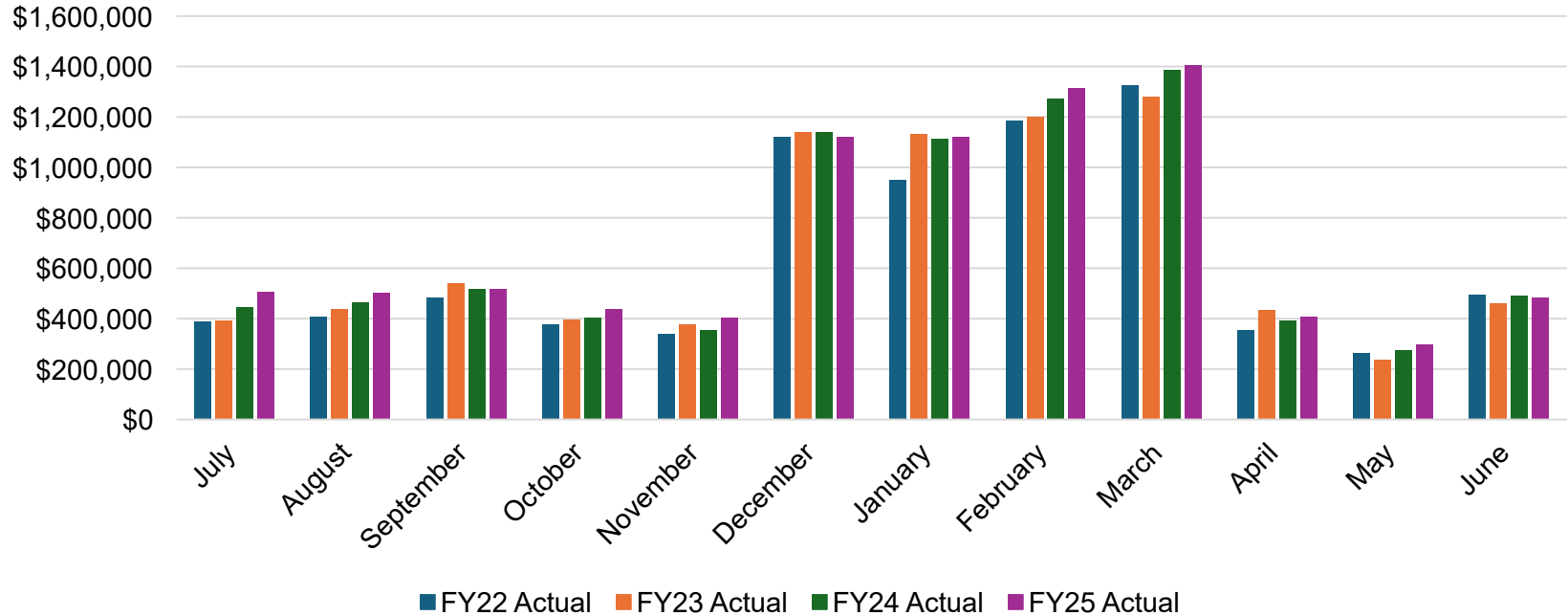
Transportation Sales Taxes

Transportation Sales Taxes - Monthly					
Month	FY22 Actual	FY23 Actual	FY24 Actual	FY25 Actual	FY25 v FY24, % Variance
July	\$390,672	\$391,306	\$445,206	\$505,002	13.43%
August	\$407,156	\$436,354	\$464,113	\$501,816	8.12%
September	\$483,722	\$538,897	\$516,035	\$516,911	0.17%
October	\$379,156	\$396,141	\$405,234	\$437,230	7.90%
November	\$338,960	\$378,840	\$355,289	\$405,092	14.02%
December	\$1,121,425	\$1,141,173	\$1,140,000	\$1,120,337	-1.72%
January	\$949,802	\$1,130,568	\$1,115,084	\$1,121,633	0.59%
February	\$1,184,078	\$1,199,723	\$1,270,970	\$1,315,949	3.54%
March	\$1,326,767	\$1,280,570	\$1,388,118	\$1,405,091	1.22%
April	\$355,690	\$432,996	\$394,225	\$406,703	3.17%
May	\$264,388	\$236,843	\$275,392	\$297,229	7.93%
June	\$496,475	\$460,030	\$490,976	\$482,330	-1.76%
Total	\$7,698,290	\$8,023,441	\$8,260,641	\$8,515,324	3.08%

Transportation Sales Taxes - Culmulative					
Month	FY22 Actual	FY23 Actual	FY24 Actual	FY25 Actual	FY25 v FY24, % Variance
July	\$390,672	\$391,306	\$445,206	\$505,002	13.43%
August	\$797,829	\$827,660	\$909,319	\$1,006,818	10.72%
September	\$1,281,550	\$1,366,557	\$1,425,353	\$1,523,729	6.90%
October	\$1,660,706	\$1,762,698	\$1,830,587	\$1,960,960	7.12%
November	\$1,999,666	\$2,141,539	\$2,185,877	\$2,366,052	8.24%
December	\$3,121,091	\$3,282,711	\$3,325,876	\$3,486,389	4.83%
January	\$4,070,893	\$4,413,279	\$4,440,961	\$4,608,022	3.76%
February	\$5,254,971	\$5,613,002	\$5,711,930	\$5,923,971	3.71%
March	\$6,581,738	\$6,893,572	\$7,100,048	\$7,329,062	3.23%
April	\$6,937,427	\$7,326,568	\$7,494,273	\$7,735,765	3.22%
May	\$7,201,815	\$7,563,411	\$7,769,665	\$8,032,993	3.39%
June	\$7,698,290	\$8,023,441	\$8,260,641	\$8,515,324	3.08%

Transportation Sales Taxes

Transportation Sales Taxes Historical Sales Tax Revenues Over Time by Month (Excludes Additional Mass Transit Tax 2nd Quarter)



Revenue - June 2025	FY25 REVISED BUDGET	YTD REALIZED	Variance \$	Variance %
Fund 011 General Fund				
40 Taxes & Assessments	\$ 39,362,970	\$ 39,826,197	\$ 463,227	1%
41 Licenses & Permits	\$ 7,065,447	\$ 7,561,698	\$ 496,251	7%
42 Intergovernmental	\$ 119,860	\$ 116,405	\$ (3,455)	-3%
43 Charges for Services	\$ 3,016,604	\$ 3,157,570	\$ 140,965	5%
44 Fines & Forfeitures	\$ 22,552	\$ 18,918	\$ (3,634)	-16%
45 Investment Income	\$ 1,362,000	\$ -	\$ (1,362,000)	-100%
47 Miscellaneous	\$ 344,727	\$ 7,149,604	\$ 6,804,877	1974%
48 Transfers In	\$ 4,197,778	\$ 4,197,778	\$ -	0%
Total 011 General Fund	\$ 55,491,939	\$ 62,028,170	\$ 6,536,231	12%
Fund 012 Quinns Recreation Complex				
42 Intergovernmental	\$ 3,845	\$ 27,092	\$ 23,247	605%
43 Charges for Services	\$ 1,283,811	\$ 1,183,312	\$ (100,499)	-8%
47 Miscellaneous	\$ 1,386	\$ 9,443	\$ 8,057	581%
Total 012 Quinns Recreation Complex	\$ 1,289,042	\$ 1,219,847	\$ (69,195)	-5%
Fund 022 Criminal Forfeiture				
42 Intergovernmental	\$ 11,035	\$ 31,689	\$ 20,654	187%
Total 022 Criminal Forfeiture	\$ 11,035	\$ 31,689	\$ 20,654	187%
Fund 023 Lower Park Ave RDA				
40 Taxes & Assessments	\$ 1,188,832	\$ 1,298,461	\$ 109,630	9%
42 Intergovernmental	\$ 3,980,002	\$ 4,347,023	\$ 367,020	9%
45 Investment Income	\$ 134,000	\$ -	\$ (134,000)	-100%
Total 023 Lower Park Ave RDA	\$ 5,302,834	\$ 5,645,484	\$ 342,650	6%
Fund 024 Main Street RDA				
40 Taxes & Assessments	\$ 2,053	\$ 570	\$ (1,483)	-72%
42 Intergovernmental	\$ 9,266	\$ 1,907	\$ (7,359)	-79%
45 Investment Income	\$ 44,000	\$ -	\$ (44,000)	-100%
Total 024 Main Street RDA	\$ 55,319	\$ 2,477	\$ (52,842)	-96%
Fund 031 Capital Improvement Fund				
40 Taxes & Assessments	\$ 16,184,158	\$ 12,448,049	\$ (3,736,109)	-23%
42 Intergovernmental	\$ 1,546,714	\$ 1,126,053	\$ (420,660)	-27%
45 Investment Income	\$ 4,529,000	\$ 280,717	\$ (4,248,283)	-94%
46 Impact Fees	\$ 1,524,189	\$ 1,676,602	\$ 152,413	10%
47 Miscellaneous	\$ 1,030,718	\$ 2,884,161	\$ 1,853,443	180%
48 Transfers In	\$ -	\$ 1,391,041	\$ 1,391,041	
Total 031 Capital Improvement Fund	\$ 24,814,778	\$ 19,806,623	\$ (5,008,155)	-20%
Fund 033 Lower Park Ave RDA Capital				
45 Investment Income	\$ 137,000	\$ -	\$ (137,000)	-100%
48 Transfers In	\$ 3,092,532	\$ 3,092,532	\$ -	0%
Total 033 Lower Park Ave RDA Capital	\$ 3,229,532	\$ 3,092,532	\$ (137,000)	-4%
Fund 034 Main Street RDA Capital				
45 Investment Income	\$ 94,000	\$ -	\$ (94,000)	-100%
Total 034 Main Street RDA Capital	\$ 94,000	\$ -	\$ (94,000)	-100%
Fund 035 Building Authority				
45 Investment Income	\$ 5,778	\$ -	\$ (5,778)	-100%
Total 035 Building Authority	\$ 5,778	\$ -	\$ (5,778)	-100%
Fund 038 Equipment Replacement				
47 Miscellaneous	\$ 150,000	\$ 241,813	\$ 91,813	61%

Revenue - June 2025	FY25 REVISED BUDGET	YTD REALIZED	Variance \$	Variance %
48 Transfers In	\$ 1,885,600	\$ 1,885,600	\$ -	0%
Total 038 Equipment Replacement	\$ 2,035,600	\$ 2,127,413	\$ 91,813	5%
Fund 051 Water Fund				
43 Charges for Services	\$ 27,603,511	\$ 27,620,511	\$ 17,000	0%
45 Investment Income	\$ 757,634	\$ 540,152	\$ (217,482)	-29%
46 Impact Fees	\$ 2,000,000	\$ 2,009,324	\$ 9,324	0%
47 Miscellaneous	\$ 1,005,801	\$ 1,043,256	\$ 37,455	4%
Total 051 Water Fund	\$ 31,366,946	\$ 31,213,242	\$ (153,704)	0%
Fund 052 Stormwater Fund				
43 Charges for Services	\$ 2,176,658	\$ 1,949,798	\$ (226,860)	-10%
45 Investment Income	\$ 148,000	\$ -	\$ (148,000)	-100%
Total 052 Stormwater Fund	\$ 2,324,658	\$ 1,949,798	\$ (374,860)	-16%
Fund 055 Golf Course Fund				
43 Charges for Services	\$ 2,084,495	\$ 2,638,264	\$ 553,769	27%
45 Investment Income	\$ 111,000	\$ -	\$ (111,000)	-100%
47 Miscellaneous	\$ 45,124	\$ 41,287	\$ (3,837)	-9%
48 Transfers In	\$ 25,000	\$ 25,000	\$ -	0%
Total 055 Golf Course Fund	\$ 2,265,619	\$ 2,704,551	\$ 438,932	19%
Fund 057 Transportation Fund				
40 Taxes & Assessments	\$ 16,249,330	\$ 15,614,859	\$ (634,471)	-4%
41 Licenses & Permits	\$ 1,027,821	\$ 1,071,936	\$ 44,115	4%
42 Intergovernmental	\$ 20,804,397	\$ 9,560,975	\$ (11,243,422)	-54%
43 Charges for Services	\$ 375,991	\$ 801,146	\$ 425,155	113%
44 Fines & Forfeitures	\$ -	\$ -	\$ -	
45 Investment Income	\$ 1,459,000	\$ -	\$ (1,459,000)	-100%
47 Miscellaneous	\$ 759,050	\$ 784,643	\$ 25,593	3%
Total 057 Transportation Fund	\$ 40,675,589	\$ 27,833,559	\$ (12,842,031)	-32%
Fund 058 Parking Fund				
41 Licenses & Permits	\$ 4,108	\$ 38,896	\$ 34,788	847%
43 Charges for Services	\$ 2,667,955	\$ 2,381,326	\$ (286,629)	-11%
44 Fines & Forfeitures	\$ 122,207	\$ 202,011	\$ 79,804	65%
Total 058 Parking Fund	\$ 2,794,270	\$ 2,622,232	\$ (172,038)	-6%
Fund 062 Fleet Services Fund				
43 Charges for Services	\$ 2,926,350	\$ 2,926,350	\$ -	0%
Total 062 Fleet Services Fund	\$ 2,926,350	\$ 2,926,350	\$ -	0%
Fund 064 Self Insurance Fund				
47 Miscellaneous	\$ 550,000	\$ 649,996	\$ 99,996	18%
48 Transfers In	\$ 1,894,743	\$ 1,894,743	\$ (0)	0%
Total 064 Self Insurance Fund	\$ 2,444,743	\$ 2,544,739	\$ 99,996	4%
Fund 070 Sales Tax Rev Bond Dbt Se				
45 Investment Income	\$ 1,284,410	\$ 1,326,560	\$ 42,149	3%
48 Transfers In	\$ 6,959,265	\$ 6,967,266	\$ 8,001	0%
Total 070 Sales Tax Rev Bond Dbt Se	\$ 8,243,675	\$ 8,293,826	\$ 50,150	1%
Fund 071 GO Bond Debt Service				
40 Taxes & Assessments	\$ 8,430,525	\$ 8,430,525	\$ -	0%
45 Investment Income	\$ 28,648	\$ 22,689	\$ (5,959)	-21%
Total 071 GO Bond Debt Service	\$ 8,459,173	\$ 8,453,214	\$ (5,959)	0%
Grand Total	\$ 193,830,881	\$ 182,495,746	\$ (11,335,134)	-6%

Expenses - June 2025	FY25 REVISED BUDGET	YTD EXPENDED	Variance \$	Variance %
Fund 011 General Fund				
Personnel Services	\$ 37,326,577	\$ 35,780,408	\$ (1,546,169)	-4%
Materials, Services and Supplies	\$ 12,609,486	\$ 10,590,097	\$ (2,019,389)	-16%
Utilities	\$ 2,014,667	\$ 1,907,602	\$ (107,065)	-5%
Capital Outlay	\$ 468,117	\$ 185,725	\$ (282,392)	-60%
Interfund Transfers	\$ 4,011,649	\$ 4,011,649	\$ 0	0%
Total 011 General Fund	\$ 56,430,495	\$ 52,475,481	\$ (3,955,014)	-7%
Fund 012 Quinns Recreation Complex				
Personnel Services	\$ 1,199,372	\$ 1,151,230	\$ (48,141)	-4%
Materials, Services and Supplies	\$ 281,095	\$ 253,158	\$ (27,937)	-10%
Utilities	\$ 151,538	\$ 153,933	\$ 2,395	2%
Capital Outlay	\$ 1,000	\$ -	\$ (1,000)	-100%
Total 012 Quinns Recreation Complex	\$ 1,633,005	\$ 1,558,322	\$ (74,683)	-5%
Fund 021 Police Special Revenue Fund				
Capital Outlay	\$ 35,773	\$ -	\$ (35,773)	-100%
Total 021 Police Special Revenue Fund	\$ 35,773	\$ -	\$ (35,773)	-100%
Fund 022 Criminal Forfeiture				
Capital Outlay	\$ 34,203	\$ 31,689	\$ (2,514)	-7%
Total 022 Criminal Forfeiture	\$ 34,203	\$ 31,689	\$ (2,514)	-7%
Fund 023 Lower Park Ave RDA Special				
Materials, Services and Supplies	\$ 780,000	\$ 863,759	\$ 83,759	11%
Utilities	\$ 7,823	\$ 2,251	\$ (5,572)	-71%
Interfund Transfers	\$ 3,092,532	\$ 3,092,532	\$ -	0%
Total 023 Lower Park Ave RDA Special	\$ 3,880,355	\$ 3,958,543	\$ 78,188	2%
Fund 024 Main Street RDA Special R				
Materials, Services and Supplies	\$ 50,000	\$ 7,300	\$ (42,700)	-85%
Total 024 Main Street RDA Special R	\$ 50,000	\$ 7,300	\$ (42,700)	-85%
Fund 031 Capital Improvement Fund				
Capital Outlay	\$ 120,085,720	\$ 21,915,120	\$ (98,170,599)	-82%
Interfund Transfers	\$ 4,174,675	\$ 4,176,426	\$ 1,751	0%
Total 031 Capital Improvement Fund	\$ 124,260,395	\$ 26,091,546	\$ (98,168,848)	-79%
Fund 033 Lower Park Ave RDA Capital				
Capital Outlay	\$ 1,717,881	\$ 378,802	\$ (1,339,079)	-78%
Interfund Transfers	\$ 2,784,590	\$ 2,790,840	\$ 6,250	0%
Total 033 Lower Park Ave RDA Capital	\$ 4,502,471	\$ 3,169,642	\$ (1,332,829)	-30%
Fund 034 Main Street RDA Capital				
Capital Outlay	\$ 892,659	\$ 463,537	\$ (429,122)	-48%
Total 034 Main Street RDA Capital	\$ 892,659	\$ 463,537	\$ (429,122)	-48%
Fund 035 Building Authority				
Capital Outlay	\$ 500,000	\$ 493,557	\$ (6,443)	-1%
Total 035 Building Authority	\$ 500,000	\$ 493,557	\$ (6,443)	-1%
Fund 038 Equipment Replacement				
			\$ -	
Capital Outlay	\$ 3,155,758	\$ 1,351,701	\$ (1,804,057)	-57%
Total 038 Equipment Replacement	\$ 3,155,758	\$ 1,351,701	\$ (1,804,057)	-57%
Fund 051 Water Fund				
Personnel Services	\$ 5,381,342	\$ 5,286,256	\$ (95,086)	-2%
Materials, Services and Supplies	\$ 5,501,853	\$ 4,850,739	\$ (651,114)	-12%
Utilities	\$ 1,425,100	\$ 695,260	\$ (729,840)	-51%

