



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

February 26, 2026

The Council of Park City, Summit County, Utah, met in open meeting on February 26, 2026, at 1:00 p.m. in the Council Chambers.

Council Member Toly moved to close the meeting to discuss property and litigation at 1:03 p.m. Council Member Miller seconded the motion.

RESULT: APPROVED

AYES: Council Members Miller, Parigian, Toly, and Zegarra

EXCUSED: Council Member Ciraco

Council Member Ciraco arrived at 2:00 p.m.

CLOSED SESSION

Council Member Toly moved to adjourn from Closed Meeting at 2:06 p.m. Council Member Miller seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Miller, Parigian, Toly, and Zegarra

WORK SESSION

City Council Liaison Assignments and Protocols:

Michelle Downard, Strategic Initiatives Advisor, presented this item and reviewed some of the Council's assignments, which included liaison roles to some stakeholder groups and nonprofits in the community. She also explained the Council protocols. She noted due to recent Council vacancies, some of the liaison roles needed to be filled. Mayor Dickey explained the Council Members were conduits of Council direction regarding these groups and they would also inform Council with updates regarding these groups. They should in no way give direction to the groups. The Council discussed the different groups. Council Member Parigian requested being the liaison to the senior citizens. Council Member Toly noted that Council Member Parigian was taking the Trails and Open Space role and that was a big role. She wanted to continue working with the seniors and stated Council Member Parigian could be the alternate liaison. Mayor Dickey stated he would talk about this outside of the Council meeting.

Discuss Park City Ice Arena: Water Intrusion and Long-Term Facility Strategy:

Amanda Angevine, Ice Arena General Manager, and Logan Jones, Senior Project Manager, presented this item. Angevine reviewed the sports being held at the arena. Jones stated the facility was 20 years old and much of the infrastructure needed to be replaced. He reviewed the projects that had happened in the last year.

Angevine indicated there was water infiltration in the building, and it started shortly after construction. Repairs were made but did not last and did not correct the problem. Jones proposed having a building analysis with repair options. Then they would get some cost data and bring that back and present it to Council. Linda Jager, Community Engagement, indicated she would lead the outreach part of the process.

Angevine stated the cost of the feasibility study would be \$47,225. The ice arena had its own capital project budget, but they were in the middle of many projects. They felt this study was critical to solving the problem and hoped the internal budget committee would approve this.

Mayor Dickey asked if this request was for a repair or for broader improvements to the ice arena. Angevine stated the scope was to fix the problem because so far, contractors had not fixed it. She knew the hillside had to be removed, and that could open opportunities. The architect would put something where the hill used to be and that was what she wanted the Council and the community to consider. She stressed the primary goal was to fix the problem.

Council Member Toly asked if Angevine was thinking of a future ice sheet for that space. Angevine stated it could be for anything, and that was why they wanted the study. Council Member Parigian asked how long it would take just to take the hill out and fix the damage. Jones stated the simplest of solutions would probably result in construction in the summer of 2027. To Council Member Parigian's question, Angevine stated they could not fit an ice sheet and a soccer field in that space. She felt the architects could figure out what could fit in that space while shoring up the building.

Jones stated they would come back to Council in three months with the cost and recommendations from the feedback they received if Council approved moving forward with the feasibility study. The Council members supported the feasibility study.

Utah Renewable Communities Update:

Luke Cartin, Lands and Sustainability Director, presented this item and reviewed the timeline for this project. Elektron Solar Plant was a project that provided clean energy to Park City and 18 other entities. This past summer, the Community Clean Energy Program was filed with the Utah Public Service Commission and the 19 entities were waiting for a decision on program approval. In the meantime, they were changing the name of the 19 entities pioneering this new option for clean energy to Utah Renewable Communities.

Cartin explained homes and businesses would plug into the grid and Rocky Mountain Power would facilitate this. There would be an opt-out period, for homeowners and businesses. The average electric bill for those in the clean energy program would increase by \$3-\$4 per month. He also stated that the City would have to pass an ordinance saying the City was a participant in the program. He hoped to have Council and staff onboard to move the project forward.

Mayor Dickey asked if the RFP was for a specific renewable project. Cartin stated it would be for a list of options of what was available on the market and to start the due diligence process. Council Member Miller asked why a resident would opt out, to which Cartin stated it was a choice every individual could make for their situation. Council Member Parigian asked how people would opt-out. Cartin stated people could send back the postcard saying they were opting out. They could also call a number to make the opt-out request. He noted that once this program was initiated, there would be notices in Spanish so all groups would have this information.

Park and Rides Site Selection Discussion:

Conor Campobasso and Alex Roy, Transportation Planning, presented this item. Roy reviewed the history of the park and ride project. Campobasso asked if the Council wanted a park and ride on the Gordo property and if they wanted to continue using the Richardson Flat Park and Ride. He noted last summer they were pursuing the two-lots solution but two things had happened since then. The City entered into a partnership with Deer Valley that would contribute \$15 million in private funds for a park and ride in the Quinn's Junction area and the Re-create 248 locally preferred alternative (LPA) of two dedicated bus lanes was adopted by the Council in January. Campobasso stated if they wanted to deliver a park and ride before the 2034 Olympics, they needed to act now and secure funding for the project.

Campobasso reviewed the pros for both Gordo and Richardson Flat lots. He noted they wanted dedicated transit lanes all the way from town to the Richardson Flat Park and Ride. The funding for the Re-create 248 project would be \$150 million at a minimum and did not include the park and rides. They were looking to secure state and federal funding with around a \$30 million local match and Campobasso thought tying in the park and ride project with the private funding to the overall project would help secure government funding. Next steps included incorporating the park and ride concept into the Re-create 248 Environmental Impact Study, advancing park and ride operations and draft a conceptual design for Gordo Phase 1, coordinating with the Federal Transit Authority (FTA) to evaluate a cost/benefit and performance study for where the dedicated bus lanes should end, and continuing to plan for Richardson Flat as a secondary park and ride lot.

