



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

July 9, 2026

The Council of Park City, Summit County, Utah, met in open meeting on July 9, 2026, at 1:00 p.m. in the Council Chambers.

Council Member Toly moved to close the meeting to discuss property, litigation, and advice of counsel at 1:02 p.m. Council Member Miller seconded the motion.

RESULT: APPROVED

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

CLOSED SESSION

Council Member Ciraco moved to adjourn from Closed Meeting at 3:40 p.m. Council Member Miller seconded the motion.

RESULT: APPROVED

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

WORK SESSION

Senior Center Discussion:

Matt Lee and Chris Eggleton, Economic Development and Housing Department, presented this item. Lee reviewed the work in progress including utility needs, road access, and a plat amendment and right-of-way vacation. He estimated the design would be completed by fall and then the project would advance to the Planning Commission for consideration. He hoped that construction would begin next spring. The proposed plan had 52 parking stalls, 8,800 square feet on the ground level and 6,200 square feet on the second floor.

Lee explained the budget outlay for construction and asked if Council wanted to proceed with the schematic design. Council Member Parigian asked if the two sections of parking could be connected. Eggleton thought people would be entering from 12th street and Sullivan Road and they would see the openings. He worked with Transportation Planning for transit opportunities and indicated the mobility bus would stop at the center. Council Member Parigian asked what the roof area entailed. Seth

Striefel, Sparano + Mooney Architecture stated that was space that the deck could expand into, although the occupancy load would be limited.

Council Member Parigian didn't like having only 52 parking stalls and asked that there be a contingency plan to add more in case of over-use. Lee stated additional parking could be added but that would be a separate application. Council Member Parigian requested a light color for the building exterior, and windows on each wall.

Council Member Toly asked to design the building for shade. The Council supported the 15,000 square foot building with 52 parking spaces. Lee asked if the Council had a preference for receiving public input on this project. Council Member Toly stated this project had been in front of Council 17 times and the seniors had spread the word about the project around town. Council Member Miller suggested a small communications plan for the project. Council Member Ciraco requested a materials board at the meeting where the schematic design came to Council for approval. Eggleton reviewed Summit County was collaborative on the project and they were also participating in the design process.

Little Kate Road Project Update:

Anna Maki and Julia Collins, Transportation Planning Department, presented this item. Collins reviewed the Council direction from the last meeting and stated they would review four concepts. The existing conditions included a 5-foot sidewalk, which was out of City compliance, and there was a painted stripe separating bikes from vehicles. The following alternatives were presented: 1A buffered bike lanes and widening the sidewalk at places; 1B buffered bike lanes with vertical barriers; 2A south side bike lanes, which would shift both bike lanes to one side of the road; 2B south side bike lanes with a raised buffer. They also presented a no change option. If the Council supported the no change option, they would still proceed with the bus stop improvements for this area. Maki reviewed the community feedback given on this project. Priorities from the community were reducing vehicle speeds, maintaining the safe route to school, and keeping pedestrians and bikes separate. Concerns expressed included roadway widening, property impacts, bikes on sidewalks, and a desire for no change. From the online survey, 1A received the most support of all the alternatives.

Collins noted there would be some impacts to property owners. Council Member Toly asked if the bike lanes could be colored. Maki indicated that was something that could be added to the plan. Council Member Toly asked for signage to ensure this was a safe route to school. Maki indicated the safe routes to school program was managed by the state schools, but they could work with them to incorporate signage. Council Member Toly asked if the 1A concept would calm traffic at all, to which Maki stated it did not, but they could pursue other traffic calming measures.

Council Member Miller asked if the other calming measures would be as effective as narrowing the road, and she stated traffic calming was her priority for that area. Collins indicated they could bring back examples of traffic calming with 1A. Council Member

Parigian indicated the residents wanted status quo but reduced speed. He recommended having an open house to get feedback on traffic calming measures. He also asked for the feedback from the public outreach event in February to be included in the numbers. He asked about the funding for this project. Collins stated this had federal funding, but they had to make sure the project aligned with the pre-approved scope. Council Member Parigian did not want to give the money back and asked what could be done. Steven Dennis reviewed the funding was \$2 million for the multi-use path with \$1.6 million in federal funds. There was not another corridor that was pre-approved, but they could look for one and take it to the federal agency for review. It was a narrative they would have to deal with.

Council Member Miller supported Options 1A and 1B. She wanted to prioritize traffic calming alternatives to road narrowing. Council Member Toly asked for information on colored roads, traffic calming, and the safe route to school. Council Member Zegarra agreed with Council Members Miller and Toly. Council Member Ciraco did not request additional information. Council Member Parigian supported 1A. Maki noted the survey covered every response from respondents. Council Member Parigian supported keeping the bikes and pedestrians separated.