Expenses - June 2025	FY25 REVISED BUDGET	YTD EXPENDED	Variance \$	Variance %
Debt Service	\$ 9,400,688	\$ 3,463,386	\$ (5,937,302)	-63%
Capital Outlay	\$ 16,740,440	\$ (3,195,313)	\$ (19,935,754)	-119%
Interfund Transfers	\$ 2,639,983	\$ 2,639,983	\$ (0)	0%
Total 051 Water Fund	\$ 41,089,406	\$ 13,740,311	\$ (27,349,095)	-67%
Fund 052 Stormwater Fund				
Personnel Services	\$ 855,316	\$ 625,351	\$ (229,965)	-27%
Materials, Services and Supplies	\$ 254,531	\$ 222,823	\$ (31,708)	-12%
Utilities	\$ 45,299	\$ 29,676	\$ (15,623)	-34%
Capital Outlay	\$ 3,346,253	\$ 163,358	\$ (3,182,895)	-95%
Interfund Transfers	\$ 195,018	\$ 195,018	\$ 0	0%
Total 052 Stormwater Fund	\$ 4,696,417	\$ 1,236,227	\$ (3,460,190)	-74%
Fund 055 Golf Course Fund				
Personnel Services	\$ 1,335,875	\$ 1,173,127	\$ (162,749)	-12%
Materials, Services and Supplies	\$ 622,325	\$ 629,972	\$ 7,647	1%
Utilities	\$ 58,400	\$ 44,882	\$ (13,518)	-23%
Capital Outlay	\$ 1,006,663	\$ 375,137	\$ (631,526)	-63%
Interfund Transfers	\$ 204,623	\$ 204,623	\$ (0)	0%
Total 055 Golf Course Fund	\$ 3,227,887	\$ 2,427,741	\$ (800,146)	-25%
Fund 057 Transportation Fund				
Personnel Services	\$ 13,642,170	\$ 13,855,448	\$ 213,278	2%
Materials, Services and Supplies	\$ 2,066,282	\$ 2,232,933	\$ 166,650	8%
Utilities	\$ 364,974	\$ 263,128	\$ (101,846)	-28%
Capital Outlay	\$ 63,789,026	\$ 6,014,924	\$ (57,774,102)	-91%
Interfund Transfers	\$ 3,693,665	\$ 3,693,665	\$ (0)	0%
Total 057 Transportation Fund	\$ 83,556,117	\$ 26,060,098	\$ (57,496,019)	-69%
Fund 058 Parking Fund				
Personnel Services	\$ 1,453,962	\$ 1,524,214	\$ 70,252	5%
Materials, Services and Supplies	\$ 742,800	\$ 685,198	\$ (57,602)	-8%
Utilities	\$ 11,000	\$ 8,620	\$ (2,380)	-22%
Capital Outlay	\$ 718,805	\$ 110,835	\$ (607,970)	-85%
Interfund Transfers	\$ 184,533	\$ 184,533	\$ -	0%
Total 058 Parking Fund	\$ 3,111,100	\$ 2,513,400	\$ (597,699)	-19%
Fund 062 Fleet Services Fund				
Personnel Services	\$ 1,613,204	\$ 1,458,477	\$ (154,726)	-10%
Materials, Services and Supplies	\$ 1,321,550	\$ 844,871	\$ (476,679)	-36%
Utilities	\$ 1,077,900	\$ 796,294	\$ (281,606)	-26%
Capital Outlay	\$ 6,205	\$ 1,429	\$ (4,776)	-77%
Total 062 Fleet Services Fund	\$ 4,018,859	\$ 3,101,071	\$ (917,788)	-23%
Fund 064 Self Insurance Fund				
Materials, Services and Supplies	\$ 2,694,346	\$ 2,225,137	\$ (469,209)	-17%
Total 064 Self Insurance Fund	\$ 2,694,346	\$ 2,225,137	\$ (469,209)	-17%
Fund 070 Sales Tax Rev Bond Dbt Se				
Debt Service	\$ 6,969,266	\$ 6,957,449	\$ (11,817)	0%
Interfund Transfers	\$ -	\$ 1,391,041	\$ 1,391,041	
Total 070 Sales Tax Rev Bond Dbt Se	\$ 6,969,266	\$ 8,348,490	\$ 1,379,224	20%
Fund 71 GO Bond Debt Service				
Debt Service	\$ 8,430,526	\$ 8,421,313	\$ (9,213)	0%
Total 071 GO Bond Debt Service	\$ 8,430,526	\$ 8,421,313	\$ (9,213)	0%

6 -

Expenses - June 2025	FY25 REVISED BUDGET	YTD EXPENDED	Variance \$	Variance %
Grand Total	\$ 353,169,036	\$ 157,675,104	\$ (195,493,932)	-55%
Grand Total without Capital Improvements	\$ 140,670,533	\$ 129,384,603	\$ (11,285,930)	-8%



City Council Staff Communications Report

Subject: Occupational Safety and Health Update
Author: Mike McComb, Safety Committee Chair
Department: Emergency Management / Citywide Safety Committee
Date: August 11, 2025

Executive Summary

- The City's Occupational Safety & Health Program is showing progress in reducing incidents, resulting in reduced insurance premiums and lowered workers' compensation costs, and most importantly, the number of staff injuries.
- The City joined the Utah Risk Management Association (URMA) in January 2024, and received 94.5% out of a possible 100 points in its most recent annual inspection.
- An updated multi-year occupational safety and health plan was presented to Executive in June 2025.

Background

In 2015, the City's annual workers' compensation costs were steadily rising year over year. The City's insurance broker, Moreton & Company, and insurer, Workers' Compensation Fund (WCF), advised the City to develop a formalized comprehensive Citywide Safety and Health program. The Citywide training curriculum, established in 2017, began to see results in the form of annual savings of around \$45,000 in insurance premiums by 2019. That year, with help from WCF and Moreton, members from City departments comprising the Citywide Safety Committee finalized the City's first comprehensive Health & Safety Policy. This Policy, updated every three years, encompasses all required Utah Occupational Safety and Health programs and addresses safety training for all City staff, as required by job functions.

In January 2024, in response to dramatically rising insurance costs throughout the industry beginning around 2021, Council opted to join the Utah Risk Management Association (URMA), a risk management organization in which members pool resources to reduce risks. One membership responsibility is to establish and maintain compliance with URMA standards voted on by its member-controlled Board, including bi-annual safety inspections throughout various City departments.

Analysis

Exhibit A is the most recent executive summary of workers compensation claims from Moreton, showing two open claims, and three indemnity claims, as well as an annual summary of claims and severity. The period ending in July 2025 represents one of the lowest number of open claims in recent City history. Based on data from Moreton, for the past several years, the City's experience modifier ('e-Mod') has consistently reflected a discounted risk rating based on a rolling three-year average of claims and claim costs.

The chart below is a multi-year summary of workers' compensation claims per million dollars of payroll and annual claims cost, for the period ending mid-November 2024 (Source: WCF).

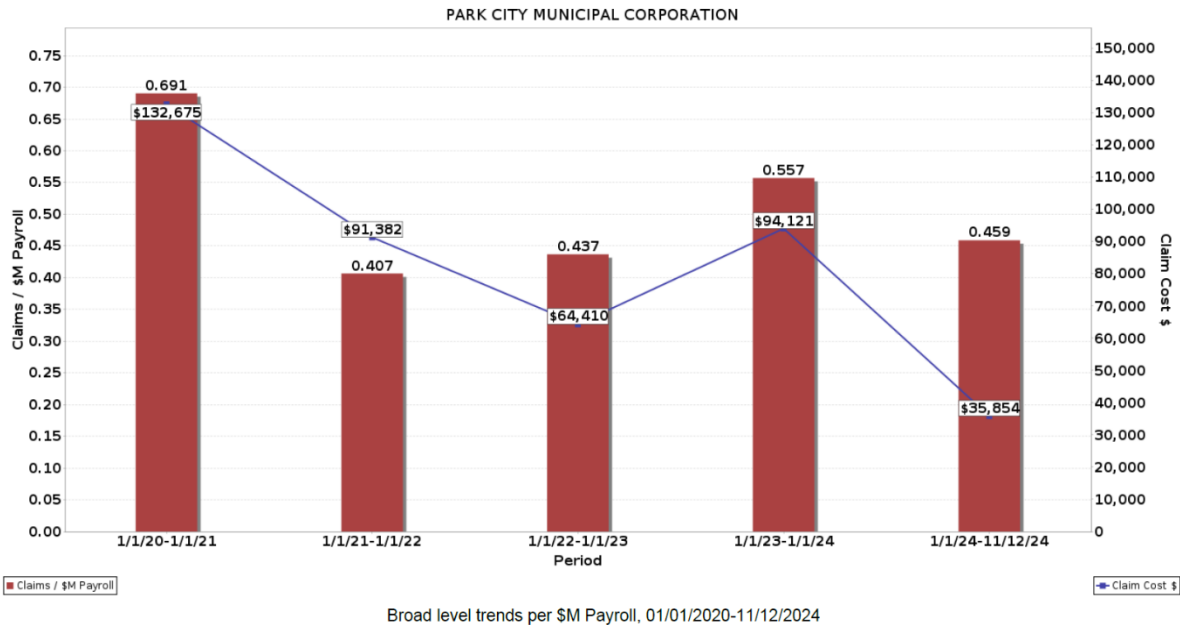


Exhibit B is URMA's 2024/2025 Inspection Report, which scores the City's first full inspection year at 94.5 out of 100 points. The City is currently in a three-year grace period for new URMA members, which allows time to bring programs into full compliance. While members are graded during this period, they're considered to have met all standards for the purpose of calculating annual contributions. The City's grace period expires in 2027. After that, any annual inspection scores below 100% will result in a proportional increase in annual contributions if observations are not corrected.

Exhibit C is the multi-year Occupational Safety and Health Plan presented by the Citywide Safety Committee to Executive in June 2025. This plan includes the tri-annual update to the Health & Safety Policy in 2026, as well as exploring a possible Automated External Defibrillator code requirement for large event venues and establishments.

Exhibits

Exhibit A	Moreton & Co. Workers Compensation Executive Summary/Claims Severity Analysis
Exhibit B	URMA 2024-2025 Park City Final Inspection Report
Exhibit C	Citywide Safety Committee Multi-Year Plan

Workers Compensation Executive Summary

The following is a snapshot of the performance of the Park City Municipal Corp Guarantee Cost Workers Compensation program. All data is valued as of July 15, 2025.

CLAIMS STATISTICS

Statistics for the Year-to-Date policy period of January 1, 2025 to July 15, 2025:

- Total Claims: 5
 - Medical Only Claims: 2 with \$868 in incurred claims costs.
 - Indemnity Claims: 3 with \$39,023 in incurred claims costs.
 - Paid Year to Date: \$27,989
 - Reserves Year to Date: \$11,902
 - Recovery: \$0
 - Total Incurred: \$39,891
- Over the life of the Guarantee Cost program, there are 2 open claims, 1 of which is from the current policy term.

RESERVE DEVELOPMENT

Total Outstanding Reserves: \$28,774

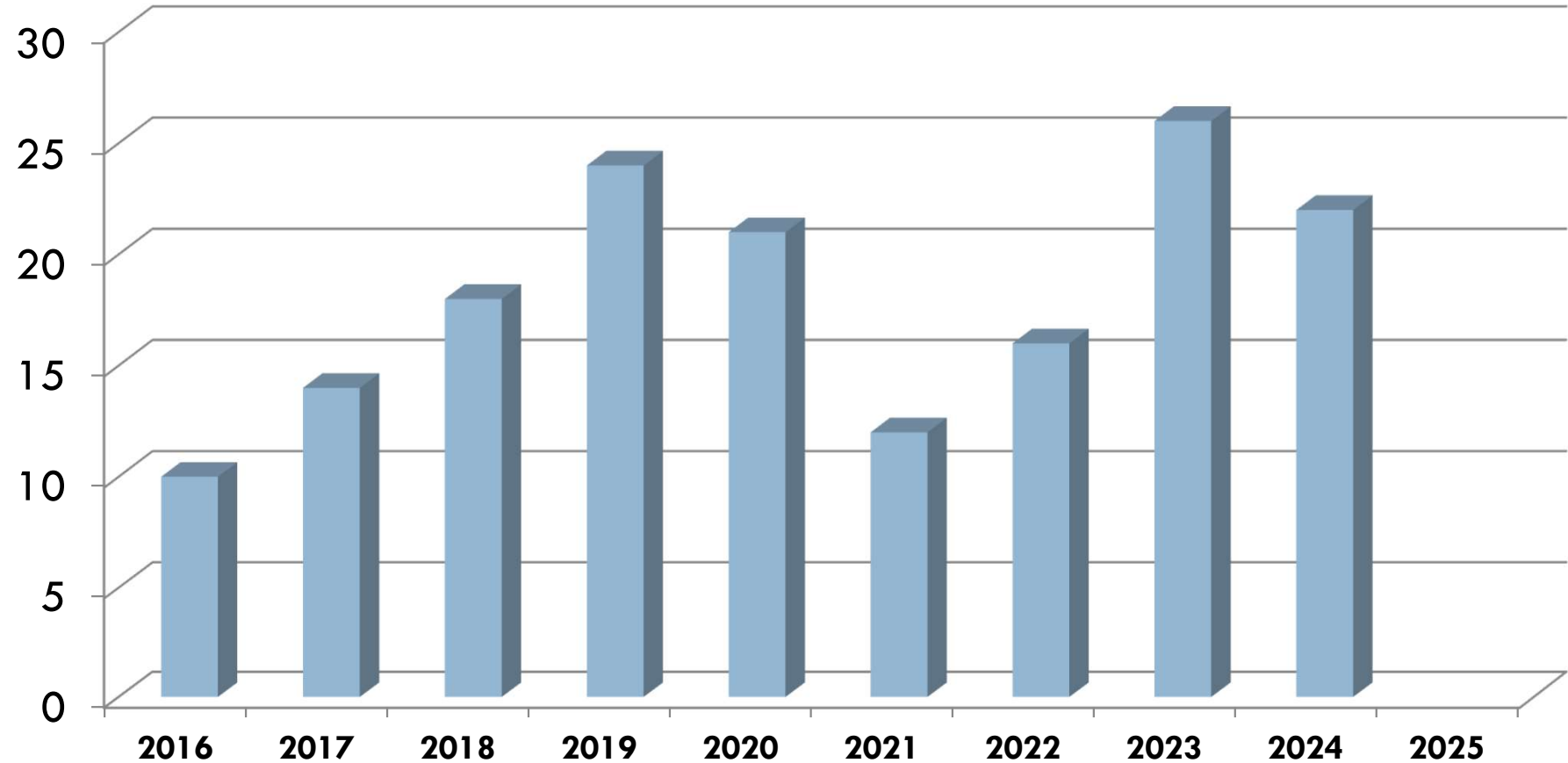
Decrease in Reserves since last review: \$1,116

LOSSES BY DEPARTMENT YEAR TO DATE

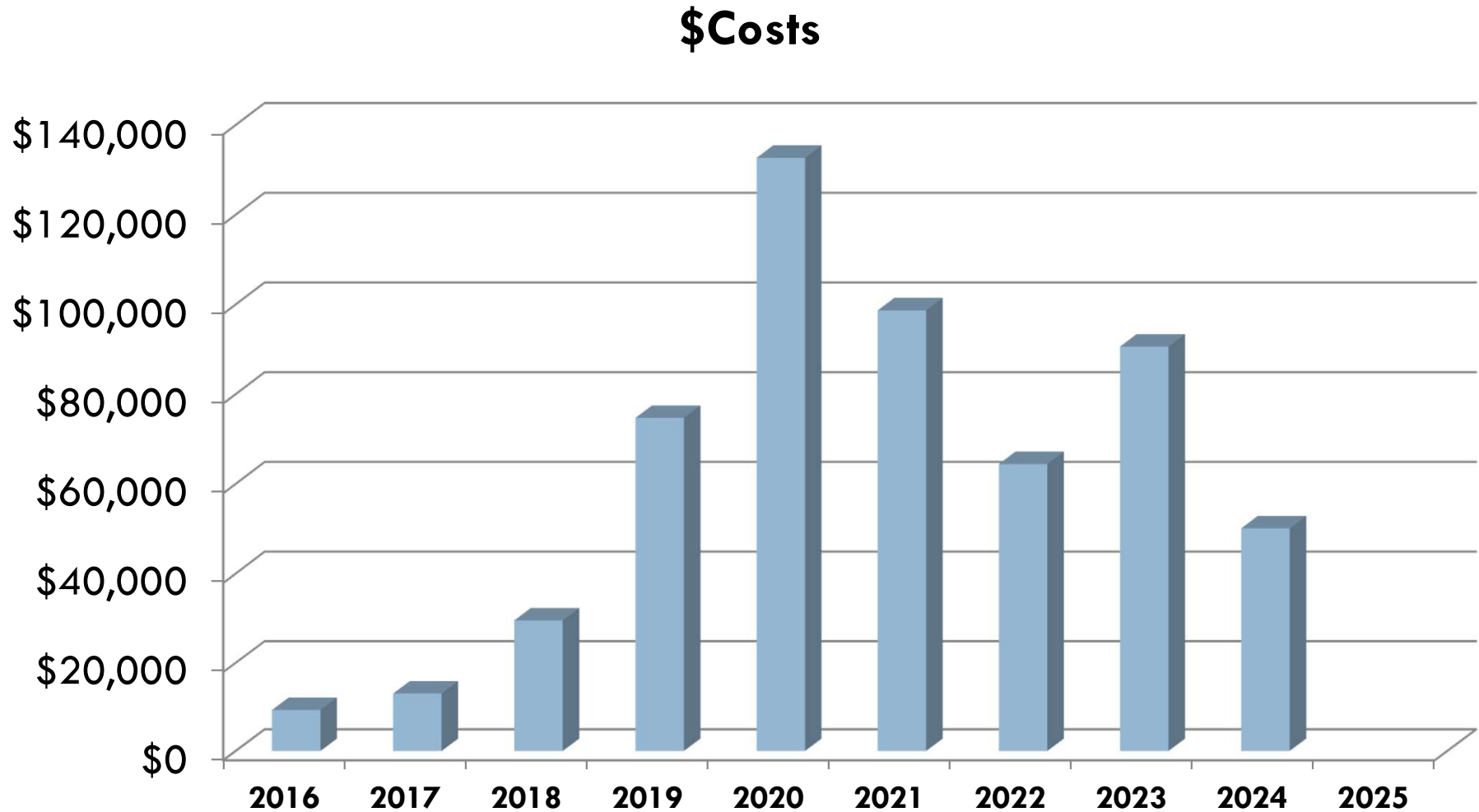
Occupation	# OF CLAIMS	INCURRED CLAIM COST
Tennis	1	\$30,117
Transportation	2	\$7,546
Water Oper	1	\$1,818
Library	1	\$410
Totals	5	\$39,891

Park City - WC Claims Frequency

Number of Claims



Park City - WC Claims Severity





INSPECTION PROGRAM FISCAL YEAR 2025

City: _____ Park City _____

Initial Inspection Date: __ 10/28/2024 __

Final Inspection Date: __ 5/15/2025 __

Risk Score: ____ 100 / 100 (95.5) ____

Updated August 2024

Utah Risk Management Agency

502 East 770 North • Orem, UT 84097 • 801-225-6692

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INDIVIDUAL CITY RISK MANAGEMENT FOCUS

Date Goal Set: 10/28/2024

Follow-up Date: Spring 2025

Employees in Attendance:

Mike, Margaret, Trisha

Action Items:

Jason with URMA to follow up with Mike with Park City during the Spring 2025 follow up inspection on what the City did during fiscal 2024-2025 to work on and accomplish the city's risk management focus.