Council Member Miller felt the Gordo lot made sense for the Phase 1 choice and it made sense to spend resources at that site. She supported the recommendation. Council Member Toly clarified that this was a park and ride decision, but they would come back later to decide on housing on Gordo. Campobasso stated they were just

looking at constructing a parking structure on Gordo. Council Member Toly asked what the timeline for completing the structure would be if Gordo was approved today. Campobasso stated they could get a concept and costs within a couple of months. A big question would be how many stalls they wanted at the Gordo site. Council Member Toly asked if asphalt could be put down for this summer, to which Campobasso stated that would be pushing it. Council Member Toly asked if there could be a phased approach to this park and ride. Roy thought this was a good opportunity to continue the Richardson Flat park and ride and then Phase 2 could be an expansion of the project at Gordo.

Council Member Parigian stated the Richardson Flat Park and Ride was only full on one day last year and he asked why they thought the Gordo Park and Ride would be a success. Campobasso stated Gordo would attract new users. He also thought better amenities could be provided at Gordo. Council Member Parigian asked how the UDOT US 40 study would tie into the park and rides, to which Campobasso indicated UDOT wouldn't have a role in the Gordo Park and Ride. Council Member Parigian asked how the City was working with High Valley Transit (HVT) on the park and rides. Campobasso stated HVT would see a benefit to having the Gordo Park and Ride as well because they would be able to use the transit lane and they could stop at the Gordo site.

Council Member Zegarra asked what percentage of vehicles coming into the City 900 parking stalls would capture. It was indicated 16,000 vehicle trips would come into town on SR 248 on peak days. Council Member Ciraco asked why the City wanted a premium parking experience, to which Campobasso stated they wanted to capture people who normally didn't take transit. Council Member Ciraco asked what the most pressing need was. Campobasso stated as Re-create 248 moved forward, they needed decisions on the park and ride portion of the project. They wanted to leverage the private funding with the City match. He noted they would partner with Deer Valley on the Gordo Park and Ride. Council Member Ciraco indicated the Gordo property was adjacent to Round Valley open space, and he cautioned them to look at that carefully and perform outreach. He asked how the cars parked at Gordo would get out of town at the end of the day, to which Campobasso stated they would have traffic engineering measures incorporated.

Mayor Dickey noted China Bridge parking needed to be replaced and Gordo would help replace that parking need. He knew the Gordo Park and Ride wasn't just for the Olympics, but it would be great for that event. He thought this was a clear plan and liked that it was flexible. He asked Council if they supported Gordo as the recommended first-phase eastern capture lot and supported advancing the environmental review to support service to Richardson Flat. Council Members Toly, Miller, Ciraco, and Zegarra supported the first phase and the environmental review. Council Member Parigian was neutral.

2025 General Plan Implementation: Review the Historic Preservation Board and Planning Commission's Recommended Actions for Implementation of the General Plan in 2026:

Nannette Larsen and Alec Barton, Planning Department, presented this item. Barton reviewed that the Council would continue reviewing the Bonanza Park Mixed-Use District. The Engineering Department would be updating the transportation impact study guidelines and they would codify a transportation demand management plan with strategies to address the impacts of vehicle traffic associated with new developments and redevelopments.

Larsen stated the Planning Commission met in four sessions to discuss the priorities for implementing the General Plan and recommended six items for 2026: Integrate the Wildland Urban Interface and Waterwise Landscaping requirements, update the Affordable Master Planned Development Code, review regulations for compatible infill in residential areas outside the Historic Districts, update parking requirements to prohibit separate leasing of parking, replace parking minimums with maximums, create flexibility to replace excess surface parking, incentivize a zero-emissions stretch code, require landfill diversion, create remediation criteria for sites with contaminated soils, and update telecommunications facilities.

Council Member Parigian liked the plan and asked about the seasonal housing proposal. Larsen stated part of the Affordable Housing Master Plan was to incentivize affordable housing, so that would fall into that category. It would be something the Planning Commission would be reviewing. Rebecca Ward, Planning Director, indicated the Housing Resolution had specific details on dormitories but the LMC was silent on that. They would take the requirements from the resolution and include them in the LMC. That would open the door for work on that type of development.

Council Member Miller supported the proposed plan. Council Member Ciraco clarified the Planning Commission would draft language and then the Council would review and approve it. Council Member Zegarra asked if there were other areas that were discussed by the Planning Commission that were not prioritized for 2026. Larsen stated nothing was eliminated but these were prioritized for 2026.

Council Member Toly asked if the parking code would restrict developments that had shared parking. Barton stated this was not intended to do away with shared parking. Council Member Toly asked if parking leased to special events would be affected by this code, to which Barton stated they would review that to ensure the events would not be affected.

Council Member Ciraco asked what was meant by having flexibility to replace excess surface parking. Barton stated the mixed-use code would allow a developer to take a large parking lot and use it for active transportation purposes. Council Member Ciraco referred to replacing minimum parking with maximum parking and asked if the City could build a neighborhood parking facility where surrounding businesses could buy in so they would not have to build parking on their sites. Ward indicated that was allowed under the current code. She noted they could review that to see if there needed to be

modifications. Council Member Ciraco asked staff to look at shared use parking to make it better.

Mayor Dickey referred to the neighborhood parking pilot and asked if this would be limited to streets or if it would be a neighborhood park and ride. Barton stated they would look at small areas where residents could park within a neighborhood so they could take transit. Council Member Parigian didn't see excess parking lots around town and he didn't want to replace surface parking with streetscape elements. Ward stated a big part of the proposed code changes would be community engagement. They would evaluate the neighborhoods for opportunities. Council Member Parigian didn't want to address that at all. Ward indicated they could exclude some areas from the evaluation. Council Member Toly asked how they would turn a parking lot into active transportation. Ward indicated they hadn't consistently updated the parking code to reflect the current demand. In some cases, the demand might not be there. This evaluation would look at the need, but it would not reduce needed parking.