Mayor Dickey felt 1A was not accomplishing much, and he was interested to see traffic calming measures. He asked if the sidewalk would be widened, to which Maki stated it could be widened in areas, but it was uncertain if the sidewalk would be widened if traffic calming features were added. Mayor Dickey asked that the calming measures take space from the traffic lanes.

Discuss Procurement Rules Amendments:

Grant Herdrich, Procurement Manager, presented this item and indicated these amendments were being made to reduce gray areas in the procurement rules. The amendments would cover debriefs, GRAMA language, task orders, small purchase threshold, and approved vendor lists.

Council Member Parigian noted the Council approved a small purchase threshold increase from \$30,000-\$50,000. Cate Brabson, Deputy City Attorney, indicated the Council approval of \$100,000 was different than the small purchase threshold. The task order threshold fell under the Council approval threshold. Mayor Dickey didn't want a lot of little contracts coming to Council. Council Member Ciraco wanted the Council to have a review or approval at some level. Herdrich stated all the contracts were linked to the master contract and a tracking system was in effect. He stated they could bring back a review.

Herdrich reviewed the small purchase limits for city manager approval. They proposed changing the limits to \$100,000 to meet the needs of the City. He indicated that issuing an RFP took approximately 100 days to complete. This would save staff time and effort. Council Member Ciraco could see the practicality of increasing the threshold for low-cost projects, but he saw value in issuing an RFP to find design professionals. Brabson

stated staff could always issue an RFP, but it would not be required in this threshold. Council Member Ciraco wanted to see interaction between the design professional and the Council on projects once they were hired as well. If that was in this process or in a separate process, he wanted to see this included.

Council Member Parigian asked who could be on the approved vendor list. Herdrich stated they would apply through an RSOQ and the list would be updated every 18 months. Herdrich stated this would come back in August for consideration and approval.

REGULAR MEETING

I. ROLL CALL

Attendee Name	Status
Mayor Ryan Dickey Council Member Bill Ciraco Council Member Molly Miller Council Member Ed Parigian Council Member Tana Toly Council Member Diego Zegarra Adam Lenhard, City Manager Luke Henry, Assistant City Attorney Michelle Kellogg, City Recorder	Present
None	Excused

II. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments:

Council Member Toly thanked the community for abiding by the fireworks ban. She felt the July 4th events were amazing. She was disappointed to hear the Olympics Committee was taking out the Nordic Combined event. Council Member Miller heard many questions about the need for affordable housing, and she noted the 2025 City Council set a goal to house 15% of the City's workforce. EngineHouse was at 99% capacity for their affordable units. She read the statistics for other affordable housing projects. She requested a review of all City-owned parcels that could accommodate affordable housing and the feedback on those parcels. She also asked to discuss short-term rentals and the potential for those to be affordable units. Mayor Dickey indicated a housing discussion was coming to the Council in August and those items could be included. Council Member Ciraco stated there was also an affordable housing development coming in the Hideout portion of Richardson Flat. He felt the City had a lot going on and he didn't know what more the City could do. Council Member Parigian didn't want to look backwards but was open to look at every option other than the ones already rejected. Council Members Toly and Zegarra supported a discussion. Mayor Dickey asked that it be included in the housing discussion scheduled for August.

Council Member Ciraco stated affordable housing was complicated. Everyone was for it until the City wanted to put it close to residents. He indicated people came to give public comments from Hideout and Silver Creek and stated they considered themselves residents. But with affordable housing, the City didn't look outside the City boundaries. He felt the City did a good job, but it couldn't provide housing for everyone. He didn't want the Council to lose credibility by trying to do everything. He wanted to stay focused on priorities and he supported affordable housing. He also stated July 4th events were incredible. Council Member Toly asked to learn what the County had done with affordable housing now that they had a housing authority. Council Member Ciraco stated they were focused on rental assistance, but he thought they should look to the City as an example of how to get things done.

Jodi Emery, Deputy City Manager, introduced Todd Darrington, the City's new Budget Director. Darrington reviewed his past employment and stated he was grateful for the opportunity to work here.

Staff Communications Reports:

1. April 2026 Sales Tax Report:

2. 2025-2026 Bonanza Winter Shuttle Report:

III. 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.

Tom Seitz 84060 stated he was with the Place PC group and indicated they were collecting signatures and he hoped the signatures would help the Council make a decision on the 5-acre parcel.

Katherine Fagin 84060 indicated the Little Kate Road project had other funding opportunities, such as safety considerations for Lucky John. She noted many bicyclists rode down Lucky John and didn't turn on Little Kate and there was no bike lane on that stretch. She felt it was important to consider access to bus stops on the south side in that area. Regarding Bonanza 5-acre, she thought the metrics could be aligned because they proposed three floors with each floor having 9-foot ceilings. She also felt some people saw 11 buildings on that site and the developer said there were six buildings.