URMA Inspection

☒ Yes

☐ No

Score: 4 /4

Topic

1. Each city will identify an annual risk management focus. The identified focus should be in an area of risk management that the individual city needs to improve based on the organization's experience, needs, or potential liability. The city will develop a plan to mitigate the risk management focus, implement the plan and its mitigation methods, and review/analyze the results.

**Implementation of new supervisory training program.

INDIVIDUAL CITY LOSS CONTROL FOCUS

Date Goal Set: 10/28/2024

Follow-up Date: Spring 2025

Employees in Attendance:

Mike, Margaret, Trisha

Action Items:

Park City to provide Jason with URMA the city's loss control focus for fiscal 2024-2025 as soon as possible.

Jason with URMA to follow up with Mike with Park City during the Spring 2025 follow up inspection on what the City did during fiscal 2024-2025 to work on and accomplish the city's loss control focus.

URMA Inspection	Topic
<input checked="" type="checkbox"/> Score: <u>5</u> /5	1. In consultation with URMA's Loss Control Manager, each city will establish an annual loss control focus based on the City's loss and claims data provided by URMA.

**Reducing the accident rate per mile for Park City Transit.

TRAINING

Date Goal Set: 10/28/2024

Follow-up Date: Spring 2025

Employees in Attendance:

Mike, Sarah

Action Items:

Mike with Park City to provide Jason with URMA confirmation that the required annual trainings were completed by all City employees that they apply to during fiscal 2024-2025 (URMA Inspection Training Attestation Form).

City Pre-Inspection	URMA Inspection	Topic
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>2</u> /2	1. The city will participate in URMA required annual training which addresses risk and liability in the following areas: A. Police Liability B. Personnel – Supervisory Training C. Planning and Zoning D. Cyber Security
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>2</u> /2	
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>2</u> /2	**Score will be allocated based on the following % of required attendance: 75% - 100% : 2 points 50% - 74% : 1.5 points 25% - 49% : 1 point 0% - 24% : .5 point
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>1.5</u> /2	
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>1</u> /2	2. Harassment policy training is given to all new hires (including seasonal) during their orientation. The City annually trains all employees, including public safety volunteers and reserves. Training includes what harassment is, how to report it, and a strong statement that it will not be tolerated in the organization.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>1</u> /2	3. Each City employee who operates a City vehicle will annually participate in one of the following trainings: A. View 'Driven to Distraction' and 'Emotional Wreck' or 'Winter Driving' videos B. Attend the 4-hour National Safety Council Defensive Driving Course C. Attend the Distracted and Defensive Driver training provided by URMA D. Complete and pass a Defensive Driving course on the URMA Online Training University E. Conduct a 20 minute "commentary drive" F. Participate in Work Comp fund defensive driver training session

PERSONNEL

Date Goal Set: 10/28/2024

Follow-up Date:

Employees in Attendance:

Action Items:

Mike, Sarah

City Pre-Inspection	URMA Inspection	Topic
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: _1_/1	1. A personnel file is maintained for each employee (including public safety volunteers). This file constitutes a record of employment and personnel actions related to the specific employee and includes a signed statement that the employee has received a copy of the most current Personnel Policies and Procedures manual. All files must be under the control of the personnel officer, chief executive/administrative officer, or their designee.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: _1_/1	2. Personnel policies and procedures, personnel manuals and/or handbooks are distributed to employees and contain a statement that the document does not constitute or create a contract or agreement of employment between the City and its employees.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: _1_/1	3. Each non-seasonal employee (including paid part-time employees) receives documented annual performance reviews. These reviews include documented evaluations on safety and risk management.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: _1_/1	4. Background checks are conducted on all new hire employees and designated volunteers.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: _1_/1	5. The City has a policy providing temporary transitional duty for pregnant employees if they are unable to perform a physical component of their job due to pregnancy.

LEGAL

Date Goal Set: 10/28/2024

Follow-up Date: Spring 2025

Employees in Attendance:

Mike, Margaret, Trisha

Action Items:

Mike with Park City to provide Jason with URMA a letter from the City Attorney confirming a review of the city's general plan, subdivision ordinance and zoning ordinance was conducted during fiscal 2024-2025, and that they are properly adopted and comply with current state and federal law.

City Pre-Inspection	URMA Inspection	Topic
		1. City Personnel Policies and Procedures Manuals receive legal review every year or when URMA notifies the City of new standards, to ensure compliance with state and federal laws including FLSA, ADA, drug and alcohol testing, and other mandated programs. The City Attorney will provide a letter outlining their findings.
		2. The City Attorney will provide a letter confirming that the general plan, subdivision ordinance and zoning ordinance are properly adopted and comply with current state and federal law. 2024-2025
		3. The City Attorney will review and provide written confirmation to URMA that the police policies and procedures conform with recent court decisions, federal law, and state statutes.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>1</u> /1	4. The City Attorney will be asked to provide written confirmation of review of one of the three policies each year.

POLICE

Date Goal Set: 10/28/2024

Follow-up Date:

Employees in Attendance:

Action Items:

Mike, Rob

City Pre-Inspection	URMA Inspection	Topic
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: _1_/1	1. The City has adopted and implemented the URMA validated Police Physical Fitness Program.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: _2_/2	2. Where the City provides its own law enforcement services, the police department has current policies and procedures in the following areas: A. Vehicle pursuits B. Arrest and custody of prisoners C. Use of Force (includes weapon use) D. Search and Seizures Lexipol
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: _3_/3	3. Police department supervisors will conduct daily training at the beginning of shifts for 5-6 minutes (everyday a training day). This will apply to sworn personnel.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: _1_/1	4. The police department has a community outreach program.
<input type="checkbox"/>	No score – See Training section	5. Every officer receives liability training at least once a year.

FIRE DEPARTMENT

Date Goal Set: 10/28/2024

Follow-up Date:

Employees in Attendance:

Action Items:

Mike

This section does not apply. Park City is part of the Park City Fire District.

City Pre-Inspection	URMA Inspection	Topic
<input type="checkbox"/>	<input type="checkbox"/> Score: _1_/1	1. The department conducts annual EVO training.
<input type="checkbox"/>	<input type="checkbox"/> Score: _1_/1	2. The department has had no at-fault accidents in the year preceding the inspection while responding to a fire or medical emergency.
<input type="checkbox"/>	No score. See Training section	3. Every firefighter, (including volunteers), receives annual sexual harassment training.

PLANNING

Date Goal Set: 10/28/2024

Follow-up Date: Spring 2025

Employees in Attendance:

Action Items:

Mike

Mike with Park City to provide Jason with URMA confirmation that the City conducted or made available to the City Council and Planning Commission training in the areas of ethics, conflict of interest, and land use liability issues in fiscal 2024-2025.

City Pre-Inspection	URMA Inspection	Topic
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>2</u> /2	1. The city will conduct or make available to the City Council and Planning Commission training in the areas of ethics, conflict of interest, and land use liability issues.
<input type="checkbox"/>	No score. See Legal section.	2. City attorney will provide a letter confirming that the general plan, subdivision ordinance and zoning ordinance are properly adopted and comply with current state and federal law (every 3 years).

SIDEWALKS

Date Goal Set: 10/28/2024

Follow-up Date:

Employees in Attendance:

Mike

Action Items:

City Pre-Inspection	URMA Inspection	Topic
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>3</u> / <u>3</u>	1. The City establishes a sidewalk maintenance program based on a detailed inspection of all sidewalks at least every 5 years. The City also maintains a sidewalk inventory that identifies the condition of all sidewalks in the City. The inventory details conditions such as: A. Date completed and by whom B. Horizontal and vertical separations C. Missing sidewalk panels D. Sidewalk spalling and breakup E. Sidewalk obstructions such as private signposts, water meter boxes, water system valves, cover and caps, protruding pipes, etc.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>2</u> / <u>2</u>	2. The City will budget funds annually and make repairs as outlined in its maintenance program.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>3</u> / <u>3</u>	3. Complaints from citizens/others are responded to within 48 hours. Displacements and hazards are marked with paint or other means and the hazard is documented on inventory. Repairs are completed as soon as reasonably possible. Complaints are logged as reported.

**The sidewalks at the following addresses require attention:

18 Payday – Paint/Cut, 22 Payday - Mudjack

TRAFFIC CONTROL DEVICES

Date Goal Set: 10/28/2024

Follow-up Date: Spring 2025

Employees in Attendance:

Action Items:

Mike

Mike with Park City to provide Jason with URMA confirmation that the daylight and nighttime inspections of all traffic control devices were completed and documented by the City during fiscal 2024-2025.

City Pre-Inspection	URMA Inspection	Topic
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>1</u> / <u>1</u>	1. Two annual inspections of all traffic control devices (TCD) must be conducted by the City: A. Daylight inspection of all TCDs (during growing season when in full foliage) B. Nighttime inspection of all TCDs.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>1</u> / <u>1</u>	
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>1</u> / <u>1</u>	2. A record showing the condition of the TCD as determined by the inspection must be maintained. The inspection record contains the following: A. Date and name of person conducting inspection B. Conditions of the TCD C. Repairs or other work needed D. Date and name of person making repairs
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>1</u> / <u>1</u>	3. The City has an emergency response plan to report and respond to missing or damaged TCDs.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>1</u> / <u>1</u>	4. URMA will conduct a random inspection of the City's TCDs with detail given to: A. Sign condition . Is sign bent, faded, upside down, painted or stickers, etc.? B. Is sign located according to MUTCD standards? C. Is sign visibility obstructed by building, bushes, trees, etc.? **Score is based on total signs inspected and in compliance vs. percentage found non-compliant. See below: 95% to 100% - Full Point 85% to 94% - Half Point 84% and Below – No Point

**112 Stop, Yield, or Pedestrian Crosswalk signs were visually inspected with 0 issues = 100%

SEWER

Date Goal Set: 10/28/2024

Follow-up Date:

Employees in Attendance:

Action Items:

Mike

Questions 1-4 of this section do not apply to Park City. The City is part of the Snyderville Basin Water Reclamation District.

City Pre-Inspection	URMA Inspection	Topic
<input type="checkbox"/>	<input type="checkbox"/> Score: _1_/1	1. The City maintains a written or electronic inventory of all its sewer lines.
<input type="checkbox"/>	<input type="checkbox"/> Score: _2_/2	2. The City has adopted a inspection and maintenance plan for its sewer system. Written or electronic documentation of all maintenance and construction is maintained.
<input type="checkbox"/>	<input type="checkbox"/> Score: _2_/2	3. Sewer lines will be inspected and cleaned at a minimum of every 5 years.
<input type="checkbox"/>	<input type="checkbox"/> Score: _1_/1	4. All sewer lines will be videoed every 7 years minimally.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: _2_/2	5. The City has adopted a inspection and maintenance plan for its storm sewer system.

WATER

Date Goal Set: 10/28/2024

Follow-up Date: Spring 2025

Employees in Attendance:

Mike, Jason

Action Items:

Mike with Park City to provide Jason with URMA confirmation that water meter lids and boxes are inspected and locked at least annually and provide Jason with URMA the city's plan for accomplishing this.

Jason with URMA to reinspect the water meter lids at the addresses listed below during the Spring 2025 follow up inspection.

City Pre-Inspection	URMA Inspection	Topic
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>1</u> _/2	1. Water meter lids and boxes are inspected and locked each time the meter is read. If meters are read electronically, the city will physically inspect all meters annually.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>2</u> _/2	2. URMA will conduct a random inspection of water meter boxes and lids to check for: <ul style="list-style-type: none"> A. Proper water meter and irrigation box location B. Proper box height C. Secure lids D. Overall box and lid condition <p>**Score is based on total meter boxes/lids inspected and in compliance vs. percentage found non-compliant. See below:</p> <p style="text-align: right;">95% to 100% - Full Points 85% to 94% - Half Points 84% and below – No Points</p>

**67 water meter lids were inspected with 4 issues = 94%

2727 Glavin Loop – Broken worm gear, 3546 Oak Wood Dr. – Wrong lid, 3594 Oak Wood Dr. – Wrong lid, 305 Centennial Cir. – No nut

VEHICLE SAFETY

Date Goal Set: 10/28/2024

Follow-up Date: Spring 2025

Employees in Attendance:

Mike

Action Items:

Mike with Park City to provide Jason with URMA confirmation that MVR's are pulled on all vehicle and equipment operators for the city before hiring and then at least annually thereafter.

City Pre-Inspection	URMA Inspection	Topic
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>1</u> _/1	1. All city employees will wear seatbelts while operating a city vehicle. **Score is based on random inspection of total in compliance vs. non-compliance percentage. 100% in compliance.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>1</u> _/1	2. City vehicles will be backed into a parking space or positioned forward in a pull-through parking space. (Includes City vehicles with sensors and back up cameras) **Score is based on random inspection of total in compliance vs. non-compliance. 100% required.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>2</u> _/2	3. The City will adopt a policy prohibiting talking or texting on a cell phone while driving except in an emergency or with a hands-free device.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>.5</u> _/1	4. Vehicle and equipment operators driving records (MVR) are checked before hiring and annually thereafter to determine status, restrictions, or modifications. This standard does not apply to employees and volunteers that do not operate vehicles as a part of their official duties or to citizens appointed to boards and commissions. (Pull before hiring but not annually thereafter)

RISK MANAGEMENT

Date Goal Set: 10/28/2024

Follow-up Date: Spring 2025

Employees in Attendance:

Mike, Rob, Margaret, Trisha

Action Items:

Jason with URMA to follow up with Mike with Park City during the Spring 2025 follow up inspection on what the City did during fiscal 2024-2025 to resolve the 5 issues lying in wait.

Mike with Park City to provide Jason with URMA confirmation that the city has formed a risk management committee as listed in #4 below, and that the committee meets often to review incidents and occurrences and provide mitigating options.

City Pre-Inspection	URMA Inspection	Topic
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>5</u> /5	1. The City will find at least 5 issues lying in wait during the year and will develop a plan to expend resources necessary to resolve them.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>2</u> /2	2. If the City utilizes a sUAS (Drone) the pilot or City is properly licensed with the FAA (Part 107 for pilot or COA for City), complies with all Federal and State laws and regulations, and each Department has a specific sUAS (Drone) policy governing its use, training, and maintenance.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>2</u> /2	3. If the City utilizes a sUAS (Drone) it will have adopted and implemented the URMA sUAS Use and Operations Manual, and pilots have been properly trained.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>2</u> /2	4. The City has safeguards in place to prevent data breaches and has a response plan to follow in the event of a breach.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>2</u> /2	5. The City has a Risk Management Committee that: <ul style="list-style-type: none"> A. Reviews incidents and occurrences and related policies, procedures, processes, and operations pertaining to those incidents and occurrences. B. Identifies and provides risk mitigation options. C. Policy violations and any disciplinary action are to be discussed and determined in a separate meeting by the employee's manager, department supervisor, and Human Resources.

****5 Issues Lying in Wait:**

1. Identify a vendor and retrofit/install in-cab cameras in city snowplows.
2. Purchase and install sharps disposal containers in City restrooms, conduct additional bloodborne pathogens exposure training for staff, and reiterate free-to-staff Hepatitis B screening and vaccination program.
3. Continue installation of heat tape on north-facing eaves to prevent ice dam formation each winter on the north side of the Public Works building. Also explore the cost of underground drainage to Iron Horse stormwater in future years.
4. Explore the installation of a heated walkway, and obtain heat mats on a trial basis, for the walkway between the Transit breakroom and bus barn to prevent slips and falls due to lack of sun during the winter months.
5. Establish a departmental program to identify and submit "fix-it" tickets for slip-fall/other hazards around City facilities.

PARKS

Date Goal Set: 10/28/2024

Follow-up Date: Spring 2025

Employees in Attendance:

Action Items:

Mike, Jarren

See Next Page

City Pre-Inspection	URMA Inspection	Topic
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: _1_/1	1. All parks, playgrounds, ball fields, courts, pavilions, restrooms are inspected 2 times per month, from March 1 through October 31, and monthly from Nov 1 through February 28 unless physically closed.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: _1_/1	2. Documentation of inspections of each property are maintained.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: _1_/1	3. Play areas and playground equipment: <ul style="list-style-type: none"> A. Located properly B. Meets Consumer Product Safety Commission standards (CPSC) C. Worn or broken parts are replaced or repaired D. Adequate cushion material is maintained
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: _1.5_/2	4. Baseball diamonds: <ul style="list-style-type: none"> A. Ball diamonds and fields are maintained B. Bleachers are maintained and in compliance with CPSC standards C. Electrical systems are maintained and protected D. Chain fencing in front of dugouts and backstops are maintained E. Nets or other appropriate screens are in place to protect spectators on bleachers and are properly maintained. (Where there are multiple diamonds at one location and there could be 2 or more games going on at once.)

5. Park areas:

☐

☒ Score: _1_/1

- A. All facilities are maintained
 - B. Sprinkler boxes are at grade
 - C. Electrical systems are up to standard
 - D. Electrical switch boxes are locked
 - E. ADA Signage is in place
 - F. Parking areas are safe
 - G. Bridges over water are safe
-

6. Cemeteries:

☐

☒ Score: _1_/1

- A. Lawn/walks/drives are free of trip hazards
 - B. Large headstones are secure
 - C. Sprinklers and valve boxes are to grade
 - D. Appropriate signage is clearly visible
-

7. Trails:

☐

☒ Score: _1_/1

- A. Trail surface is well maintained
 - B. Signage is appropriate
 - C. Snow removal policy is in place
-

****Quinn's Sports Complex:**

- ✓ Paint/Cut/Repair the cement displacement on the south side.
- ✓ Upper Workout Park – Replace the missing blue end caps on both sit-up benches.
- ✓ Upper Playground – Replace the missing cap on the north side of the ropes structure.
- ✓ Field C – Secure the end pole on the north fence line.
- ✓ Field C – Repair the bottom bar of the backstop and secure the fence to it.
- ✓ Men's Restroom – Replace the baby changing station.