Mayor Dickey asked Ward to relay the Council's concerns to the Planning Commission for consideration. Council Member Parigian gave examples of projects that were taking parking stalls. Ward noted the LMC would only look at parking on private property. The Council agreed to the prioritized code amendments. Larsen noted they would be sensitive to the surface parking and shared parking in their research.

Barton indicated the Historic Preservation Board (HPB) had three recommended priorities: look at compatible design standards and financial regulatory incentives for ski-era historic resources; establish criteria to evaluate applications for material deconstruction, panelization, lifting, reconstructing, and demolition; and explore opportunities to incentivize reuse and renovation of historic structures.

Council Member Toly asked if the HPB discussed Main Street businesses. Ward stated the board recommendation was for both residential and commercial. Council Member Toly referred to the \$130,000 grant for historic renovations and asked if more funding was needed. Ward stated the last time the amount was evaluated was in 2010 and they would be discussing that amount in March. Other incentives included having flexibility in the types of uses for historic structures.

Council Member Ciraco supported incentives for preservation, but not adding new layers of regulations that would take away property rights. Mayor Dickey summarized that the Council supported the prioritization list.

REGULAR MEETING

I. ROLL CALL

Attendee Name	Status
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Mayor Ryan Dickey Council Member Bill Ciraco Council Member Molly Miller Council Member Ed Parigian Council Member Tana Toly Council Member Diego Zegarra Jodi Emery, Acting City Manager Margaret Plane, City Attorney Michelle Kellogg, City Recorder	Present
None	Excused

COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments:

Council Member Ciraco stated many of the Council and staff were in Italy for the Olympics. He watched the Women’s Hockey Team win the gold medal. His thoughts went out to residents stuck in Mexico during this time. Council Member Zegarra stated he and Council Member Miller learned how the library operated and it was impressive. Council Member Miller indicated she drove a City bus and it was amazing. She was part of a food waste diversion program in Prospect, and she hoped to implement that program at City Hall. The Council agreed to look into that.

Council Member Parigian stated Summit Land Conservancy held a conservation easement on the Library Field and he appreciated that. Council Member Toly indicated she went to Italy as part of the International Olympic Committee (IOC) delegation and it was a great experience. She congratulated all the Park City athletes. Mayor Dickey noted that he attended the Olympics as well and he felt it was magical and inspiring. He was part of the observer program and he learned a lot.

Staff Communications Reports:

1. Green Business Program Partnership Memorandum of Agreement:

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

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

III. CONSIDERATION OF MINUTES

1. Consideration to Approve the City Council Meeting Minutes from January 15 and 20, 2026, and February 3 and 13, 2026:

Council Member Toly moved to approve the City Council meeting minutes from January 15 and 20, 2026, and February 3 and 13, 2026. Council Member Zegarra seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Miller, Parigian, Toly, and Zegarra

IV. CONSENT AGENDA

1. Request to Authorize the Mayor to Execute the Second Amendment to the Deer Valley Resort Company, LLC, Grant of Conservation Easement (Ski Area):

Council Member Toly moved to approve the Consent Agenda. Council Member Miller seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Miller, Parigian, Toly, and Zegarra

V. NEW BUSINESS

1. Consideration to Approve an Encroachment Agreement for the Fence Located in the Right-of-Way on 2166 Comstock Drive, with a Requirement to Relocate the Adjacent Retaining Wall to Provide a Minimum Two-Foot Setback from the Sidewalk:

Becky Gutknecht, Assistant City Engineer, presented this item and stated there was a fence and landscaping wall that was installed within the right-of-way. The owner replaced a previous landscaping border, and it was viewed as a landscaping approval. They didn't know about the wall. She noted the setback was 24 feet behind the curb. Staff had concerns that the wall would interfere with snow removal. She recommended approving an encroachment agreement for the fence but requiring the removal of the wall. Gutknecht acknowledged the landowner came to the Planning and Building Departments to ask what was required for his project and they did not tell him to go to Engineering for approval.

Council Member Miller asked why the right-of-way was so large, to which Gutknecht stated this was a safe route to school so it was designed with a wider sidewalk. She noted there was no set width for right-of-way throughout the City. Council Member Parigian asked if the owner came to the City prior to building the wall, to which Gutknecht explained he came to the Building and Planning Departments and asked if he needed a building permit and was told no. Robertson noted there was no direction from City staff on where to place the fence.

Council Member Toly asked if the cost of relocating the wall was the responsibility of the owner, to which Gutknecht affirmed. Council Member Toly asked if this was the City's fault. Gutknecht stated the owner was told he didn't need permits from Building or

Planning, but he was never told where he could put the fence or wall. Council Member Toly wanted to know how this problem could be resolved going forward. Gutknecht stated staff was talking about creating a form that all departments would look at and pass off in the future. Dave Thacker, Chief Building Official, indicated applicants came to different departments to ask questions and staff tried to answer to the best of their ability but their answers were usually high level.

Council Member Ciraco asked if the right-of-way was on the property's survey, to which Thacker stated that would typically be the case. Council Member Ciraco didn't think the City made a mistake.

Mayor Dickey opened public input.

Justin Lagotic clarified the rocks in the wall were chiseled and that was why they looked different than they did in 2021. He explained he talked to Building and Planning, and they said he was good to build a four-foot fence. As far as snow removal, the City machines were 40 inches wide. In addition to the City's snow removal efforts, he also shoveled the snow because the sidewalk was so wide. He asserted children and adults sat on the wall and it was well used. If he removed the wall, he would have to mitigate the soil. He noted the wall had been there since 2021.

Mayor Dickey closed public input.

Council Member Ciraco did not want to penalize the homeowner, but he acknowledged the City did not make a mistake. Council Member Miller wanted to come to a good agreement. Council Member Zegarra asked what would happen with the snow, worst case scenario. Troy Dayley, Public Works Director, stated his plow was 50 inches wide and this was an 8-foot sidewalk. They could put snow on the park strip, but indicated corners were the worst for snow storage because it prohibited sight lines.