Jonathan Wilson, speaking on behalf of Holiday Ranch HOA, felt the 5-acre parcel of public property was being developed as if it were private property. This property was envisioned to be open space and arts and culture. He stated this space was now a large-scale development and the majority of open space was a courtyard. You can't

ignore the congested intersection as well. He thought Park City was different and had visionary planning.

Carol MacFarlane was concerned about the traffic and parking around the 5-acre parcel. She was glad to hear the Council knew there was a lot of affordable housing in the County. The parking for the project was under-numbered so there would be overflow traffic and parking in the Prospector area.

Luke Searle, 84032, Candidate for House District 59, appreciated the Council and the residents in the community.

Michelle Rankin 84060 spoke on the Little Kate project. She stated the neighbors felt the design lacked traffic calming and safety measures. Staff welcomed the neighbors to give feedback and meet with them. The feedback was universally in favor of crosswalks and safer intersections as well as speed monitor indicators. Other ideas were also suggested.

Don Seibert 84060 stated that he liked the Little Kate survey because it was open ended. To make 1A work, ebikes would have to be kept off sidewalks. He thought Lucky John needed to be considered and stated the road was two feet narrower.

John Spung 84060 supported affordable housing but many people oppose the Bonanza 5-acre project. It would exasperate the traffic congestion. He didn't think the City was in the housing business.

Dick Grannis 84060 indicated that he and his neighbors strongly felt the 5-acre project was a bad idea. He thought what mattered to the community was traffic, affordable housing, and open space. This project would worsen the traffic and would obliterate the views. He stated he didn't see the majority of people coming out to support the project.

Kelly Pfaff 84060 stated she researched the history of the 5-acre parcel, and she felt early stages of planning had a low public turnout. She read affordable housing statistics and stated all the housing didn't have to be in the City. Park City had a good transit system, and they could look at options in the County.

Andrea Barros 84060 read a prepared statement (attached) and stated \$19.5 million was spent 10 years ago to buy the 5-acre parcel. Additional funds were spent to relocate the businesses and remove contaminated soils. The project would exceed height limits. This was different than what the residents envisioned. This property was purchased with taxpayer dollars so the process should be transparent. The circumstances had changed throughout the years, and the project should be reevaluated and the decision should be made by the public.

Peter Yogman 84060 related that decisions for the 5-acre should be public and asked that the City release the financial details. He also asked for a combined understanding

on all the affordable housing, both public and private, in the area. He didn't want to rush into this project and felt the City could do better.

Sean Parker indicated he went on Little Kate occasionally and he reviewed other projects with shared paths. After public input, Engineering put in traffic calming features. He referred to Boulder, Colorado's bike lanes and felt the City could learn from them. He suggested speed bumps for traffic calming.

Mayor Dickey closed the public input portion of the meeting.

IV. CONSIDERATION OF MINUTES

1. Consideration to Approve the City Council Meeting Minutes from June 25, 2026:

Council Member Toly moved to approve the City Council meeting minutes from June 25, 2026. Council Member Ciraco seconded the motion.

RESULT: APPROVED

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

V. CONSENT AGENDA

1. Request to Authorize the Mayor to Sign a Letter of Concurrence and Match Agreement with the Mountainland Association of Governments for the Park City Multimodal Wayfinding Plan:

2. Request to Authorize the City Manager to Execute a Professional Service Agreement with Alpine Forestry LLC, as Approved by the City Attorney's Office, Not to Exceed \$665,000, to Implement the Forest Health and Fuels Program:

3. Request to Authorize the City Manager to Execute an Agreement in a Form Approved by the City Attorney's Office with ABC Bus, Inc. for the Purchase of Five 34-Foot Turtle Top Terra Transit HD Buses, Not to Exceed \$1,288,746.00, Using the Georgia State Cooperative Contract:

4. Request to Authorize the City Manager to Execute a Construction Agreement with Whitaker Construction Company Inc., in a Form Approved by the City Attorney, Not to Exceed \$953,730, for the Park City Heights to Studio Crossings Water Line Project:

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

RESULT: APPROVED

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

VI. OLD BUSINESS

1. Snow Creek Tunnel Update:

John Robertson, Dawn Wagner, and Steven Dennis, Engineering Department, presented this item. Wagner indicated the project in the Snow Creek area would complete the gap in the active transportation network. She presented five alternatives for the crossing. There was an at-grade option with the HAWK signal and four below-grade tunnel alternatives: a skewed angle versus a straight option, and an enhanced landscaped entrance versus a retaining wall entrance. Wagner reviewed outreach made with adjoining property owners. In conjunction with the tunnel construction, the waterline would also need to be replaced, which would further impact SN Realty.