****Prospector Park:**

- ✓ Add "Caution May Be Hot" signs/stickers on the poles by the small steel slide.

****Cemetery:**

- ✓ Fill in the three holes in the grass on the west side of the gazebo.

****Creekside Park:**

- ✓ Fill in the planters with bark.
- ✓ Tighten the white seat by the bathrooms.
- ✓ Paint/Cut the cement displacement on the south side by the bent steel feature.
- ✓ Paint the steel saucer play feature with heat reflective paint.
- ✓ Paint the steel diamond lids on the culverts that are by the playground with heat reflective paint.
- ✓ Replace the child swing on the east side of the swing area.
- ✓ Replace the baby changing station in the men's bathroom.

****City Park:**

- ✓ Replace both tube sections with cracks or fill the cracks with hard silicone.
- ✓ Address the sharp points on the rope climbing feature on the S/E side of the playground.
- ✓ Repair the curb by the parking lot on the west side of the playground.

RECREATION

Date Goal Set: 10/28/2024

Follow-up Date: Spring 2025

Employees in Attendance:

Mike, Tate

Action Items:

Mike with Park City to provide Jason with URMA confirmation that the City conducts annual background checks on all coaches and volunteers (personal trainers).

City Pre-Inspection	URMA Inspection	Topic
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: _1_/1	1. The City will conduct annual background checks on all coaches.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: _1_/1	2. Each coach is required to participate annually in sportsmanship training.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: _1_/1	3. Each coach is required to participate in concussion and concussion protocol training as set forth by the City Recreation Department. This shall be done once every three years by coaches that coach every year.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: _1_/1	4. The City will properly secure and store all movable soccer goals according to CPSC standards.

SWIMMING POOLS/FITNESS CENTER

Date Goal Set: 8/21/2024

Follow-up Date: Spring 2025

Employees in Attendance:

Action Items:

Mike, Tate

See Next Page

City Pre-Inspection	URMA Inspection	Topic
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>.5</u> / <u>.5</u>	1. All lifeguards are properly certified and documentation on each is maintained.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>.5</u> / <u>.5</u>	2. Facilities are secure from unauthorized entry.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>.5</u> / <u>.5</u>	3. Pool deck and splash pads are free of tripping hazards and sharp protrusions.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>.5</u> / <u>.5</u>	4. Changing room floors are in good condition with no broken tiles or sharp edges.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>.5</u> / <u>.5</u>	5. Pool deck and changing rooms are free of long-standing water. Mats are cleaned and secure.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>.5</u> / <u>.5</u>	6. Drains, lights, ladders, stairs, and handrails are secure and free from sharp worn edges.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>.5</u> / <u>.5</u>	7. Diving boards, ladders, and steps are in good repair. Surface material has adequate abrasive covering.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>.5</u> / <u>.5</u>	8. Exercise equipment is well maintained and in good working condition, and gym floors and courts are clean and in good repair.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>.5</u> / <u>.5</u>	9. Common areas are well maintained. Flooring is free of tripping hazards or excess moisture.
<input type="checkbox"/>	<input checked="" type="checkbox"/> Score: <u>.5</u> / <u>.5</u>	10. Daycare, dance classrooms, play areas are free from hazards.

☐☒Score: .5/.5

11. Proper staffing levels are maintained.

☐☒Score: .5/.5

12. In-service training is conducted with staff. Agenda and attendance record is maintained.

☐☒Score: .5/.5

13. Parking areas and front entrances are well maintained. A snow removal program is in place.

☐☒Score: .5/.5

14. Incident reports are completed and maintained on all reports of injury.

****Leisure Pool:**

- ✓ Replace the missing grip tape on the stairs to the slide.
- ✓ Tighten the stair handrail on the S/W side of the pool.
- ✓ Tighten the stair handrail on the south side of the pool.
- ✓ Replace the missing bottom screw on the silver box on the brick wall south of the pool.

****Lap Pool: (Under construction)**

- Repair the cement chips on the south side of the pool deck.
- Replace the ladder on the S/W side of the pool or fill in the holes.
- Replace the end cap on the large center bleachers and repair the bent end of the bottom bench.
- Tighten the left ladder handrail on the north side of the pool.
- Secure/tighten to the wall the light in the pool on the N/E side.
- Fill in the wide cement joints on the N/E side of the pool.
- Tighten the large stair handrail on the S/E side of the pool.

****West Family Changing Room:**

- ✓ Replace the straps on the baby changing table.

****Men's Locker Room:**

- ✓ Secure the mount covers on the ADA handrail in the last stall.

****Ice Rink Facility:**

- ✓ Locker Room #1 – Tighten the shower rod.
- ✓ Men's Bathroom (upstairs) – Tighten the urinal divider.
- ✓ Take care of the wires that are hanging in the corner of the front common area.
- ✓ Paint/Repair the cement displacement by the curb in the front walkway.

****Fitness/Rec Facility:**

Good

Park City Municipal Safety Committee

Health and Safety Program Plan 2025-2027

June 11, 2025

2024/2025 Goals Status Report (FY-25)

- ✓ In conjunction with the City Attorney's Office, identify and address annual risk management goal, focusing on area of risk management requiring improvement based on experience, needs, or potential liability - *URMA requirement*
- ✓ Continue establishing a citywide culture of safety.
- ✓ Focus on full adoption of URMA standards; focus on identified issues during safety walk-throughs - *Police, UAS, Parks, Rec, Streets, Legal, Planning, HR, Water, have all made significant modifications in department operations and/or policies in operations to ensure URMA standards are or will be met.*
- ✓ Continue moving toward 100% compliance score on annual URMA inspections - *awaiting FY-25 final scores.*
- ✓ *Meet or exceed URMA requirements for identifying issues "lying-in-wait" annually (min. of 5), explore possible solutions and fixes and expend resources to resolve - 5 identified for FY-25, identified funding to occur where needed.*
- ✓ Continue to search, identify, and adapt for local use applicable industry standards, tools, and technologies (FY-25) – *SDS library, Aborb LMS, etc.*
- ✓ Comprehensive review and update of Safety Education Matrix. *(need to add Operational Risk Management ("ORM").*
- ✓ Continue to meet and exceed all Utah Occupational Safety and Health standards.
- ✓ Continue education and outreach programs/efforts to reduce workplace accident/injury claims – *notable drop in slip/trip/falls (primary workplace injury vector) in 24/25 Winter season.*
- ✓ Review adoption of ORM tool – *utilized in City space pile burning.*
- ✓ Begin implementing ORM program, policies, and procedures.
- ✓ Continue establishing groundwork for a "No Fear Near Miss" Policy/Program.
- Implement AED ordinance requirement municipal code *(move to FY-26).*
- Provide improved online staff presence for Safety- *in progress*
 - Report unsafe conditions or near-miss.
 - Award nomination for safe behavior (Kudos).
 - Make a suggestion.
 - Revolving safety themes.
 - Include URMA focus issues, including issues "lying-in-wait."
- ✓ Offer building-specific training on AED use and locations, as well as fire extinguisher use and building evacuations - *tri-annual training requirement for most staff per safety education matrix; ongoing AED training offered by Recreation Dept.*

Future Goals

FY-26

- Complete three-year review of Health & Safety Policy.
- Provide improved online staff presence for Safety - *in progress*.
 - Report unsafe conditions or near-miss (via Fix-It Ticket).
 - Award nomination for safe behavior or hazard identification/solution (via Kudos).
 - Make a suggestion.
 - Revolving safety themes.
 - Include URMA focus issues, including issues “lying-in-wait.”
- Review expansion of Citywide Safety Committee to include Risk Management (URMA requirement).
- In conjunction with the City Attorney’s Office, identify and address an annual risk management goal, focusing on a risk management area requiring improvement based on experience, needs, or potential liability. (*URMA Requirement*)
- Continue establishing a citywide culture of safety.
- Complete 100% training of all city employees in ORM once new LMS is fully implemented.
- Continue implementation of ORM program, policies, and procedures.
- Focus on full adoption of URMA standards and issues identified during safety walk-throughs.
- Continue moving toward 100% compliance score on annual URMA inspections.
- Meet or exceed URMA requirements for identifying issues “lying-in-wait” annually (min. of 5), explore possible solutions and fixes and expend resources to resolve.
- Implement AED ordinance requirement in Municipal Code (*moved from FY-25*).

FY-27

- Complete URMA onboarding.
- 'Safety Road Show' to departments, discussing available training, training requirements, workplace program requirements, evacuations, etc.
- Complete five workplace safety audits each year. Conduct workplace audits, identifying hazards and recommending methods for eliminating or controlling hazards. (*Restart in FY-27*)
- Top-Down/Bottom-Up review of ORM implementation and progress.
- Continue to update Council annually on program.
- Continue the employee education and development program beyond the UOSH/OSHA basic requirements.
- 'Safety Road Show' to departments, discussing available training, training requirements, workplace program requirements, evacuations, etc.



PARK CITY COUNCIL MEETING MINUTES - DRAFT

**445 MARSAC AVENUE
PARK CITY, UTAH 84060**

August 14, 2025

The Council of Park City, Summit County, Utah, met in open meeting on August 14, 2025, at 2:30 p.m. in the Council Chambers.

Council Member Ciraco moved to close the meeting to discuss property, litigation, and advice of counsel at 2:30 p.m. Council Member Toly seconded the motion.

RESULT: APPROVED

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

CLOSED SESSION

Council Member Parigian moved to adjourn from Closed Meeting at 4:25 p.m. Council Member Ciraco seconded the motion.

RESULT: APPROVED

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

WORK SESSION

Enterprise Funds and Cost Recovery Budget Discussion:

Jessica Morgan, Jed Briggs, and Robbie Smoot, Budget Department, presented this item. Morgan reviewed that the Council requested this in-depth discussion and explained the components and purpose of enterprise funds.

Morgan discussed the Water Fund and noted their debt service coverage improved from the efficiency of the new water treatment facility. She displayed a chart showing the different water revenues and expenses. Council Member Rubell asked about the one-time capital expense and wondered if there were options to offset it through a General Fund capital contribution so the debt could be managed and water rates could be lower. Briggs stated he could look at that, but the City bonded twice and the indenture stated the water services fees would be used to pay off the debt. The Council agreed to bring that back for further discussion. Council Member Ciraco noted this facility was required by the state and it brought an unnecessary burden on the residents. Council Member Toly asked that the conversation include other options that could be funded by the General Fund, such as personnel or operations, if funding the debt service was not

1 allowed. Briggs stated the indenture specified that operating expenses would be paid
2 first and then the debt service. Council Member Ciraco noted having each department
3 pay for its water usage was one way to get more revenue into the Water Fund.

4
5 Council Member Parigian asked if the reduced debt would result in reduced water rates,
6 to which Council Member Rubell affirmed. Council Member Dickey thought this was a
7 budget discussion and stated it would be hard to have this discussion in isolation.
8 Council Member Toly indicated the Council discussed water rates several times and
9 there was already a rate reduction. Council Member Rubell noted there would be an
10 update on the water rates at the next meeting. This discussion would be more about the
11 expenses that made up the enterprise fund. He stated keeping this as an enterprise
12 fund would require offsetting those expenses. Morgan noted the cash balance was
13 \$805,239, which was low. The debt service should ideally be 25% of expenses and it
14 was currently 35% of expenses. Since the City just got a new facility, it was
15 understandable that the debt service was higher. It was okay having the higher debt
16 service as long as the revenue kept going up.

17
18 Morgan stated Stormwater was another enterprise fund and she reviewed the revenues
19 and expenses for that fund.

20
21 Smoot reviewed the Transportation enterprise fund. This fund didn't receive revenue
22 from fares. It was funded through sales tax, resort communities sales tax, business
23 license fees, and nightly rental fees, as well as federal grants and county tax. Council
24 Member Rubell asked why this was set apart as an enterprise fund, to which Smoot
25 explained the sales tax revenue was required to go only to transportation and this fund
26 kept that tax revenue separate.

27
28 Smoot reviewed the Parking Services Fund was part of the Transportation Fund. It
29 recovered 100% of operating and capital costs. Revenue came from paid parking. Part
30 of the revenue went to China Bridge repairs. Council Member Toly asked how much of
31 the cash balance would be used for sensors. Smoot stated that was not fully operational
32 yet. Council Member Toly indicated some people thought parking should be free or cost
33 less. Smoot asserted parking revenues should be revisited at some point. Council
34 Member Rubell indicated these revenues were segregated and they could be used for
35 parking demand management. Johnny Wasden, Parking Manager, stated Bonanza Flat
36 Trailhead was a good example of using these funds to enhance transportation in certain
37 areas to benefit local priorities. The goal was to reinvest those funds into capital
38 programs. Briggs indicated the charts showed an ending balance but did not show the
39 5-year capital plan. Council Member Ciraco asked if the revenues were paid more by
40 residents or non-residents, to which Wasden stated it was from non-residents.

41
42 Morgan discussed the Golf Fund and noted golf fees were increased due to the
43 requirement for Golf to pay for its water usage. She indicated those fees would be
44 reevaluated on an annual basis. A future expense was getting a new irrigation system.
45 She asserted the fund could not afford that at this time. Although the ending balance

1 was almost \$3 million, planned renovations would take that back down to \$800,000.
2 Council Member Rubell asked if making the Golf program an enterprise fund was a
3 policy decision, to which Briggs affirmed. Council Member Rubell felt this was an
4 important conversation, especially as they were planning an irrigation reinvestment. He
5 thought this was an inconsistent policy since the other recreation facilities were not
6 enterprise funds. He supported removing this fund to be consistent and noted under the
7 enterprise fund, a new irrigation system could not be funded. Council Member Toly
8 wanted to wait for the consultant's report to see the needs. Council Member Rubell
9 stated that was not the same thing and wanted a discussion on making Golf a cost
10 recovery program. The majority of Council agreed to have this discussion. Council
11 Member Dickey viewed golf differently than the other forms of recreation. He didn't think
12 funds should be taken to support golf, when those funds could be used for other
13 priorities. That said, he would consider subsidizing the irrigation replacement project,
14 but he thought keeping Golf as an enterprise fund made sense. Mayor Worel asked
15 when the consultant's report would be finished, to which Vaughn Robinson, Golf
16 Manager, stated he could come back to Council by mid-October with the report.
17

18 Morgan addressed cost recovery, which was set at 70% of operational costs being
19 recovered through fees and the City subsidizing the remainder of operation and capital
20 costs. She noted at a previous Council discussion, there was interest in including other
21 expenses to the Recreation and Ice budgets, such as HR, IT, and maintenance services
22 as well as capital costs. She reviewed that this could be beneficial because you could
23 see future reinvestment needs. She further explained they used a 5-year amortization
24 for capital expenses since some years had higher expenses than other years. One
25 consequence of adding capital expenses to the budget would be that some years they
26 would have to forego these projects because it would raise fees by too much since this
27 model was based on 70% cost recovery.
28

29 Council Member Ciraco referred to one of the cons of cost recovery: weakens the tie
30 between fees and service demand. He thought there needed to be a reserve kept for
31 capital projects. Briggs stated they put money away, but they didn't tie it to the fees.
32 Council Member Ciraco stated the fees were indicative of the usage of the facility and
33 didn't understand the connection. Briggs stated the fees were tied to the operations but
34 not to the capital expenses. There was a different process for the capital plan.
35

36 Council Member Parigian liked the 70% cost recovery model. He suggested adding a
37 line for extraordinary items. Briggs stated if the goal was to have more transparency,
38 they could do that. Currently, it was all in the General Fund so it wasn't segregated, but
39 they could change that.
40

41 Mayor Worel stated the presentation had to be cut short due to time constraints and
42 asked that this come back soon for further discussion.
43

44 **REGULAR MEETING**

45

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 Matt Dias, City Manager Margaret Plane, City Attorney Michelle Kellogg, City Recorder	Present
None	Excused

II. APPOINTMENTS

1. Consideration to Approve the City Manager's Appointment of Parker Dougherty as City Treasurer of Park City Municipal Corporation:

Mindy Finlinson, Finance Director, introduced Parker Dougherty and summarized his professional background.

Council Member Toly moved to approve the City Manager's appointment of Parker Dougherty as City Treasurer of Park City Municipal Corporation. 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 Toly thanked the candidates who ran for City Council. Council Member Parigian read a prepared statement regarding the public engaging in personal attacks. He didn't condone bullying, shaming, or intimidation. He didn't think this had a part in Park City. Council Member Ciraco wished his daughter luck at college. Council Member Rubell agreed with Council Members Toly and Parigian on positivity. He noted a scheduled joint meeting with the County Council was postponed and asked when that meeting would occur. Mayor Worel indicated they would let her know and she would share that information.

Council Member Rubell asked if Recycle Utah could continue in place until a new building was available. Mayor Worel indicated staff would give an update on that soon. She noted she and Council Member Ciraco met with the County and Recycle Utah about steps forward. Council Member Rubell asked to learn about impacts of them

1 remaining in place. He referred to Transit ADA dispatch and asked how they did that.
2 Tim Sanderson, Transportation Director, stated passengers would have to call either
3 High Valley Transit or Park City to request service, but they would be discussing that.
4 The Council supported having that conversation when Transit gave their next update.
5

6 Mayor Worel thanked the Recreation Team for the Community Center groundbreaking
7 ceremony this afternoon. She also announced Matt Dias, City Manager, had taken
8 another job in the private sector and an interim city manager would be appointed until a
9 city manager was hired. She thanked Dias for all his service.
10

11 **Staff Communications Reports:**
12

13 **1. May Sales Tax Report:**
14

15 **2. Park Avenue Projects Update: 2026:**
16

17 **3. Park City Forward (Long-Range Transportation Plan):**
18

19 **4. Geothermal Energy Networks Update:**
20

21 **5. June 26, 2025 Council Meeting Direction:**
22

23 **IV. PUBLIC INPUT (ANY MATTER OF CITY BUSINESS NOT SCHEDULED ON**
24 **THE AGENDA)**
25

26 Mayor Worel opened the meeting for any who wished to speak or submit comments on
27 items not on the agenda.
28

29 Katie Kinnear stated recycling was important to her. She wanted to be fiscally
30 responsible and sustainably driven. Recycle Utah was asked to leave its site by June
31 30, 2026. Without this service, millions of pounds of waste would end up in the landfill.
32 She hoped the Council would support the expansion of Recycle Utah.
33

34 Anita Baer indicated she received many items from Recycle Utah that were useful.
35

36 Lance Lucey 84060 looked at the Clark Ranch affordable housing project and experts
37 told him to look at the ease and cost of access, building, and maintenance. He looked at
38 that and thought other areas would be more cost effective. He hoped the development
39 would be reconsidered. He didn't think looking at sunk costs was a reason to continue
40 with a project.
41

42 Dana Williams stated his last action as mayor was to choose a city manager, and he
43 reviewed the process at the time. He asked the Council at the time to hire Matt Dias as
44 Assistant City Manager. He thanked Dias for all his work over the years.
45

1 Jeff Iannaccone was a fighter pilot for years. He noted mission planning was essential
2 for that job, and it was essential for Clark Ranch. During the planning process, facts
3 evolved. There were many issues, but it was good they were detected early, and now
4 other sites could be looked at. He wanted the City to evaluate different build sites.