Council Member Toly supported an encroachment agreement for both the wall and the fence as built. Council Member Parigian asked if the snow storage could be put on top of the wall. Gutknecht stated the issue was the wall interfering with the snow removal equipment. Council Member Parigian supported an encroachment agreement for both the wall and the fence as built if City staff fixed the process going forward so this wouldn't happen again. Council Member Zegarra indicated this was a good opportunity to look at the City process and improve. He supported an encroachment agreement for both the wall and the fence as built.

Margaret Plane, City Attorney, stated another option could be to authorize staff to enter into an encroachment agreement to do Option 1 or 2 and come to a resolution with the property owner regarding the removal of the stones.

Council Member Toly moved to approve an encroachment agreement for both the wall and the fence as built in the right-of-way on 2166 Comstock Drive. Council Member Miller seconded the motion.

Council Member Parigian wanted to hear more from the homeowner to clarify why he didn't know this. The Council did not want to hear more from the homeowner.

RESULT: APPROVED

AYES: Council Members Ciraco, Miller, Toly, and Zegarra

NAY: Council Member Parigian

3. 2026 Legislative Session Update:

Margaret Plane stated there were a record number of bills filed this legislative session. Revenue projections were up by 1.1%. One bill, SB284, a land use bill, moved to the House Floor today. This bill would require Council to pass an ordinance establishing a process to remove planning commissioners for cause, which would include ethics violations, inappropriate ex parte communications, or impermissible bias. The concern of the legislature was that some communities had planning commissioners who were acting in a way that lobbied other planning commissioners to process applications with a certain result, which was impermissible bias. The bill would require public notices on the website and clarify that Council cannot be the appeal authority. It would also preempt local land use regulations regarding detached accessory dwelling units (ADU) and how much parking can be required for the detached ADUs.

There were tax bills in progress and Truth in Taxation amendments being negotiated. Some regulations on short-term rentals passed. She reviewed other bills in general. Council Member Toly noted the City had an ADU policy for some time, but some cities did not. Council Member Ciraco asked if the state law would supersede CCRs in an HOA. Plane indicated it was not drafted to supersede CCRs.

VI. ADJOURNMENT

With no further business, the meeting was adjourned.

Michelle Kellogg, City Recorder



Park City Ice Arena:

Water Intrusion & Long-term Facility Strategy

PARK CITY

1881

ONGOING ISSUE TO STRATEGIC INVESTMENT

The Problem: Ongoing water infiltration and the impact to patrons, staff and long-term risks to the structure.

The Opportunity: Understanding the root cause of the infiltration and addressing it with a solution with the past 20 years and the next 20 years in mind.



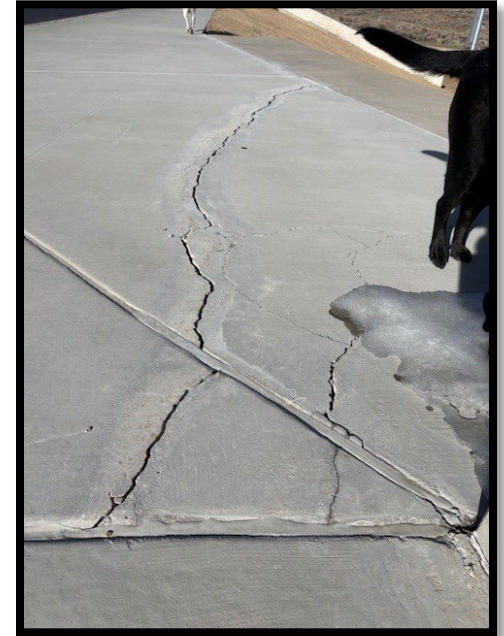
THE PROBLEM



March 25, 2025

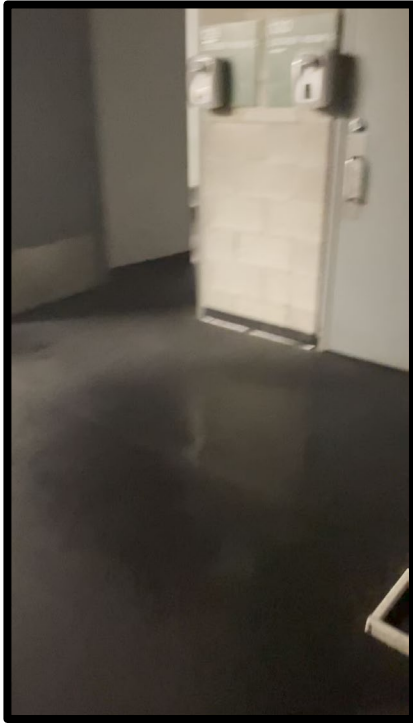


May 2026



February 3, 2026

THE PROBLEM



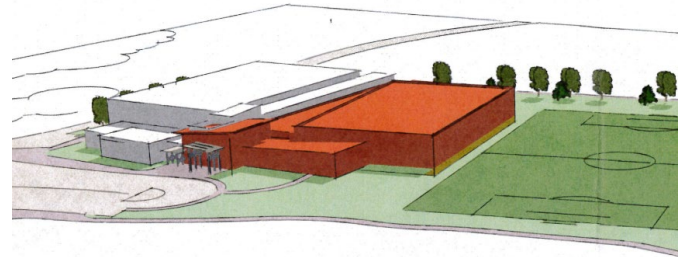
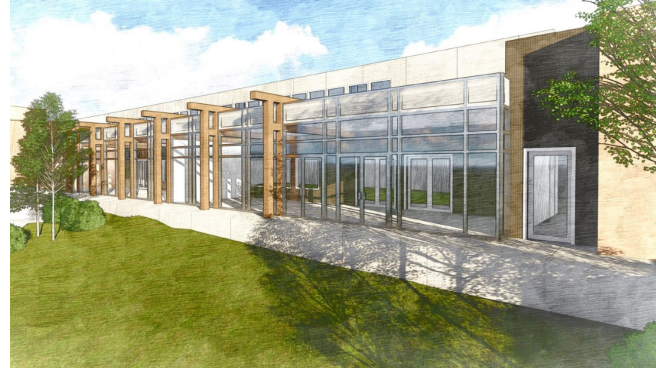
August 16, 2023

THE OPPORTUNITY

Today



Possible Future



If we address the root cause thoughtfully, repairs can align with long-term vision.