5
6 Joe Davis 84060 agreed with Iannaccone and stated he was concerned with the traffic
7 that would go up that road. He felt like transparency was needed as well as additional
8 planning. He thought open space was important.

9
10 Douglas Duditch 84060 explained his plans for beautifying the Rail Trail. He thanked
11 Council Member Toly for hosting a meeting at Prospector. He wanted to know if the City
12 could fund the beautification with the help of private donations from residents.

13
14 Sue Gould 84060 urged the Council to reconsider the location of the Clark Ranch
15 affordable housing project. The current site presented too many challenges. The project
16 would cost more and would impact the residents. She thought another location could
17 accommodate more units at a lower cost.

18
19 Karen Riley eComment: "I'm a mom of two boys, 5 and 7, and I'm worried about the
20 future we're leaving for our kids. For as long as I can remember, Recycle Utah has been
21 the only place in Summit County where families like mine can take our recycling. My
22 kids love coming with me — they help sort the glass and cardboard, and it's one of
23 those small ways I teach them to take care of the planet. But next summer, Recycle
24 Utah has to move, and right now there's no new home lined up. If nothing changes, by
25 July 1, 2026, our county won't have *any* residential recycling. None. I don't want to tell
26 my kids, "Sorry, we just stopped recycling." That's not the example I want to set. Without
27 Recycle Utah, more waste will pile into our landfill, and it'll cost our community so much
28 more in the long run. In most places, recycling centers are paid for and run by local
29 government. Recycle Utah is a nonprofit — they can't do it alone, and they shouldn't
30 have to. This is something Summit County and Park City need to step up and make
31 happen. I'm asking our leaders: please commit to building and funding a permanent
32 recycling facility. Let's show our kids that we care enough to protect their future."

33
34 Mayor Worel closed the public input portion of the meeting.

35
36 **V. CONSIDERATION OF MINUTES**

37
38 **1. Consideration to Approve the City Council Meeting Minutes from July 10 and**
39 **31, 2025:**

40
41 Council Member Toly moved to approve the City Council meeting minutes from July 10
42 and 31, 2025. Council Member Ciraco seconded the motion.

RESULT: APPROVED

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

VI. CONSENT AGENDA

1. Request to Authorize the City Manager to Execute a Professional Services Agreement with Message Point Media of Alabama, Inc. for a Three-Year Term, Not to Exceed \$218,149.25 in a Form Approved by the City Attorney's Office, to Purchase Transit Digital Sign Hardware and Software:

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

RESULT: APPROVED

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

VII. OLD BUSINESS

1. Discuss Re-create 248 Transit Study: Level 1 Screening:

Julia Collins and Conor Campobasso, Transportation Planning Department, and Shane Marshall and Alexis Verson, Horrocks Engineering, were present for this item.

Campobasso reviewed the history of this project. He indicated they performed a purpose and needs screening to come up with viable transportation alternatives. Then they narrowed the options to dedicated bus lanes, light rail, and automated guideway transit (AGT or monorail). They began public outreach this past spring and it lasted through the summer. There was strong support for bus rapid transit (BRT) and on-corridor alignment. There was near-unanimous opposition to Rail Trail usage.

Campobasso stated BRT was the best-performing mode with few environmental impacts. This was the public's preference. The light rail had challenges with operations and maintenance costs and there would be environmental impacts. AGT had issues with accessibility since people would have to climb up stairs.

Council Member Rubell noted 98% of the public were opposed to the Rail Trail as a transit corridor. He supported eliminating that option and other lower performing options from being studied. He noted the success of Richardson Flat Park and Ride and wanted more study of transit from there. He asked to know what kind of traffic this was solving for, whether tourist, workforce, etc. The concept of dedicated bus lanes was really support for buses that didn't stop in traffic. He liked the flex lane idea and felt that would not require more asphalt. He asked why flex lanes couldn't be leveraged for private vehicles. Campobasso stated the worry was adding capacity going into town, which would require additional parking in town. Going outbound was less of an issue. Marshall added the goal was to get people out of their cars and onto transit, so that would eliminate the flex lane option, but they could look at it. Council Member Rubell asked to

1 hear more about those options while being mindful of new asphalt and neighborhood
2 impacts beyond transit benefits. He also asked to see other ways of moving around the
3 corridor that wouldn't involve vehicular travel or aerial.

4
5 Council Member Dickey stated BRT made sense with on-corridor travel, so he was
6 comfortable removing AGT and light rail. He wanted to keep working on the BRT
7 solution. Council Member Ciraco stated this was an important part of the process,
8 especially meshing them with the goals of the community. He didn't want to destroy or
9 remove the Rail Trail. He reviewed the SR224 BRT preferred solution had a cost that
10 escalated over the years. Campobasso stated the concern with the SR224 project was
11 widening the road. Council Member Ciraco thought widening the road at the PC Hill
12 would be costly. He didn't want to remove part of that hill, so he was interested in the
13 flex lane option. He also noted BRT would require a bus and storage expansion and that
14 would cost money. Collins indicated they could come back with maintenance estimates
15 for these alternatives. Marshall stated all the impacts would be analyzed as part of this
16 process.

17
18 Council Member Parigian supported removing light rail from the study. He indicated he
19 needed to know how many people moved along the frontage road in order to make
20 decisions. Marshall stated that data would be studied at the next level of the evaluation.
21 Campobasso stated they hadn't eliminated modes but wanted to get Council feedback
22 before moving to the next level. Council Member Parigian thought he was being forced
23 into the one option of BRT on SR248. He asked for data on BRT, flex lanes, zipper
24 lanes, all the options for that as well as the costs.

25
26 Council Member Toly did not support using the Rail Trail for transit. Regarding flex lanes
27 for egress out of town, she noted people came into town at different times of the day,
28 but they left the resorts at the same time. It would be helpful to understand where the
29 cars were going, i.e. resorts, schools, Main Street, etc. She thought they should have a
30 conversation with the schools and they could look at coordinating drop-off times, who
31 was allowed to ride buses, etc. She indicated the BRT lane hinged on park and rides,
32 and she asked if BRT lanes would be put on Richardson Flat Road. Campobasso stated
33 they looked at Richardson Flat Road and they would talk about that during the next item
34 on tonight's agenda. Council Member Toly stated people would only ride the bus if it was
35 more convenient.

36
37 Mayor Worel thanked the community for all their input. She was concerned with safety
38 on the Rail Trail with bikes and pedestrians. She noted that some years ago, the Trails
39 team conducted a survey on a path next to the Rail Trail for bikes. She asked if the
40 team could bring that back to the Council. The Council agreed to that discussion.

41
42 Marshall indicated the Rail Trail was considered because they wanted to consider all
43 options before narrowing down the options in a fair manner. He felt analyzing the Rail
44 Trail was a valuable process.

1 Mayor Worel opened public input.

2
3 Jason Ledyard 84060 lived on the Rail Trail. He noted a light rail would cost \$2 billion.
4 He thought express buses were needed on SR248 but not going into town. He felt bus
5 frequency was more valuable.

6
7 Cassandra Barnes 84060 asked if there was information on the effects that Richardson
8 Flat had on the community. Mayor Worel referred her to Tim Sanderson for that
9 information.

10
11 Travis Ingsoll asked that the Council consider the homes that backed up to SR248 and
12 asserted any increase in traffic would impact the neighborhood.

13
14 Kathy Hunter 84060 thanked the Council for having community input. There were
15 concerns about costs for transportation planning and she appreciated that the Council
16 took public input seriously. She opposed light rail and monorail because they didn't fit in
17 a small town.

18
19 Robert Rosenberg 84060 was pleased the Rail Trail would be preserved. He asked that
20 the Rail Trail never be used as a transportation corridor.

21
22 John Fry 84060 suggested organic ridesharing and noted these were used in Manilla,
23 Little Cottonwood Canyon, and Washington, D.C.

24
25 Julie Kehoe 84060 was an architect for urban planning and stated bus efficiency was
26 key to getting people to use it. She suggested transit buildings with lockers.

27
28 Sean Cronin 84060 felt it was important to understand who was causing the traffic.
29 There was a difference between traffic and congestion. He felt the people driving on
30 SR248 were people who worked here. He wanted to minimize traffic and agreed parking
31 should not be expanded. He felt BRT would work for resort employees and visitors.

32
33 Douglas Duditch wondered why the Council couldn't vote to prohibit transit on the Rail
34 Trail. Mayor Worel stated direction had been given to staff. Duditch also did not want the
35 Rail Trail widened. Mayor Worel indicated she wanted the study brought back.

36
37 Joy Rocklin 84036 used the Rail Trail and noticed the traffic was getting worse. When
38 additional development was finished, there would be more traffic. She asked about the
39 cost to widen SR248 for other transportation options. Mayor Worel referred her to staff.
40 Rocklin also supported rideshare. She noted having amenities at some bus stops would
41 be enticing.

42
43 Herve Lavenant 84060 opposed a transit forward solution and wanted to remove cars
44 from the City. They had to look beyond a local solution. They needed to partner with
45 HVT and UTA because traffic was not local traffic. They had to look at data and make

1 wise decisions. He felt AGT was not a flexible solution. Bus routes could change but
2 AGT routes could not change. He asserted traffic was seasonal and buses could adjust.

3
4 Mayor Worel closed public input.

5
6 Council Member Ciraco stated they were at a critical point in the study and he
7 responded to some of the questions regarding Richardson Flat Park and Ride. He
8 indicated this park and ride had increased in usage each year for the past three years.
9 He also provided statistics that supported most winter traffic was visitor traffic.

10
11 Collins summarized the Rail Trail was not moving forward, but the BRT and light rail
12 modes would still be considered, and additional data would be gathered. The light rail
13 study would go through the SR248 corridor and there would be an update mid-term to
14 see if the Council wanted to continue with the light rail after additional data was shown.
15 Council Member Rubell did not want to widen SR248. Council Member Ciraco wanted
16 to know what volume of people they wanted to move in that corridor. It was indicated
17 that the flex lanes would be considered for transit only as well as for private vehicle use.

18 19 **2. Park and Rides Discussion:**

20 Alex Roy and Conor Campobasso, Transportation Planning, presented this item. Roy
21 reviewed the two scenarios for park and rides were Richardson Flat only or a
22 combination of Richardson Flat and Gordo. In the combo option, Gordo would be the
23 main site and Richardson Flat would be for overflow. They answered questions from
24 Council given during previous Council meetings. He noted costs between the two
25 locations for upgrades were similar with Gordo being a little cheaper. They looked at the
26 feasibility of making direct access to Richardson Flat and they did not recommend an off
27 ramp from US40. They offered other alternatives including a new interchange at SR248
28 or paving an additional entrance to Richardson Flat. For Gordo, they could create an
29 express lane into the park and ride.

30
31 Roy reviewed factors that determined the usage of park and rides included accessibility
32 and location, transit service, parking and costs, and safety and security. A recent survey
33 on park and rides listed reasons for use: lack of parking at destination and saving time,
34 money, gas, etc. Concerns included bus routes and frequency, inconvenient location,
35 and lack of signage.

36
37 Campobasso indicated both sites could support aerial transit. He asserted a park and
38 ride was needed but enhancements were necessary. Staff recommended Gordo
39 because of cost, travel time, and accessibility, but they could work with either site.

40
41 Council Member Rubell asked if the alternate routes to Richardson Flat were
42 reasonable. Roy stated they had the help of a professional and the routes were
43 possible. Collins noted these alternatives were presented to UDOT and they would
44 decide if they were possible.

1 Council Member Dickey asked about the off ramp from US40 to Richardson Flat Road
2 by PC Heights. Campobasso stated that scenario did not meet UDOT requirements.
3 Council Member Ciraco liked the proposed road from SR248 to the Richardson Flat
4 Park and Ride. He thought that scenario would be the same distance as the express
5 road to the Gordo Park and Ride.

6
7 Council Member Parigian asked how much usable acreage there was at Gordo, to
8 which Campobasso stated 20 acres. Council Member Parigian indicated 1,000 parking
9 spaces would not allow any other development of that property. He didn't support the off
10 ramp to Richardson Road, but supported the road from SR248 to the Richardson Flat
11 Park and Ride.

12
13 Council Member Toly asked how long it would take UDOT to build something here. Roy
14 stated the process would take several years. Council Member Toly stated a park and
15 ride at Quinn's Junction was not approved in 2022 and asked how the shortcut to
16 Richardson Flat Park and Ride as shown in the diagram was different. Roy stated the
17 Quinn's Junction was very close to the interchange and this option was further away.

18
19 Mayor Worel asked if school buses were allowed in the express lane. Roy stated that
20 would require an agreement with the School District, and noted devices would be
21 needed on the buses to trigger the lights. Mayor Worel asked if there were any rules
22 that would prohibit buses from picking up children at park and rides. Sanderson stated
23 school buses could pick up the children there.

24
25 Mayor Worel opened public input.

26
27 Joe Davis indicated people used Richardson Flat as a shortcut and he suggested
28 having a gate that only allowed buses. There were also soil issues. He suggested
29 creating another route to get to the Richardson Flat Park and Ride.

30
31 Cassandra Reid Barnes 84060 thought a park and ride at Gordo would direct more
32 traffic onto SR248.

33
34 Mayor Worel closed public input.

35
36 Council Member Toly supported the Gordo site because the City owned the land, no
37 negotiations were needed with Larry H. Miller, an overpass was not needed
38 immediately, and this could be ready to go next year. They needed to do projects that
39 were convenient and quick. Council Member Parigian stated Richardson Flat was
40 already in place and he didn't want to spend more money if they weren't sure that
41 behavior would change to ride transit. He stated Gordo was halfway into town already.
42 He supported increasing bus service to Richardson Flat and if it was filled, then he
43 would commit to spending millions of dollars. He thought progress needed to be made
44 with Re-create 248 and a discussion was needed about putting the Public Works facility
45 at Gordo.

Council Member Ciraco felt increasing the service at Richardson Flat would increase ridership and he wanted to continue using that. Council Member Dickey stated Richardson Flat worked, but Gordo was more convenient and was City-owned land. He didn't want to pave the entire parcel and wanted other uses there as well. Council Member Rubell stated both sites were good but neither option was great. He hoped to see a blended solution. He wanted access to Richardson Flat from SR248 but there was open space and trails there so he could foresee opposition to that option. He had concerns with Gordo being built out completely and the traffic impacts because of that. He wanted to see Public Works and Transit considered for the Gordo site. He favored a blended model and asked for more information before making a final decision but didn't want to go fully into Gordo. He supported improving Richardson Flat.

Council Member Dickey stated they needed to look at future needs and not just today regarding the growth of Wasatch County and the resorts. Gordo made a better choice for workforce and he agreed both park and ride solutions could work together. Council Member Rubell asked for more information on who would be served and on what the blended solutions could look like. He asked to bring back data on the mixed access options to Richardson Flat so it didn't impact the neighborhood. Mayor Worel summarized there was consensus to look at a blended model.

3. Consideration to Approve Ordinance 2025-18, an Ordinance Amending Ordinance 2024-22, Approving the Annexation of Approximately 0.94 Acres Known as the Robbins Parcel Located in the Thaynes Neighborhood to Modify the Effective Date and Update the Legal Description of the Annexation Parcel:

Elissa Martin, Planning Project Manager, presented this item and stated the annexation ordinance needed to be amended to correct the legal description so that it matched the description on the plat, as well as to amend the effective date to comply with state noticing requirements.

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

Council Member Dickey moved to approve Ordinance 2025-18, an ordinance amending Ordinance 2024-22, approving the annexation of approximately 0.94 acres known as the Robbins Parcel located in the Thaynes Neighborhood to modify the effective date and update the legal description of the annexation parcel. Council Member Ciraco seconded the motion.

RESULT: APPROVED

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

VIII. NEW BUSINESS

1. Consideration to Authorize Park City to Exercise its Right of First Refusal to Purchase the Deed-Restricted Duplex Unit Located at 2013 Cooke Drive for \$285,272.96 and Retain it as Part of the City's Employee Housing Program:

Rhoda Stauffer, Housing Specialist, presented this item and indicated there was a process for affordable housing resales. The City held the right of first refusal on all affordable properties. In this case, the owners asked the City to assign the right of first refusal to their friend who was on the housing waitlist. Staff recommended purchasing the property for employee housing.

Council Member Rubell asked if renting to City employees was a benefit or if the City was in the rental business, to which Stauffer stated it was both. Council Member Parigian asked if this was rented at market rate. Stauffer stated a long-term rental would be up to 25% of the employee's income. She noted the unit was three bedrooms and one and a half bath.

Mayor Worel opened public input. No comments were given. Mayor Worel closed public input.

Council Member Parigian did not support giving subsidized housing to a city manager. He wanted these units for lower-level employees. Council Member Dickey supported adding this unit to the City's employee housing. Council Member Rubell supported the recommendation but wanted a future discussion on what they wanted to do with the units. The Council agreed to that discussion. Matt Dias, City Manager, asserted housing was an important tool for recruiting employees.

Council Member Dickey moved to authorize Park City to exercise its right of first refusal to purchase the deed-restricted duplex unit located at 2013 Cooke Drive for \$285,272.96 and retain it as part of the City's employee housing program. Council Member Rubell seconded the motion.

RESULT: APPROVED

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

2. Park Silly Sunday Market (PSSM) Request to Extend the Special Event City Services Agreement:

Chris Phinney, Special Events Manager, and Kate McChesney, PSSM, were present for this item. Phinney indicated he was here to discuss adding years 2028, 2029, and 2030 to the contract and noted staff recommended approving the contract extension. McChesney stated an extended contract helped her with writing grants, getting long-term sponsors, and planning. Phinney noted there were no other changes to the contract.