THE PROCESS



Existing building analysis



Repair & Improvement Options



Public & Stakeholder
Engagement



Cost data



Final Report to Council

SCHEDULE



Timeline: 12 weeks (March – May)



Cost: Feasibility Study - \$47,225



Budget: New CIP Request ('FY 27) or Ice Arena's existing Capital Funding.

QUESTIONS



Quinn's Junction Area Park-and-Ride

City Council Work Session | February 26, 2026

Transportation Planning



Requested Council Direction

To keep Re-Create 248 moving into environmental review, design, and funding:

1. Confirm the recommended first-phase capture lot site: Gordo
2. Direct staff to advance Re-Create 248 environmental review with an eastern project limit that supports service to Richardson Flat, while retaining flexibility on where dedicated-lane infrastructure ends pending FTA coordination and cost/benefit assessment

Why now: A defined eastern terminus is required for transit operations, ridership performance, environmental review, and cost estimates.

What changed since the two-site concept

Major milestones now frame this as an implementation decision:

Aug 14, 2025

Council direction to further evaluate 2-location concept (Gordo + RF)

Nov 18, 2025

Council approved Deer Valley Project Partnership Agreement

Jan 20, 2026

Council adopted Re-Create 248 Locally Preferred Alternative (LPA) Dedicated Side-Running Bus Lanes

With the LPA adopted, the park-and-ride decision shifts from conceptual exploration to defining the eastern terminus needed to deliver Re-Create 248 and stay competitive for state and federal funding.



Project delivery

- Define the eastern terminus required to advance environmental review and final design
- Provide cost certainty and a credible scope for delivery ahead of 2034



Transit operations & performance

- Support frequent, reliable service using the adopted dedicated bus lane configuration
- Maximize ridership performance and end-of-line operability



Funding competitiveness

- Demonstrate readiness and local commitment for state/federal grant opportunities
- Align Deer Valley contributions and City investments into a unified strategy

Gordo (recommended first phase)



Why it performs best for first-phase delivery:

- City ownership (site control)
- Manageable and known site conditions
- Direct access to SR-248
- Strong operability with dedicated side-running bus lanes

Richardson Flat (secondary/future needs role)



Still valuable as part of the regional system, but adds complexity as first phase:

- Environmental/permitting risk can extend schedules
- Less direct access for frequent bus operations
- Additional circulation/turning movements
- Long-term planning and partner coordination

Most impactful reasons people choose to use a park-and-ride

Accessibility & Location

- Ease of Access
- Proximity to Destinations
- Land use and density
- Total Travel Time

Parking & Costs

- Parking fees
- Parking availability
- Parking convenience
- Total travel cost

Transit Service

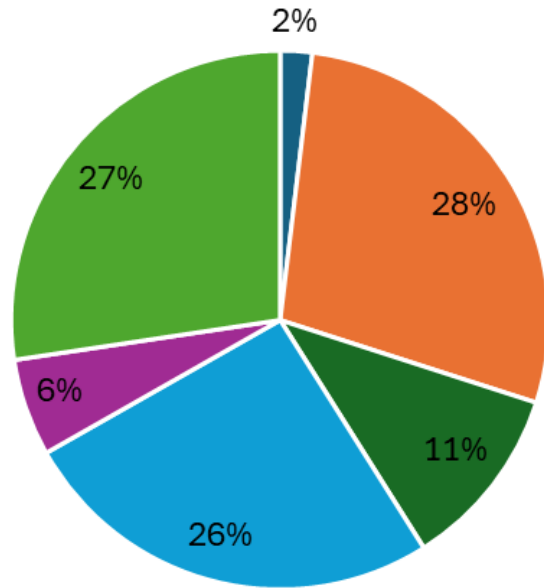
- Frequency and reliability
- Travel time
- Seat availability
- One seat rides

Safety & Security

- Perceived and actual safety
- Lighting, CCTV, activity node

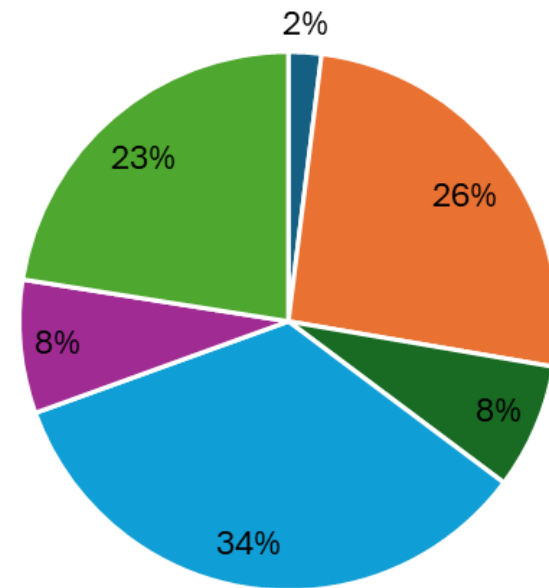
Who is using the park and ride

**Richardson Flat Park and Ride Origins
Winter 2024/2025 (Dec 1 - Feb 20)
N = 19,443**



- Regional
- Utah County
- Wasatch County Wasatch Back
- Summit County Wasatch Back
- Wasatch Front SLC
- Out of State