Council Member Ciraco asked if they had a conversation with the Historic Park City Alliance (HPCA). McChesney stated she talked with Ginger Wicks and there was a meeting next week. She noted this was just to exercise the right to renew the contract.

Mayor Worel opened public input.

Shelly Marshall 84060 stated at the last HPCA marketing meeting they reviewed the top online searches in Park City and it was for PSSM, and small businesses wait in the wings. Moving forward, they should have something solid and concrete in a partner.

Mayor Worel closed public input.

Council Member Rubell moved to approve the request by Park Silly Sunday Market to extend the Special Event City Services Agreement through 2030. Council Member Parigian seconded the motion.

RESULT: APPROVED

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

IX. ADJOURNMENT

With no further business, the meeting was adjourned.

Michelle Kellogg, City Recorder

Hoby Darling eComment: "I am writing to strongly oppose the inclusion of the Rail Trail as part of the Recreate 248 Project. Using this treasured community space for mass transit is short-sighted and risks permanently degrading one of Park City's most unique and valuable public assets. I have lived and invested in Park City for over a decade—as former CEO of Skullcandy, as a member of multiple local non-profits, and as a philanthropist committed to our community's wellbeing. I understand the traffic issues along the 248 and have lived them both as a resident of Jeremy Ranch trying to commute kids to school, as well a resident of Prospector. We should move quickly beyond discussing motorizing the 248. It is such an important part of Park City—one that stands as an example of great transportation planning and a place where our community truly comes together across race, language, and demographics. 1. A Model for Non-Motorized Transportation The Rail Trail is a clear example in Park City of successful pedestrian and bicycle transportation. It works. It connects neighborhoods, schools, and amenities without relying on cars or powered vehicles. We should be protecting and expanding spaces like this—not converting them into bus or train corridors. Our city's transportation goals should be to get more people biking, walking, and running, not to replace one of the safest and most popular non-motorized routes with motorized traffic. 2. Safe Routes for Kids For decades, the Rail Trail has been the safest route for kids traveling to Park City High School, Treasure Mountain Junior High, McPolin Elementary, sports practices, and community events. Families in Prospector rely on it for peace of mind—knowing their children can get to school and activities without navigating dangerous roads. Replacing this with mass transit removes that safe, car-free route and directly impacts the daily lives of our youth. 3. Equity and Inclusion Prospector is one of the most socioeconomically diverse neighborhoods in Park City. Both low- and high-income families live here, and all depend on the Rail Trail for transportation, exercise, and recreation. Removing or degrading this resource would disproportionately harm lower-income residents, who often have fewer transportation and exercise options. This would send a message that the needs of our most vulnerable communities are secondary to a transit experiment. 4. Wildlife Protection The Rail Trail is not just for people—it is a vital habitat and corridor for wildlife. Moose, deer, and other animals are routinely seen along the trail, providing residents and visitors with a rare and special connection to nature. Introducing motorized vehicles would create both short- and long-term risks to these animals, from dislocation of habitat to direct injury or death. We should be preserving this shared space where people and wildlife coexist, not turning it into a danger zone for the very animals that make Park City unique. 5. Responsible Use of Taxpayer Dollars Rather than spending millions on a project that would eliminate a thriving non-motorized corridor, taxpayer money should go toward improving the Rail Trail—such as enhanced winter plowing to encourage year-round use and enforcing leash laws so that all people can feel welcome on the trail. Investing in infrastructure and services that keep people outside, healthy, and connected is a better, more sustainable use of funds. 6. The Rail Trail Experience We live just blocks away, and the Rail Trail is a daily part of our lives. On any given day, you will find hundreds of people—bikers, walkers, runners, dog owners—sharing the space. It's a place where neighbors greet each other, where English and Spanish mingle in

conversation, where people from every income level and background interact naturally. This is community at its purest form. Adding wildlife sightings into the mix—like a moose grazing in the trees—makes the experience magical. To replace that with buses or trains (or construction) is to erase something truly special. 7. Smarter, Low-Impact Alternatives If the City believes limited transit use on the Rail Trail could be beneficial, let's think creatively—perhaps one-way bus lanes during very specific, low-impact windows (for example, winter weekends from 8–10 AM), while keeping the trail plowed and open for the rest of the time. This could address peak needs without permanently destroying a cherished community space. This is probably not the answer either but we need to be more creative and save something that is so special to Park City and all its residents. Park City can do better than sacrificing one of our most beloved, inclusive, and successful public trails. Please reject the use of the Rail Trail for the Recreate 248 Project and commit to preserving and enhancing it for generations to come.”

Joy Rocklin eComment: “I, along with neighbors, friends, & many others, am very concerned about the “Re-create 248” initiative. It affects not only the Bonanza area, but also all of us who live further east of Bonanza. While 248 traffic is a disaster & becoming worse with new & expanding residential developments, our specific issue is the impact on our beloved Rail Trail. It's been a safe bike & walking entry into part of PC for many years, somewhat (admittedly minorly) mitigating the traffic mess. Its recreational value is a major & irreplaceable asset to our overall community. Bikers, walkers, dog walkers, etc all enjoy the beauty and peace of the Rail Trail. Expanded use of the Richardson Flat parking area, if better developed & marketed, would help reduce the vehicle burden on 248. This alone is clearly not the full solution to the problem. But then how do people get transported into PC? That is the crux of the matter. All of the proposed solutions would still rely on convincing people to park somewhere to access expanded dedicated/bus lanes on 248, Light Rail or Monorail. We need a corridor for any of the proposed mass transit options. The transportation means, which are being addressed, are only a part of the solution. Where would they be located? That is a related but separate issue that does not appear to be addressed adequately. I am a concerned resident of Black Rock Ridge who fights 248 traffic almost daily. We are leaving soon to bicycle on the Rail Trail, a safe, beautiful and peaceful bike riding path that does not involve the fear of vehicular traffic. Please do not destroy that experience. Please explicitly explore any & all locations for the proposed transportation methods that do not destroy our beloved Rail Trail.”

Madison Engvall eComment: “As a resident of Prospector with a backyard that faces 248 I would love if council would consider the impacts to our homes. Whatever the choice is to recreate 248, council should consider noise impacts (248 is already extremely loud), and equally important is the emissions impact on health of those who live close to the road. Breathing in exhaust fumes living close to a major road should be a consideration in the project. Lastly, how is this going to impact entering and exiting Prospector? Entering and exiting Wyatt Earp from 248 is extremely difficult during rush hour, and impacts our quality of life. Any consideration widening the road should be done on the North side to have smaller impacts on those whose backyards are already so close to 248.”

Katherine Kinnear eComment: “I am a resident of Park Meadows, Park City. The topic of Park City recycling is personally and professionally important to me. My work in the waste and recycling industry has given me insight into the surmountable challenges and vast opportunities associated with municipal landfill diversion programs. Personally, as a resident who has observed the pros and cons of Park City’s growth since my childhood, I am invested in the City’s commitments to be both fiscally responsible and sustainability-driven—two pre-requisites for resilient communities. Our community has an incredible asset that we are on the verge of losing. After 35 years of unwavering service, Recycle Utah, our beloved resource conservation nonprofit, has been asked to leave its current site by September 1, 2026. As the Council is aware, if a new location isn’t secured soon, recycling operations will cease by June 30, 2026. Recycle Utah is a rare gem with remarkable impact. This small-but-mighty operation diverts more than 3.5 million pounds of material from landfill each year. They accept 45 different materials. And they accept them in any quantity from all residents free of charge. It’s presence in Park City is so established that most longtime residents simply refer to it as “the recycling center”, as if it is a municipal service. Moreover, Recycle Utah’s passionate team has supported our community’s green businesses, sustainability education, and zero-waste goals with clear vision and serious results. Such an organization would be the envy of any other city. Despite this reality, the future of Recycle Utah—the future of community recycling in our City—is now distressingly uncertain. The looming gap in our recycling services has serious economic and sustainability implications for our community. Without the service provided by Recycle Utah, millions of pounds of additional waste will end up in our already stressed landfill system—squandering valuable would-be-recyclable material and accelerating the day when our landfill runs out of space. If we don’t invest in waste diversion infrastructure now, we are locking in far greater costs for residents in the future. And those ambitious sustainability goals frequently cited by our City? We have no chance of achieving those essential milestones without immediate action. “Waste reduction” is a priority in the Park City General Plan draft. Notably, any plans on how we might achieve this objective are currently light on details and include no infrastructure commitments. If we do not seriously invest in our sustainability promises what does that say of our “mountainkind” mission? What does that say to the world when the Olympic games arrive? What does it say to our children? Fortunately, as Council is aware, there IS a plan—an expertly crafted hub-and-spoke plan that would benefit the City and the entire County and increase our diversion rate to 24% in the near term and up to 35-50% with a second phase of investment. While Recycle Utah would be an ideal operator for this new site—especially given their decades of experience, deep community ties, and impressive range of processing partners—the nonprofit does not have the funds to build the infrastructure. I know I share the sentiments of many in our City, when I ask this Council to: 1. Take immediate steps to identify and fund an interim recycling facility – maintaining the momentum and operational excellence Recycle Utah has fostered over 35 years. 2. Commit to building a long-term, modern facility that matches our community’s fiscally responsible and sustainability-driven values. This Council, in collaboration with Summit County, has a unique opportunity to create a truly exemplary infrastructure project—an enviable public/non-profit partnership with a strong track

record and fresh scalability. With thoughtful investment now, we can stand by our sustainability commitments, mitigate massive future costs, and ensure local recycling remains strong for years to come. The need is urgent. The time is now. Please lead the effort in finding a new home for Recycle Utah today. Thank you for your consideration.”

Capie Polk eComment: “I want to strongly oppose using the rail trail for anything other than its current wonderful use as a source of exercise, outdoor enjoyment, peace and connection for everyone in the PC community. I oppose using it for light rail, act, monorail or highway expansion. My multi generation family recently purchased a home in park city and the rail trail was a prime motivation in our decision. When someone mentioned that there was a bit of traffic on the highway near our purchase, we said we can live with the traffic. The rail trail, however, is an irreplaceable treasure that serves so many different people in so many ways. Please count my opposition to any plan to disrupt or destroy the rail trail.”

Klaus Veitinger eComment: “On Tuesday, I attended the gathering at Prospector Park, which allowed us to interact with three attending City Council members and share our community’s desire to protect the Rail Trail as a local treasure. From the meeting, I am sure that all three attending City Council members got a sense of the unified front of resistance any project would face that would turn the Rail Trail into anything else than the sanctuary it is right now. This resistance is justifiably rooted in concerns about the inevitable negative impact on the quality of life and the economic damage that such a project would cause for everyone living along or near the rail trail, as well as the loss of this iconic feature of our community. I remember that already in late 2017, converting the rail trail to a road was under discussion, but was quickly abandoned due to substantial local resistance, litigation concerns, as well as legal and environmental issues. I am not sure what would have changed since. The 2017 assessment was actually confirmed during the December 6, 2024 Council Work Session, when the City’s Department of Transportation and Planning, after extensive analysis, recommended proceeding with only 4 of 12 evaluated traffic management options (see attachment). Notably, the Rail Trail was not one of the four options recommended. Even more so, the department’s assessment mirrored the concerns and hurdles from 2017. Given this history and these facts, it is hard to understand why the Rail Trail is still being pursued as an option at this point. I understand that the upcoming August 14 City Council meeting is the next important milestone in decision-making, and I am looking forward to attending. I can imagine that being on the City Council means that you are sometimes faced with difficult decisions. But I can assure you that in this regard, the vast majority of people in our community I spoke with consider touching the Rail Trail “a bad idea”.”

Melissa O’Neal eComment: “I appreciate the time and effort that the traffic engineers have put into this project. I understand the traffic issues coming into Park City on 224 and 248 but I do not support the idea of a light rail on the rail trail or underground. I am hoping the City Council will listen to what the traffic engineers suggest since they are the experts rather than thinking they know better than them. I’m addressing Bill Sciroco’s comment to me that he would not support a staff recommendation on improving bus service and creating an alternate bus lane.

I have also been told that we need more bus drivers but cannot afford to pay them more than \$60,000 a year or might have to build more affordable housing. Well, I'm thinking the cost of making an underground tunnel (an idea of Bill's at the Re-create 248 meeting) which would go through wetlands and mine tailings to only move visitors a mile might cost a lot more than that. According to staff at the 248 meeting, the rail trail is used by over 2,000 people a day to walk, bike, hike or run. I can't imagine how many people use it on holidays. The Rail Trail connects our community and it should be treasured, not destroyed. Save the Rail Trail!"

Steve Rowe eComment: "Thank you for the "spirited" conversation regarding Re-Create 248 and more specifically the option to build a mechanized mass transit system in the Rail Trail corridor. This letter provides a recommendation for a path forward and some observations from a local resident who has been directly involved with several of the committees related to this issue. The recommended path is to: 1. Give PC Staff clear guidance on proceeding with the Re-Create 248 Transit Study without the added complexity, cost, time delays, and continued divisive community engagement that would invariably come with the Rail Trail development option, and 2. Recognize that the time has come to fully protect the Rail Trail by working toward a conservation easement and management plan that preserves the original goals of the Rail Trail Master Plan. The Rail Trail Master Plan: The community has already spoken loudly about its plans and goals for the Rail Trail. In 2022 the city finalized the Park City Rail Trail Master Plan. It was compiled with help from our own Transportation Department staff, several outside experts and a remarkable number of residents representing voices from across the city. I recommend the Council and all residents interested in the future of the rail trail review this report. The report starts with the statement: "The purpose of the Park City Rail Trail Master Plan is to create a vision for the Rail Trail between Bonanza Drive and SR-248 east of US-40, including a quarter-mile buffer along the trail. This will include recommendations for land use, community development, environmental enhancements, mobility improvements, and regulatory next steps." The report goes on to say that the purpose of the Rail Trail Master Plan is because "Park City is taking on management and maintenance responsibilities for the segment of the Rail Trail between Bonanza Drive and SR-248. Given an ongoing increase in people walking, bicycling, or running on the trail, there is increased interest on behalf of Park City in making the Rail Trail an ideal environment for all. Park City created this Plan to be a community-supported vision for the Rail Trail, . . ." The RT Master Plan provides tremendous insight into the communities' expressed value of the trail in predominantly its current form. The first goal stated was that "Through the implementation of the Master Plan, the Park City Rail Trail will be a comfortable and accommodating facility for walking, running, bicycling, and skiing for users of all ages and abilities." The RT Master Plan also points out that as many as 40,000 individual users were recorded as using the rail trail in a single month, with as many as 1,600 users on a single day. The public outreach that culminated in the RT Master Plan was extensive, lengthy, and relied on a variety of outreach methods. Hundreds if not, thousands of comments were collected and included in the analysis. The recommendations coming from the exhaustive process were all focused on enhancing the amenities of the current trail such as safety for pedestrians and bikers,

dark sky preservation, improved access, providing dog friendly areas, wetland protections, and improved connections to other pedestrian and bicycle friendly trails. Even though the comments sought and received from the public and input from civic leaders, staff, and experts were to include ANYTHING they thought would enhance our community, I am not aware of a single comment that even suggested the idea of a mechanized mass transit system. This should speak volumes to the City Council with respect to what they should consider for its next steps. 1) Stop the consideration of the Rail Trail as a mass transit corridor, and 2) lean into the pedestrian and bicycle opportunities that the rail trail provides.

The Re-create 248 Transit Study: As a member of the Re-Create 248 working committee it was clear to me that many of the alternatives being looked at on SR-248 were legitimate and worthy of an initial review. It was also clear, and ultimately stated in the report, that the inclusion of the Rail Trail as an alternative mechanized transportation corridor was not being considered because of its relative merits or its support by the community, but because it was asked for by City Council. That does not necessarily make it bad or wrong. The importance of that observation is that the expert filtering analyses is now completed. There are better alternatives being recommended in the Re-create 248 report, and thus, this conversation and continued staff time and consultant expenses should end NOW. To continue to analyze this lesser option of a rail trail development will do nothing but increase costs, cause City staff to deploy more time and effort when resources are limited, and most importantly will unnecessarily stoke the flames of a very divisive, community-bruising conversation.

Challenges, Barriers, and Loses to Rail Trail Development: Having reviewed the Rail Trail Master Plan, the state of the General Plan with an emphasis on both Bonanza Park and the Prospector neighborhood, and the Re-create 248 report, it is clear that there are significant barriers to making changes to the Rail Trail from its current use to that of a mechanized transportation corridor. I see the Rail Trail as a model for other cities as we continue to learn how to combine pedestrian, bicycle and e-bike uses. Its access to both open space and downtown is a wonderful experience for locals and visitors alike. The Rail Trail is one of this town's important community gathering spaces. Neighbors to the trail even hold regular Yappy Hours when everyone brings their dogs and sips on what I'm sure is lemonade. The rail trail enhances the visitor experience by mixing with happy locals who can provide directions and recommendations. To anyone who questions the community value of the rail trail, I invite you to the Rail Trail next July 4th or Halloween. The scene of families dressed up with decorated bikes and dogs is a site to behold that would make anyone proud to be a part of this community. It's every bit as much a "scene" as is the parades down Main Street. The rail trail also acts as a much-needed mingling area for the Bonanza and Prospector regions and the Iron Horse apartments. In addition to the emotions attached to the rail trail, there are more mundane but critical barriers to the Rail Trail realignment:

Legal: The legal challenges of development on SR-248 are simpler than the rail trail. Staff described the rail trail legal challenges as "more complex". This is due in part to its ownership structure and the existing 1,000 foot conservation easement east of Bonanza Drive. The rest of the rail trail remains under federal jurisdiction and managed by the Utah State Parks and Park City. Staff also notes that this ownership structure makes converting such rail trails back to some sort of rail system, a "rare occurrence".

Contaminated Soils: Without going into too much detail about my 15+ years' experience

remediating contaminated sites, I am confident in saying that whatever disturbance of the soils will take place in using the rail trail as a mechanized transportation corridor will be more complicated, costly and time consuming than what anyone expects today, and certainly more difficult than optimizing its use as a pedestrian and bicycle corridor. In addition, with respect to the management of contaminated soils, the city and its residents must remember that disturbance of the soils is not just a paperwork/regulatory exercise. It is actually a human health concern.

Wetlands: I recommend every person interested in this issue take an early morning or late evening walk along the marsh that parallels much of the rail trail. Its population of birds, nesting mammals, deer, moose, mountain lion (yes, I have photos), and more, is truly remarkable and a treasure that this community should treat with care and respect.

Sound pollution: The use of any mechanized transportation system along the rail trail will undoubtedly add to the noise pollution of the area. If the system is elevated, the sound will likely be exacerbated by the backdrop of Prospector Hill and transported throughout the local residential area.

Light pollution: With ordinances in place as proof of the communities' desire to minimize light pollution, any mechanized transportation system along the rail trail corridor will be at odds with that community goal. Lighting required simply for safety will have a major negative impact.

Funding: An articulated goal of the city council was that the Re-create 248 study is to prefer alternatives that are eligible for federal funding. The Transit Study report states that if the existing public recreational rail trail is removed or compromised, federal funding cannot be used for transit if there are feasible and prudent alternatives that avoid impacting the rail trail. There are clearly feasible and prudent alternatives using the SR-248 corridor. Thus, federal funding may be at risk. At least one sitting commissioner of the Utah State Transportation Commission has stated publicly about development of the rail trail, that "As a member of the State Transportation Commission, . . . Commissioners will probably not throw any State money into appropriating a trail for an expensive rail project. From a realistic standpoint, rail is very expensive and it cannot be done without State and Federal funds." Thus, state funding may be at risk.

Timing: At several public meetings, residents have been very vocal about opposing developing the rail trail and voiced a real desire to mount legal challenges. Regardless of the outcome of those challenges, such efforts will inevitably result in delays that put timely completion of such a controversial development at serious risk.

Side-by-side or stacked uses: There has been discussion about having both a large-scale mechanized transportation system on the rail trail and simultaneously maintaining the current uses of the trail. I see that as having an outcome that hurts everyone engaged in this issue.

Anybody who has lived in the area long enough, been lucky enough to have gone through the Leadership Program (BTW, class XXX is the best class ever), or spent any time chatting with Myles Rademan, you would know that if the city had not purchased the McPolin barn and property it would likely have become a Smith's Super Center. Can you imagine what that would have done for the Park City experience for both locals and visitors entering from the north? Combining mechanized transit and the rail trail would be like purchasing the McPolin barn and property AND allowing the shopping center to be built. Yes, we would be able to document the tax benefits from the shopping center, AND a flag could be flown on a barn, but the experience would be profoundly different – and for this writer, quite sad. Similarly, what if the library field were allowed to be turned into a parking structure. We certainly could make an argument for the need for parking,

and what a great location for a multi-story parking structure. What we would lose, however, is a community meeting place. Laughing children sledding, a green open space in the middle of our community. Overall, it would be a loss, a loss that makes our community less of a community. That is the worst kind of “progress” Perhaps that was the motivation for one Council member to recently state publicly “I will never vote for a light rail on or next to the rail trail. . . Expanding the bus service levels on 248 to/from the Richardson Flat Park and Ride, using the existing BRT lanes, is the cheapest and quickest way to go right now, and has always been my preferred choice. And that’s the option we will go with.” All I can say to that, is thank you. The Decision: The most important thing City Council can do today is make a decision. The decision that makes the most sense is the one our expert staff and consultants are recommending. Seek affordable, flexible, effective solutions within the SR-248 corridor and leave the rail trail to do what it does best – represent Park City’s values of preserving and enjoying open spaces, a place that seeks and enhances outdoor recreation, and is working toward a pedestrian and bicycle friendly community. Accordingly, I respectfully request that we 1) stop spending money and time on an option that is at best, controversial and at worst, culturally destructive and divisive. We all need issues that bring us together, not separate us, and 2) shift the conversation from significant development to protection of the Rail Trail as recommended by the Rail Trail Master Plan. Utilizing the Rail Trail Master Plan as guidance, let’s enhance and protect this extraordinary feature that brings the community together around this iconic eastern entrance to our great community. A conservation easement that does that should be in order. A little about the author: Steve Rowe, his wife Lynn, and their dog Wilbere live in the Prospector Neighborhood and use the rail trail daily. It is our primary means of meeting neighbors, traveling to Quinns Junction, businesses, restaurants, City Park, and Main Street. To us, the Rail Trail is our community center. Our interactions with guests/visitors to Park City happen daily. We strive to be good ambassadors to these visitors who regularly marvel at the beauty and functionality of the rail trail.”

Kivia Martins Brito eComment: “I am a resident from Canyon Crossing, Park City. This development would impact my life negatively, I use the Rail Trail daily to walk my dog, take my son for a walk or a bike ride and to exercise. I do not approve this development, leave the Rail Trail alone. Plus, it is on top of the Park City toxic soil, any drilling on the ground would bring healthy damage to all of those that live around. We don't want over development, we want a quite and private trail for exercise and do a relaxing walk. I own a home here, I live full time here, I pay taxes here, I have the right to say, NO, to this project.”

Harry Kirschner eComment: “Please do the sensible thing and stop even considering using the Rail Trail to solve traffic challenges. The Rail Trail is a strategic asset to our community that is enjoyed by over 2000 Parkites daily. It would be a tragic mistake to develop such a unique gem in our town. Beyond this common sense based reason focused on our community's culture and health, the costs of adding light rail train to our small community would be clearly be prohibitive and misguided relative to other cost effective solutions like dedicated bus lanes, directional traffic lanes during peak periods, or tolling non-residents/charging for parking ANYWHERE in our town. I would also like

the City Council to work much harder in getting Vail and Alterra to the table to fund these traffic solutions that mostly impact their business operations. We should not be using our tax dollars to fund business growth for large public companies that have actually hurt, not helped our community. Show some leadership and squash this silly discussion. Focus on real solutions, not grandiose ideas that lack any public support.”

Sean Matyja eComment: “I wish to express my strong opposition to the potential plans for either a Light Rail Train or Monorail on the current historic Union Pacific Rail Trail. Below are my thoughts and questions aimed at clarifying my concerns, and I encourage you to review them carefully. Thank you for your consideration. The Rail Trail is a beloved and heavily used outdoor recreation asset for Park City. Numerous neighborhoods benefit from backing onto this open space, which is also a vital corridor for local wildlife, including deer and moose. Every day, people walk, hike, walk dogs, ride bikes, and socialize along this beautiful path. The destruction of this area for a Light Rail or Monorail system would be a severe loss—not just for the bordering neighborhoods, but for the entire community. I also question why the stretch of Highway 248 from Bonanza Drive to Highway 40 has not been prioritized for immediate improvements. Implementing flex lanes here could help increase traffic flow into town during the morning and out of town in the evening. Why hasn’t widening this section—similar to the segment from Bonanza Drive to Highway 224—been considered as a first step? A dedicated bus or flex lane on 248 could also reduce congestion. The Gordo lot, owned by the City off 248, could serve effectively as a park-and-ride (if designed carefully and properly) and could be connected seamlessly to a dedicated bus lane. Scaling this plan seasonally and implementing it promptly would be a cost-effective way to ease traffic. Furthermore, would a cloverleaf design at the Highway 40 and 248 junction improve traffic flow out of town at the end of the day? Would it minimize bottlenecks and keep congestion to a minimum? Has this been studied by the city, county, or state officials? The Light Rail Train or Monorail plan suggests that all of our traffic is due to day skier visits. While this is a large group likely adding to our traffic issues, there is also a significant amount of additional traffic from delivery trucks, construction vehicles, workers, workers with tools and supplies, parents dropping kids off at school, and so on. For all of these groups, the Light Rail or Monorail is not a solution. Regarding the proposed path for the Light Rail or Monorail on the Rail Trail, I have several questions. Where would the system start, and where would people park and board? If Richardson Flat were chosen, I doubt it would be successful. As people come into town off of Highway 40, it seems doubtful that they’ll wait at the light to take a left-hand turn on Richardson Flat Road, and then drive all the way out to the parking lot. I think mentally heading in the opposite direction from town is just something that people are not going to do. Where would the Light Rail and Monorail service end? Would all the visitors be dropped off at the intersection of Bonanza Drive and the Rail Trail? From there, would they all stand around and wait for buses, then board buses either to Park City Resort or Deer Valley Resort? That seems impractical. Or, would these trains head up Bonanza Drive and Deer Valley Drive and drop people off at the Park City Transit Center? Then, once the crowds are at the transit center, would they wait there and board buses to reach either Park City Mountain Resort or Deer Valley Resort? The transit center doesn’t seem to have enough space for this. Even with an expansion onto

some of the nearby parking lots, I doubt this plan would work. It seems like it would be a long and tedious process for people to park somewhere off Highway 40, take a train into town, then wait for a bus, and finally ride a bus to reach their ski resort destination. Then, they would have to do all of this again at the end of the day in reverse. Or, is there a plan to route a Light Rail Train or Monorail from the Rail Trail and loop to the Park City Base Village, and then over to the Deer Valley Snow Park Village, and then back to the Rail Trail? Again, it seems quite impractical and crazy expensive to build, not to mention all of the communities destroyed with a train in everyone's backyard. Then we have also heard about a far-fetched plan of building a train tunnel, or Subway, underneath the Rail Trail. That sounds like it might cost a gazillion dollars, and still, the same concern is, where does that train service start, and where would that train service end? I believe there are more effective and less disruptive ways to address transportation needs that do not threaten the community's beloved outdoor spaces and natural beauty."

Kathleen Hunter eComment: "I write to add my voice to the many residents who have expressed opposition to the City's current consideration of using the Rail Trail corridor for light rail or any other transportation mode not currently used. Please vote against forwarding Rail Trail proposals, as well as a monorail, to the Level 2 Screening. I do support forwarding the Bus Rapid Transit mode for Level 2 Screening. The Rail Trail as it exists now serves as a thread that connects all of Park City allowing residents and guests to recreate and to enjoy the natural beauty of Park City. Also, as everyone knows, it will take more than any of the three modes being considered to positively and significantly impact traffic on 248. Therefore, instead of changing the Rail Trail, I encourage Council to broaden the discussion to include a more comprehensive approach to the issue. Thank you for considering my views as well as the overall views of the community on this issue."

Shannon O'Neal eComment: "I support the SR248 alignment for any transit solution and I am against the rail trail alignment. I note this position is that of your professional staff and consultants. Specifically, I support Bus Rapid Transit (BRT) on an improved 248 with amenities and new systems to encourage ridership and deter single-passenger vehicular travel at peak times. I urge you to make a bold stand for pragmatism and set us on a path toward achievable results: Reject any alignment that is not on SR248. Protect our highly-utilized rail trail. Partner with the state and county to build a visionary, state of the art system on 248 appropriate for our town. Having reviewed the planning documents I believe this the only realistic option. The 248 alignment is: Achievable Fastest to implement Most fiscally responsible Least problematic The only *realistic* alignment that retains a valuable recreation asset (also part of our city transportation plan). While all options present obstacles the 248 alignment presents fewest. A Bus Rapid Transit on 248 would integrate best with existing infrastructure. It would easily scale as seasonal demand waxes and wanes. We do not have traffic issues 24-7/365. Who knows what future demand there will be as weather and population shifts impact visitation one way or another? It would be irresponsible to overbuild for transient and possibly impermanent demand. The BRT on 248 option allows technological disruptors to be incorporated. Our electric buses are a good example: they pollute less and

become more efficient. Eventually they will become autonomous. Policies at the local, state, and federal level drive changing funding and priorities. A bus system allows us to take advantage of those shifts. The BRT on 248 allows stakeholders to “tweak” the system and optimize it. Additionally, every incremental reduction of cars on 248 diminishes the negative impact on neighboring homes - without creating new negative impacts on other areas. New negative impacts will certainly increase public resistance.”

Heather Peterson-Matyja eComment: “We strongly oppose the construction of a Light Rail Train or Monorail on, below, to the side or above the rail trail, as such developments would be irresponsible and harmful. The trail and surrounding landscape are a cherished community sanctuary, supporting vital habitats and serving as a vital space for exercise, dog walking, family and social connections, children learning to ride safely, enjoying nature, etc. Building a train through this area would disrupt the environment, disturb contaminated soil, and threaten the natural patterns of wildlife and daily routines of residents and visitors. The trail is more than just a pathway; it is an ecological refuge and community asset. Introducing a train would be ineffective and would cause significant negative impacts on both the environment and community well-being. We urge consideration of sustainable alternatives that respect and preserve this invaluable space. This issue has caused considerable community stress, as it has been repeatedly proposed, and we hope this plan will be set aside in favor of more feasible solutions. Additionally, we suggest exploring the possibility of establishing the rail trail as a conservation easement. We also propose prioritizing immediate improvements to the stretch of Highway 248 from Bonanza Drive to Highway 40. Implementing flex lanes here could help increase traffic flow into town during the morning and out in the evening, providing a more practical and sustainable solution.”

Eldad Perahia eComment: “I oppose any consideration of a train replacing the Prospector rail trail. It is a critical path for hikers, bikers, and nordic skiers. Hundreds of thousands of people enjoy use of this trail. In addition, if all those people would need to ride on surface streets instead, it would lead to many accidents and deaths.”

Hunter Klingensmith eComment: “A plea for the rail trail and transportation options that incentivize public transit: As I took my nightly walk along the rail trail from my home in Prospector last evening, I passed families laughing as their kiddos biked along, others catching up from the day as they sat on benches taking in the fresh air. I listened to the crickets chirp as friends caught up on an impromptu dog walk, spotted my favorite rabbitbrush in bloom, and ended my walk with a chance to catch up with neighbors as we passed. In the 13 years I’ve lived in Park City, the rail trail has been a constant in my life and is one of the reasons I’ve chosen again and again to stay here. It’s been my favorite part of my bike ride home from work, a place where I catch up with friends and meet others in our community, an connector to other trails I love, and a community asset that allows equitable access to recreation and nature for all. Moving from rural Pennsylvania to Park City, I hadn’t had access to public transit and had no idea how much I would love it. I avidly support public transit options that help our environment, reduce traffic, and increase safety on the roads. My bus rides to and from work are also one of my favorite parts of the day. I hope that you will continue to pursue options like a

bus rapid transit lane and more park & ride options convenient to major in-roads. I'm not opposed to a light rail or monorail, but do not want to see those options take over the rail trail corridor. The rail trail brings joy, community connection, access to nature, and a safe path of travel throughout Park City and losing that would be devastating to our Community. I encourage you not to move forward with the rail trail alignment as you work through the Re-Create 248 study and instead pursue options along the existing 248 corridor."

Rebecca Brotman eComment: "The Rail Trail has been such a big part of living in Prospector for us. My son walks our dog there, we go on hikes together, and it's a place we use almost every day. It's one of the reasons we love living here—it's safe, peaceful, and right in our backyard. Changing it would take away something that's really important to our family and our community. I hope you'll keep it the way it is so families like mine can keep enjoying it for years to come."

Caren Bell eComment: "I'm a year-round resident of Prospector, one of the last real locals' neighborhoods in Park City. It is not overrun with Airbnbs. It is filled with year round residents. I'm writing to oppose placing a commuter rail on the Rail Trail. The Rail Trail is our neighborhood's front porch. We see our neighbors there every day. We walk our dogs, ride bikes, and take evening strolls together. Because it's flat and car-free, older adults rely on it for daily walks and safe cycling. Visitors rent bikes at White Pine and explore the trail without competing with traffic and big hills. This isn't a vacant corridor, it's a living, shared space that keeps a true locals' neighborhood connected. If we care about preserving Park City's history and culture, we can't erase one of the last places where community still happens by design. Turning the Rail Trail into a commuter corridor would commoditize a space that is essential to neighborhood life, safety, and health. I support practical transportation solutions. Please focus on improving transit using existing roadway corridors and park-and-ride options, increasing frequency of clean buses, strengthening first/last-mile connections, and protecting active transportation routes that already work. If rail is ever pursued, it should not be at the expense of the Rail Trail or Prospector's character. My requests: Remove the Rail Trail from consideration for any commuter rail alignment. Commit to keeping the Rail Trail a protected, car- and rail-free greenway. There's a difference between moving people and erasing places. Please protect Prospector and keep the Rail Trail for people. Thank you for your service and consideration."

Amy Roberts eComment: "While I appreciate sentiments investigate the light rail option in order to eliminate it, there's a reason Council isn't investigating ideas like buying 100 helicopters to transport people via air from Richardson Flat into town, or leasing minivans for every resident in hopes they'll start a 7-person carpool, or investing in teleportation technology. Some ideas are a non-starter because they are ridiculous. Let's stop "investigating" dumb ideas."



JOINT PARK CITY COUNCIL AND PLANNING COMMISSION MEETING MINUTES
445 MARSAC AVENUE
PARK CITY, UTAH 84060

August 18, 2025

The City Council and Planning Commission of Park City, Summit County, Utah, met in open meeting on August 18, 2025, at 9:00 a.m. in the Council Chambers.

SPECIAL MEETING

I. ROLL CALL

City Council Attendee Name	Status
Mayor Nann Mayor Worel Council Member Bill Ciraco Council Member Ryan Dickey Council Member Ed Parigian Council Member Jeremy Rubell Council Member Tana Toly Heather Sneddon, Deputy City Manager Mark Harrington, Senior City Attorney Michelle Kellogg, City Recorder	Present
None	Excused

Planning Commission Attendee Name	Status
Chair Christin Van Dine Commissioner Seth Beal Commissioner John Frontero Commissioner Bill Johnson Commissioner Rick Shand Commissioner Grant Tilson Rebecca Ward, Planning Director	Present
Commissioner Henry Sigg	Excused

II. WORK SESSION

1. General Plan – The City Council and Planning Commission Will Review and Provide Input on the Draft Recommendations for the Updated General Plan:

Rebecca Ward, Planning Director, reviewed the progress made with the General Plan and noted there had been three public hearings with the Planning Commission. Marianne Stuck, Design Workshop Consultant, indicated they adjusted the draft after receiving the Council's feedback by shortening the document and creating an appendix. Strategies were added to each theme and an executive summary was created to offer an overview. Within the appendix, an implementation section was added for each theme.

Commissioner Frontero liked the appendix creation and having the core information in the main document. He didn't like timing references, such as short-term and long-term, and suggested defining that. Commissioner Shand stated this was a plan that did not go into details. As time went on, things would change, but as of now, this was the best plan based on community engagement and City priorities. Chair Van Dine agreed the document should be vague and didn't think putting specific timelines on plans would be beneficial. Commissioner Johnson liked having short-term and long-term goals, but he didn't need specified times on those terms. Council Member Parigian indicated short-term and long-term timelines would set the City up for failure. Commissioner Frontero knew this was an aspirational document, but specifying a timeframe would make the City more accountable. Ward indicated this plan was set up in a way that was currently used to identify priorities annually. Council Member Toly noted some priorities needed to include the City's regional partners.

Council Member Ciraco asserted the City priorities might be regional but the City needed to take the lead and set the tone in creating expectations with its partners. Council Member Parigian asked if the consultants looked at the 2014 General Plan to see what had been accomplished, to which Stuck affirmed. Ward noted in Exhibit D, there were highlights of what had been accomplished: 2016-2018 the focus was on historic preservation and Main Street. In 2019-2020, there was focus on the annexation policy. The past few years, priority was given to historic preservation refinements, electric vehicle charging stations, and small area plans.