**Richardson Flat Park and Ride Origins
Winter 2025/2026 (Dec 1 - Feb 20)
N = 18,910**

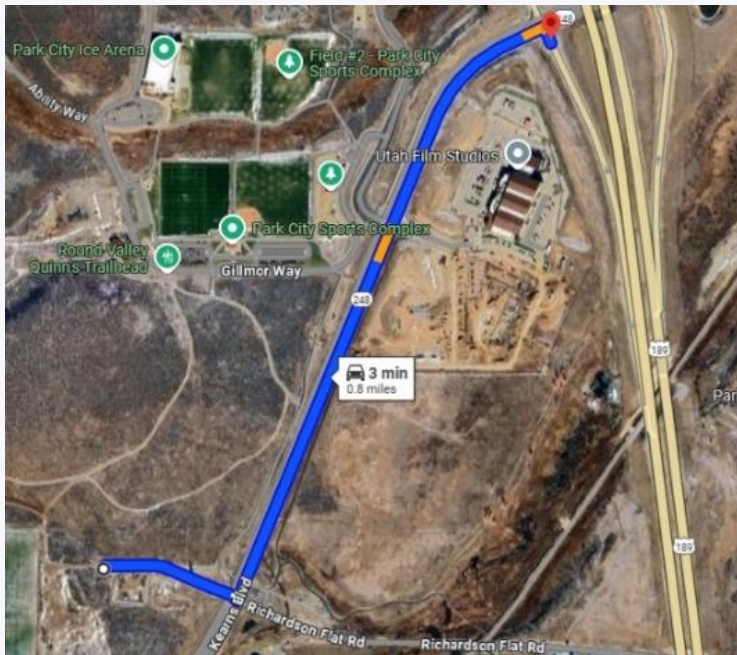


- Regional
- Utah County
- Wasatch County Wasatch Back
- Summit County Wasatch Back
- Wasatch Front SLC
- Out of State

Travel Time and Distance from Park-n-Ride Sites to Highway 40				
	To Highway 40		From Highway 40	
	Time	Distance	Time	Distance
Gordo	3 Minutes	0.8 Miles	2 Minutes	1 Mile
Richardson Flat	6 Minutes	2.3-2.9 Miles	6 Minutes	2.3-2.9 Miles

[Based on travel times captured by Google Maps on Tuesday 5/6/2025 @12pm]

Gordo to Highway 4



Highway 40 to Gordo



Travel Time and Distance from Park-n-Ride Sites to Highway 40				
	To Highway 40		From Highway 40	
	Time	Distance	Time	Distance
Gordo	3 Minutes	0.8 Miles	2 Minutes	1 Mile
Richardson Flat	6 Minutes	2.3-2.9 Miles	6 Minutes	2.3-2.9 Miles

[Based on travel times captured by Google Maps on Tuesday 5/6/2025 @12pm]

Richardson Flat PnR to Highway 40



Highway 40 to Richardson Flat PnR



Recommend:

Gordo as the recommended first-phase eastern park-and-ride buildout

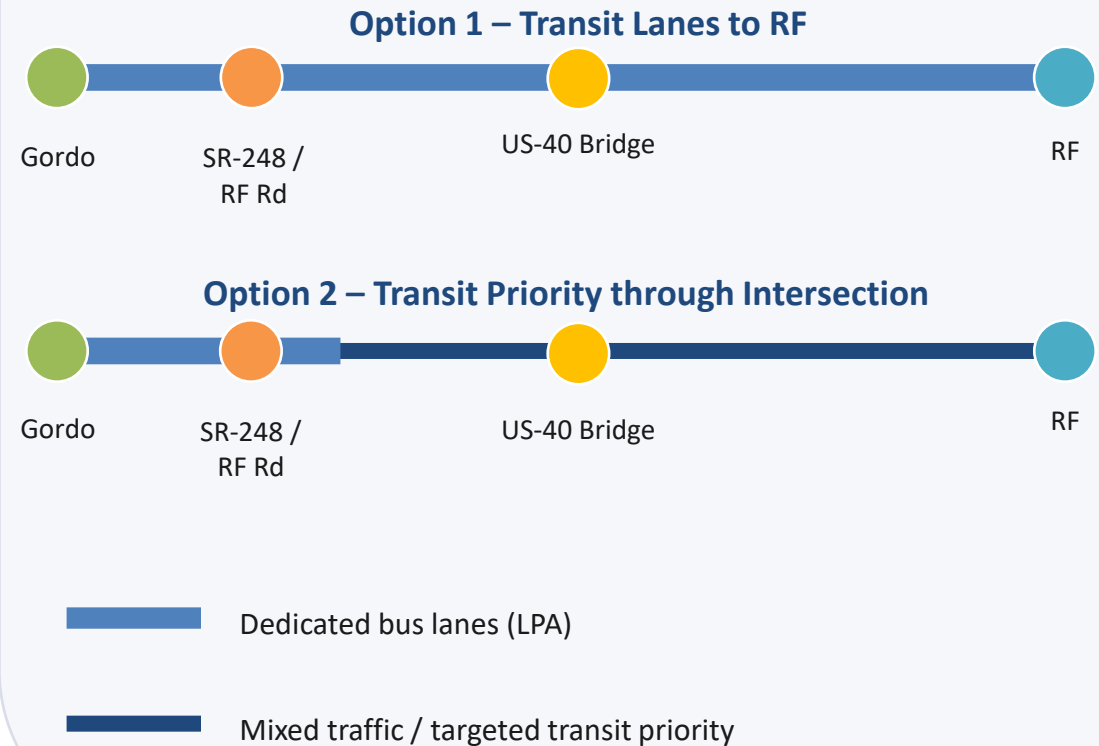
- Best supports the adopted Re-Create 248 LPA bus lanes
- Highest schedule certainty (known constraints and City control)
- Expected to improve capture rate
- Keeps options open for future Richardson Flat improvements



Recommended approach

- Advance Re-Create 248 environmental review with an eastern limit that supports service to Richardson Flat
- Retain flexibility to adjust where dedicated-lane infrastructure ends (e.g., SR-248/Richardson Flat Rd area) pending FTA coordination and a cost/benefit + performance assessment
- If lanes end at SR-248/Richardson Flat Rd, continue service to Richardson Flat with targeted transit priority (queue jump and/or signal priority) to maintain reliability

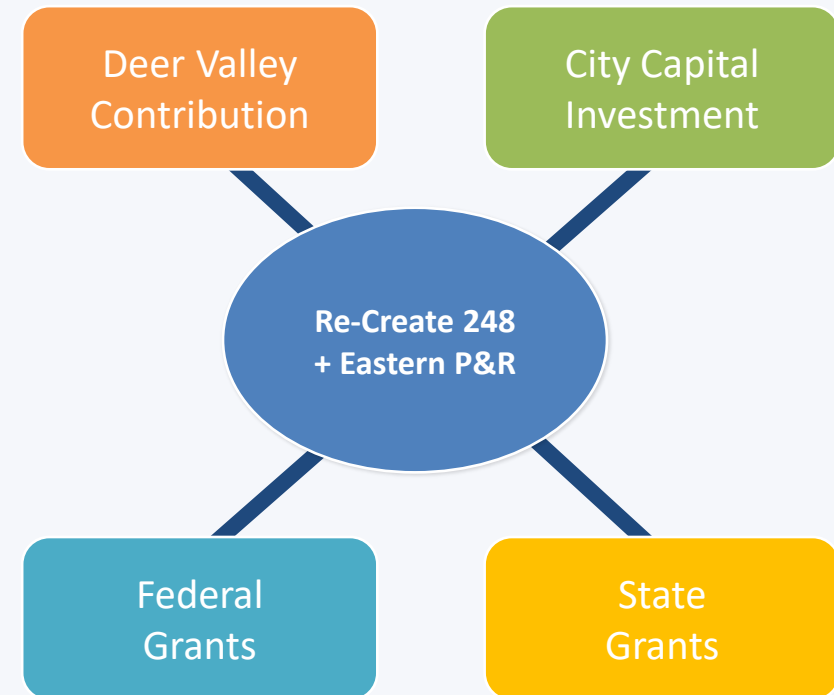
Conceptual schematics (not to scale)



Why site confirmation matters for funding

- A confirmed eastern terminus is required to credibly advance design, environmental review, and grant applications tied to the LPA
- Supports the City's strategy to leverage existing and planned park-and-ride investments (~\$30M to date) as local match
- Improves credibility with UDOT, FTA, and partners by demonstrating readiness and a unified scope

Coordinated funding story



Next steps (once direction is confirmed)

- 1 Incorporate the park-and-ride concept into the Re-Create 248 Environmental Impact Study (anticipated to begin in April)
- 2 Advance park-and-ride operations and conceptual design for the Gordo first phase
- 3 Coordinate with FTA on eastern project limit and evaluate cost/benefit + performance for where dedicated lanes should end
- 4 Continue planning for Richardson Flat as secondary/overflow, including targeted transit priority treatments as the eastern area develops

Delays in confirming direction affect schedule certainty, funding competitiveness, and the ability to deliver ahead of 2034.

Please provide direction on:

1) First-phase site

Confirm Gordo as the recommended first-phase eastern capture lot.

2) Eastern project limit

Direct staff to advance environmental review with an eastern limit that supports service to Richardson Flat, while keeping flexibility on where dedicated lanes end, pending FTA coordination and performance assessment.

Questions & Discussion

Thank you



**Cost were developed in 2025
and stall count were selected
to fill the available space**

Available Lot Size
ft²

New Parking
Stalls*

Amenity ft²

Total Cost

Improvement Option #1 - Minimal Surface Parking - No Amenities

Scenario A	Richardson Flat	650,000	300	-	\$ 1.9M
Scenario B	Gordo	870,000	300	-	\$ 1.8M

Improvement Option #2 - Maximize Surface Parking

Scenario A	Richardson Flat	650,000	750	800	\$ 12M
Scenario B	Gordo	870,000	1,000	800	\$ 9M

Improvement Option #3 - Above-Grade Structured Parking**

Scenario A	Richardson Flat	650,000	1,500	800	\$ 87M
Scenario B	Gordo	870,000	1,500	800	\$ 81M

Improvement Option #4 - Below-Grade Structured Parking w/ Development**

Scenario A	Richardson Flat	650,000	1,500	800	\$ 147M
Scenario B	Gordo	870,000	1,500	800	\$ 133M

*Note: "New Parking Stalls" does not include the existing parking at RF (750 stalls)

**Note: Structured parking at RF would likely reduce/impact current surface parking count

Gordo P&R

Write a description for your map.