Commissioner Beal stated the staff report indicated the General Plan should be reevaluated every five years. Ward stated the language came from a previous strategic plan and indicated this plan would be in place until 2035 and beyond, but they would need to update components of the plan on a regular basis to respond to community needs and to meet state code requirements such as the Moderate Income Housing Plan.

Council Member Dickey thought the overall quality of the document was great. As part of the mission, there were mixed-use neighborhoods, and he asked if they wanted all neighborhoods to be mixed-use or just some of the neighborhoods. Council Member Rubell felt there were parts in the section on neighborhood plans in the executive summary that were overarching. Some strategies were universal and some were specific to a neighborhood. He asked that they look at that again. Commissioner Shand indicated that was why the document was broken down by each neighborhood and

1 each one had its individual needs. Stuck stated the neighborhood plans got more
2 specific as one looked at each neighborhood individually. Council Member Rubell didn't
3 think "increasing mixed use centers" was a mission of the community. He suggested the
4 language be changed to "increasing connectivity."

5
6 Regarding owner-occupied statistics, Council Member Dickey was curious about full-
7 time residences for each neighborhood and asked for that information in the document.
8 Stuck thought that was a good point and she would look into getting that information.
9 Council Member Rubell asked what the numbers would be used for. Council Member
10 Toly stated that Old Town wanted more primary residents. Council Member Parigian
11 thought vacant meant non-residents. Stuck indicated they could rename that. Council
12 Member Rubell requested that more clarity on the strategy for each neighborhood be
13 reflected in the executive summary.

14
15 Council Member Dickey referred to Land Use and Growth Strategy Three: Evaluate
16 Potential Station Area Planning Around Future BRT Stops, and asked if density would
17 be built around the stops. Ward stated when the SR224 and SR248 BRT came into
18 town there were some requirements such as mixes of use by the stops. Council
19 Member Dickey thought that might be combined with the infill commercial. Stuck stated
20 this pointed to the HDRC funding through the state and there were requirements
21 associated with that funding. Council Member Rubell preferred to keep funding
22 separated from the General Plan and use the General Plan for strategy only.

23
24 Council Member Toly referred to Strategy Five and asked what was meant by Ski Era
25 Resources. Susie Petheram stated that was the emergence of the ski era in the City
26 which was part of the City's character, and these structures should be preserved and
27 reused. Council Member Toly asked if this included A-frame homes. After some
28 discussion, Ward indicated there were criteria to warrant a home being designated as
29 historic. Commissioner Tilson was concerned about ski era structures at the resorts.
30 Chair Van Dine noted the Planning Commission could not make findings based on the
31 General Plan, only based on the code. Council Member Ciraco proposed
32 acknowledging that era but not having it inhibit future plans. Council Member Rubell
33 indicated there were several strategies that conflicted, and it would be helpful to get
34 feedback on the conflicts and have the Council clarify those conflicts.

35
36 Mayor Worel asked if staff kept track of things in the new General Plan that didn't align
37 with the code. Ward stated aligning the code to the General Plan would be a top priority
38 after the Plan was adopted. Council Member Rubell noted things that didn't come
39 through very strongly, such as wildfire and safety. Ward indicated the survey for land
40 use didn't address safety and wildfire, but those could be part of community character.
41 Council Member Rubell gave an example of changing traffic patterns for safety reasons.
42 He also referred to the Bonanza Park plan and wanted to specify the drivers, such as
43 community gathering space and connectivity.

Commissioner Johnson referred to the executive summary and noted some of his concerns with infill in Old Town. He thought the Old Town description needed to be reworded. He asked what the goal for Old Town was. He also had a concern with the architecture photos and stated some of them didn't meet height requirements. Council Member Parigian felt numbering the strategies indicated a priority. He preferred no numbering. Commissioner Johnson stated numbering was a good way to reference the strategy being referred to.

Council Member Dickey referred to the survey statistic on affordable housing and noted 34% of those surveyed wanted this to be a key goal. He felt looking at that alone, it was a low number. Stuck stated she would look at that. Council Member Dickey indicated seasonal workforce housing was a concern among part time residents, but full-time residents were not as concerned about that. Stuck reviewed the questions that determined the demographic of responders. Council Member Toly noted second homeowners would not think seasonal workforce housing was a top priority. Mayor Worel asked if the survey distinguished second homeowners. Ward indicated interpreting the responses would be difficult without seeing the entire survey. Questions arose regarding the statistically valid survey and discussion ensued.

Council Member Parigian referred to the Quinn's Junction Mixed-Use Node and stated he didn't know they were doing that. Stuck stated there were growth strategies for each of the Node Types. The community had indicated the strategic infill for that area was a good strategy. Council Member Parigian didn't understand how the nodes were defined. Commissioner Johnson indicated a good example was the Bonanza Park node. He furthered that the nodes were areas where the City could fill in the gaps. This didn't mean new construction necessarily, and it could be redevelopment as well. Council Member Dickey noted the Node Summary explained how they were set up. Council Member Parigian also referred to the Vision and Mission Statement and read the mission bullet point: "We will offer housing options to a variety of demographics (young families, seniors, etc.)." He noted none of the other bullets had parentheses with details and he requested those be removed, to which everyone agreed.

Mayor Worel thanked the Planning Commission and consultants for their work.

III. ADJOURNMENT

With no further business, the meeting was adjourned.

Michelle Kellogg, City Recorder

City Council Staff Report



Subject: 416 Main Street
Application: PL-25-06618 (Historic District Design Review) & PL-25-06619 (Sign Permit)
Authors: Becky Gutknecht, Assistant City Engineer
Jacob Klopfenstein, Planner II
Date: September 4, 2025

Recommendation

A new awning above right-of-way is proposed to be installed at 416 Main Street (OC Tanner Jewelers). The Land Management Code requires City Council approval of the amount of the Applicant's insurance to ensure it is adequate. Staff finds the applicant's insurance is adequate and recommends Council approve the insurance amounts.

Description

Applicant: David McMaster, OC Tanner Jewelers
Blake Bennett, Applicant Representative

Location: 416 Main Street

Zoning District: Historic Commercial Business (HCB)

Adjacent Land Uses: Commercial, Public Right-of-Way

Reason for Review: The Land Management Code requires the City Council to determine the standard insurance amount for new awnings in the HCB Zone.¹

HCB Historic Commercial Business Zone
HDDR Historic District Design Review
LMC Land Management Code

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

Summary

The Applicant submitted a Sign Permit and Historic District Design Review (HDDR) application for a new awning at OC Tanner (416 Main Street over the front door of the store on the northwest side of the building, fronting Main Street, overhanging the public sidewalk (see Figure 1 below)). The requested awning complies with the approval provisions within Land Management Code (LMC) [§ 15-2.6-8\(A\)](#).

¹ LMC [§ 15-2.6-8\(B\)](#)



Figure 1: Applicant's rendering showing new awning at OC Tanner (416 Main Street).

LMC [§ 15-2.6-8\(B\)](#) states that awnings projecting over the Main Street sidewalk cannot be erected “without a certificate of insurance or continuous bond protecting the Owner and City against all claims for personal injuries and/or Property damage in the standard amount determined by City Council.” This section also requires the Applicant to name Park City Municipal Corporation as an additional insured and include a requirement to provide 30 days’ notice to the City of cancellation or expiration of the insurance.

We were unable to find an existing Council determination on the standard amount of insurance required for this application type. On August 7, 2025, the Applicant provided a certificate of liability insurance for OC Tanner providing commercial general liability coverage with limits of \$1 million per occurrence and \$2 million aggregate. The policy also names the City as additional insured and includes provisions for notice of cancellation or expiration.

Staff finds the amount of insurance demonstrated by the Applicant is sufficient to meet the insurance needs of the proposed awning and recommends determining that the Applicant’s insurance amount meets the requirements of the code.

Department Review

The Planning Department, Executive Department, Engineering Department and City

Attorney's Office reviewed this report.

Exhibits

A: Applicant's Plans



AWNING INDUSTRIES

Thank You

FOR REQUESTING A RENDERING FROM SUGAR HOUSE AWNING INDUSTRIES.

WE STRIVE TO PROVIDE YOU WITH THE MOST ACCURATE DRAWINGS WE CAN PRODUCE SO THAT YOU CAN GET THE BEST POSSIBLE IDEA OF WHAT YOUR FINISHED PRODUCT WILL LOOK LIKE AFTER IT'S INSTALLED. THEREFORE, ALL OF OUR RENDERINGS ARE DRAWN TO SCALE UNLESS OTHERWISE NOTED.

PLEASE NOTE THAT THE FABRIC AND GRAPHIC COLORS SHOWN HEREIN ARE REPRESENTATIONAL ONLY. YOUR SALESMAN CAN PROVIDE YOU WITH EXACT COLOR SWATCHES.

RENDERING NO.: 5
DATE: 22 JULY 2025
REFERENCE: PRM1.33AHS
QUOTE NUMBER: --

THIS IS AN ORIGINAL DRAWING CREATED BY SUGARHOUSE AWNING. IT IS SUBMITTED FOR YOUR PERSONAL USE IN CONNECTION WITH A PROJECT BEING PREPARED FOR YOU BY SUGARHOUSE AWNING. THE DESIGN AND ENGINEERING ARE TO REMAIN THE EXCLUSIVE PROPERTY OF SUGARHOUSE AWNING UNDER THE AGREEMENT THAT THE USE OF THIS DESIGN IN ITS ENTIRETY OR IN ANY PART WILL NOT BE REPRODUCED, COPIED, LENT OR USED FOR ANY PURPOSE WITHOUT WRITTEN CONSENT FROM SUGARHOUSE AWNING.

PROPOSED SCOPE OF WORK

MANUFACTURE AND INSTALL ONE (1) RIGID FRAME AWNING

FABRIC DETAIL

TYPE: FIRESIST

COLOR*: FOREST GREEN

WARRANTY: 10 YEARS

ZIP STRIP COLOR / TYPE: FOREST GREEN / SUNBRELLA

BRAID COLOR: N/A

*THE COLORS SHOWN HEREIN ARE REPRESENTATIONAL ONLY.
PLEASE SEE YOUR SALESMAN FOR EXACT COLOR SWATCHES.

GRAPHICS DETAIL

APPLICATION METHOD: HEAT PRESS

THERMAL FILM: 220 HIGH PERFORMANCE

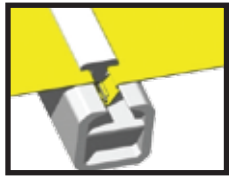
COLOR(S)*: WHITE, METALLIC GOLD

SOURCE(S): CLIENT'S FILES

FONT(S): --

ALUMINUM SPECS

1" SQUARE TUBING



STAPLE STITCH
SYSTEM



1" x 1"



1" x 1"

FRAME COLOR

NONE - MILL FINISH



MOUNTING

AWNING MOUNTS DIRECTLY INTO WALL
WITH Z BRACKETS SPACED APPROX. 4'
APART USING APPROPRIATE SCREWS
(AND ANCHORS IF NEEDED).



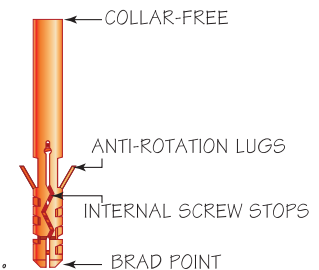
ADDITIONAL SPECIFICATIONS FOR MUNGO NYLON PLUGS

DESCRIPTION

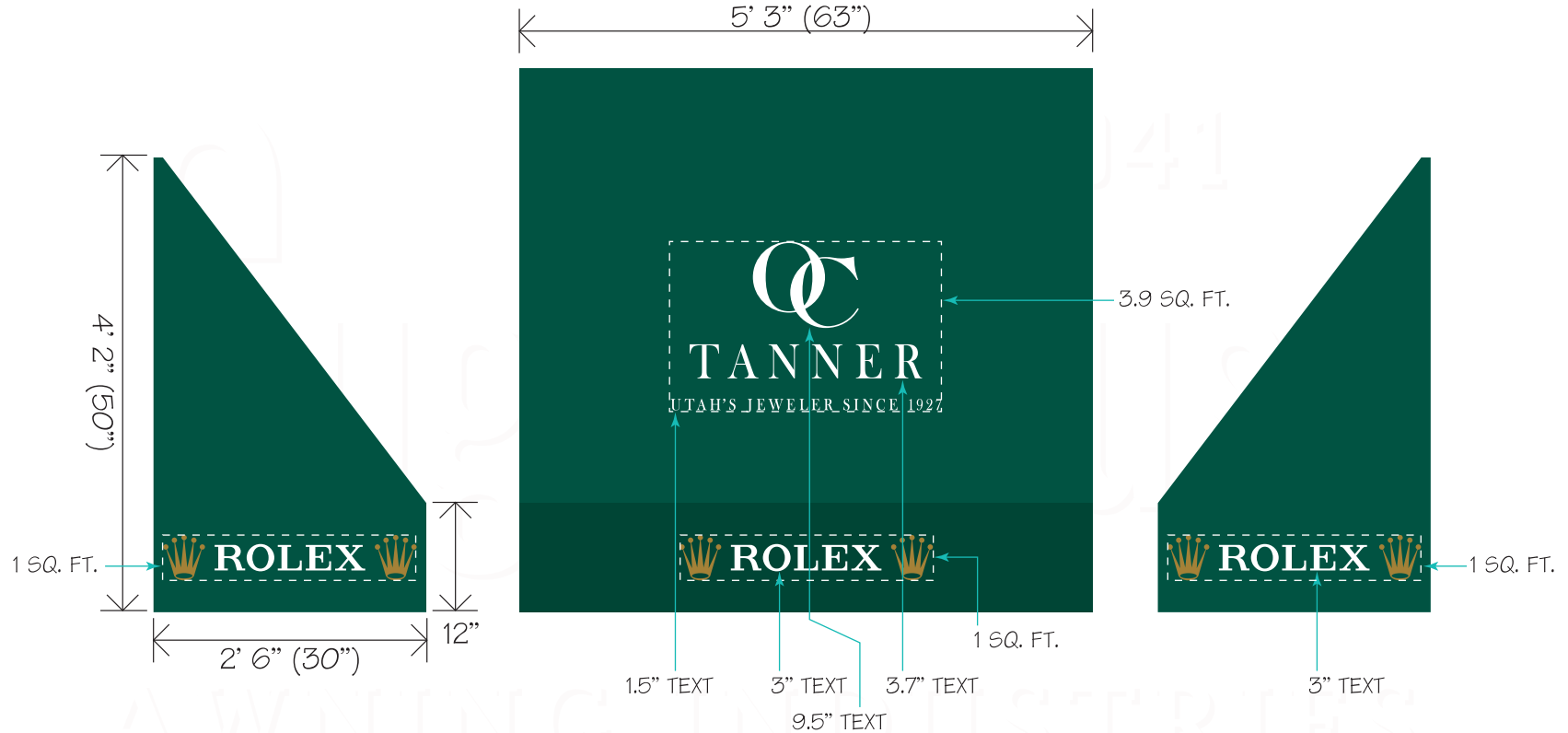
THE MUNGO NYLON PLUG IS MADE OF A TOUGH AND DURABLE CADMIUM-FREE NYLON WHICH WILL NOT CRACK UNDER IMPACT AT LOW TEMPERATURES. IT IS ALSO SUITABLE FOR LIGHT TO MEDIUM DUTY APPLICATIONS IN A WIDE RANGE OF BASE MATERIALS.

FEATURES

- INTERNAL SCREW STOP PREVENTS PREMATURE EXPANSION
- COLLAR-FREE DESIGN ALLOWS PUSH-THROUGH INSTALLATION
- OFFSET BLOCK PROFILE ENSURES EVEN EXPANSION AND FIRM GRIP
- SUITABLE IN TEMPERATURES (IN-PLACE) OF -40° CELSIUS TO +80° CELSIUS.



RENDERING NO.: 5
DATE: 22 JULY 2025



CUSTOMER TO APPROVE AND INITIAL THE FOLLOWING:

COVER COLOR _____ INITIALS _____
 GRAPHICS COLOR(S) _____ INITIALS _____
 SPELLING _____ INITIALS _____
 LAYOUT _____ INITIALS _____

SIGN WEIGHT IS 30 LBS.

RENDERING NO.: 5
 DATE: 22 JULY 2025

Est. 1941
SugarHouse

AWNING INDUSTRIES
 7526 SOUTH STATE STREET
 MIDVALE, UT 84047 | (801)563-9600

CLIENT: OC TANNER

SIDEMARK:

SALES: BLAKE BENNETT

CONTRACTOR'S LICENSE NUMBER: 272242-5501

DRAWN: RICK PETERSON

PATH: S/A/AA/AR/OC TANNER APR 2025.AI

CLIENT APPROVAL & DATE

ARTIST'S RENDERING IS FOR CONCEPTUAL VIEWING PURPOSES ONLY AND THEREFORE MAY NOT BE TO SCALE.



RENDERING NO.: 5
DATE: 22 JULY 2025

Est. 1941
SugarHouse

AWNING INDUSTRIES
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CLIENT APPROVAL & DATE



City Council Staff Report

Subject: Clark Ranch Affordable Housing Development
Author: Sara Wineman
Department: Housing
Date: September 4, 2025

Council previously directed staff and the Alexander Co. to move forward with planning for the Clark Ranch Affordable Housing Development. Alexander Co. will present to Council and facilitate a discussion, gather input on the Council's design preferences, preferred density, and housing mix, which will inform Alexander Co.'s recommended approach to financing the project ahead of the Private Activity Bond (PAB) application, due at the end of November.

Following their presentation and discussion with the Council, Alexander Co. will integrate Council feedback into updated design and financial models for subsequent review. Additional work sessions will be scheduled as needed to ensure Council priorities are reflected before the PAB application is submitted.

Developer's Next Steps

- **9/4/25:** City Council session with Alexander Co. (*introductory discussion*)
- **9/10/25:** Planning Commission site visit + work session (*City Council members may also attend the site visit*)
- **9/24/25:** Planning Commission (*placeholder – potential follow-up discussion/decision*)
- **10/8/25:** Planning Commission (*placeholder – additional session if needed prior to PAB submission*)
- **11/13/25:** Private Activity Bond (PAB) application submission deadline
- **TBD:** Additional City Council sessions will be scheduled before PAB submission, as necessary

Development Links

- [Clark Ranch PCMC Website](#) (includes development history)
- [Clark Ranch Development Website](#)
- [One-Page Project Development Sheet](#)