Legend



3000' Express Lane

70' Ped/Bike Trails

850' road extension

Legend

- Car lane
- Bus Lane
- Ped Crossing
- Trail

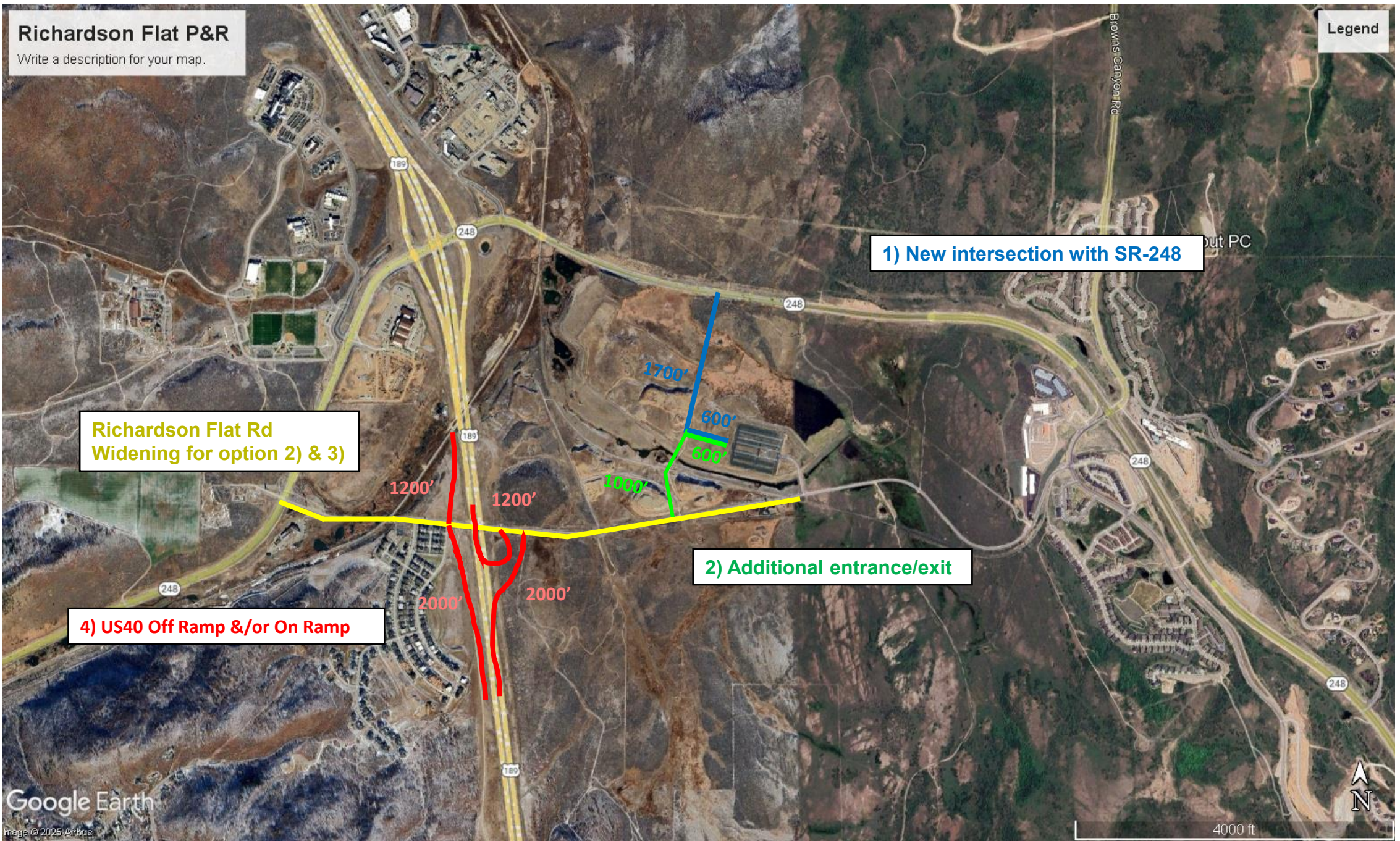
Cost

- Gordo Express Lane
 - \$2.4 Million
- Gordo Separated Express Lane
 - \$3 Million
- Length of lane will impact pricing

Cost were developed in 2025

Richardson Flat P&R

Write a description for your map.



1) New intersection with SR-248

Richardson Flat Rd
Widening for option 2) & 3)

2) Additional entrance/exit

4) US40 Off Ramp &/or On Ramp

Cost

- **1) New intersection with SR-248**
 - \$8.6 Million
- **2) Additional entrance/exit**
 - \$3 Million
- **3) US40 Off Ramp &/or On Ramp**
 - \$45 Million

Cost were developed in 2025

2025 General Plan Implementation

Historic Preservation Board &
Planning Commission's Recommended
2026 Priorities



PC Recommended

2026 Priorities

- **Open Space Preservation** – Integrate and update Wildland Urban Interface and Waterwise Landscaping requirements
- **Affordable Housing** – Update the Affordable Master Planned Development Code
- **Community Character** – Review regulations for compatible infill in residential areas outside Historic Districts
- **Transportation** – Update parking requirements to prohibit separate leasing of parking, replace parking minimums with maximums, and flexibility to replace excess surface parking
- **Sustainability** – Incentivize a zero-emissions stretch code, require landfill diversion, create remediation criteria for sites with contaminated soils
- **Emerging Technology** – Update Telecommunications Facilities



— Questions for Council —

Are there code amendments not outlined in the Staff Report the City Council would like staff and Planning Commission to evaluate this year?

Are there code amendments recommended by the Planning Commission the City Council would like to remove from prioritization this year?

Is the City Council supportive of the Planning Commission's recommended prioritizations for 2026? If so, are there amendments the Council would like staff and the Commission to address first?



HPB Recommended

2026 Priorities

- Establish compatible design standards and financial regulatory incentives for ski-era historic resources
- Establish criteria to evaluate applications for Material Deconstruction, Panelization, Lifting, Reconstructing, and Demolition
- Explore opportunities to incentivize reuse and renovation of Historic Structures



— Questions for Council —

Are there code amendments not outlined in the Staff Report the City Council would like staff and Historic Preservation Board to evaluate this year?

Are there code amendments recommended by the Historic Preservation board the City Council would like to remove from prioritization this year?

Is the City Council supportive of the Historic Preservations Board's recommended prioritizations for 2026? If so, are there amendments the Council would like staff and the Board to address first?



2166 Comstock Dr

ENCROACHMENTS



Request

The Applicant is requesting Council approve an Encroachment for their installed fence and landscaping wall.



Right-of-Way



Snow Removal

The fence is approximately 4' from the sidewalk. The landscaping wall is directly against the sidewalk. As such, it will interfere with snow clearing.



Options

1. **Approve an encroachment agreement for the fence as built but require the relocation of the landscaping wall to provide a minimum 2-foot setback from the sidewalk (staff's recommendation).**
2. Approve an encroachment agreement for both the fence and landscaping wall as built.
3. Deny an encroachment agreement and initiate the process for removal of the fence and landscaping wall encroachments into the right-of-way consistent with [Utah Code section 72-7-104](#).



Questions?

Previous Condition