Wagner reviewed the cost for the project with the HAWK signal being \$4 million and the highest below-grade being upwards of \$17 million. She recommended going with the skewed below-grade option with the enhanced entrance. Robertson indicated they had not fully evaluated all the impacts to the HAWK signal, but he knew it would impact the nearby businesses. The crossing was part of the Bonanza Small Area Plan, and it would connect the pathways to the greater transportation network.

Mayor Dickey asked why the skewed option was better, to which Wagner stated there wouldn't be sharp turns and users could see what was coming, which was a crime prevention measure. Mayor Dickey asked if a do-nothing option was available so they could wait for a traffic signal at Homestake Road. Robertson stated before a signal would be placed there, a study would have to be completed, and the UDOT criteria needed to be met.

Council Member Miller asked if a tunnel crossing was safer than a HAWK crossing. Robertson felt that safety was improved when pedestrians and bikes were separated from vehicles. Council Member Miller asked when the waterline needed to be replaced if the tunnel was not done. Griffin Lloyd, Water Engineer, stated there had been numerous water breaks there. The replacement was not planned for the next five years, but it was becoming a priority.

Council Member Parigian asked if the City could apply for a HAWK signal now. Robertson stated an analysis would need to be done and the tunnel abandoned. Council Member Parigian asserted it was the easiest solution, and it would save money. Robertson indicated the tunnel was the last project that would use the Walkability bond funds. Council Member Parigian indicated the bond money could be used to widen sidewalks. He asked why the cost of the HAWK increased dramatically, to which Robertson stated private property would have to be acquired. Council Member Parigian asked if there were state grants for funding the HAWK. Dennis indicated the City had

some funds and there was a possibility of asking for more funding. Council Member Parigian asked why the tunnel width wasn't wider, to which Dennis stated it would dramatically increase the cost.

Council Member Zegarra asked if there had been public outreach for this project. Robertson reviewed that public feedback supported a tunnel rather than a bridge for that area. Council Member Ciraco asked for benchmark numbers on safety for HAWK signals versus a tunnel. He referred to a letter he received and stated there could be problems acquiring enough right-of-way for a tunnel. Robertson indicated they could continue with design and meeting with property owners, but they needed direction from the Council. Council Member Ciraco asked if staff had enough information to meet with the property owners to negotiate. Dennis stated they would need to spend approximately \$300,000 to complete design and be certain as to the right-of-way needs. Robertson noted the impact to the Frontage Protection Zone, and asserted the property owners were not able to build out on that property for other uses.

Mayor Dickey asked the City's contribution to the project, to which Dennis stated \$11.5 million. Robertson noted there was 25% contingency fund in this project, and that number could be reduced as the project was refined.

Mayor Dickey opened public input.

Craig Elliott, 84060, stated his company was working with both properties on the south side of this project, and he asserted a ramp on the south side would take away the realty parking and it would take away parking from Holiday Village. He listed other impacts to those properties. The way this was set up could impact future road configurations. This would reduce the amount of retail that could operate in this spot. The property owner was objecting to this because of the impacts.

Sean Parker 84060 stated if the City didn't spend the money on studies, it could already have the HAWK. The bond money could be spent on sidewalks. He didn't think constructing a tunnel was a good use of funds.

Mayor Dickey closed public input.

Council Member Parigian opposed taking land from other property owners. He supported working to get a Homestake Road traffic signal and didn't think the tunnel was cost effective. Council Member Toly did not support a tunnel and asked to look at the Homestake signal. Council Member Zegarra felt the tunnel cost was prohibitive. Council Member Ciraco requested an answer from UDOT, telling them the options and asking for the Homestake signal as a solution. If the signal was not going to happen in the next four years, he would support the HAWK. Mayor Dickey asked if the Homestake signal was the right place for a pathway connection. Robertson stated it could serve the purpose but wouldn't separate the traffic. The benefit of having the tunnel was so traffic

wouldn't have to stop. Council Member Miller supported the Homestake signal study. If that didn't work out, she supported the tunnel, but she was concerned about the cost.

Dennis stated they were getting pressured by UDOT to spend grant money and that could be used for Homestake signal. Mayor Dickey summarized the tunnel cost too much. He hated to miss this opportunity and felt this was a project that had a lot of support. He asked staff to talk to UDOT about Homestake and talk to property owners about selling part of their property for the tunnel if the light was not feasible for the near future. Dennis felt a signal would not go in at Homestake for 10 years. The Council agreed to proceed with the analysis.

VII. ADJOURNMENT

With no further business, the meeting was adjourned.

Michelle Kellogg, City Recorder

THE LITTLE KATE ROAD PROJECT

PROJECT UPDATE



TODAY'S GOALS

- Overview of the 4 alternative concepts
- Review concept tradeoffs
- Share outreach to date
- Review public input and what we heard
- Discuss next steps for project - Council feedback

No formal action is requested at this time. Staff is seeking feedback on the tradeoffs of each concept and potential design features, which will help inform development of the preferred alternative.



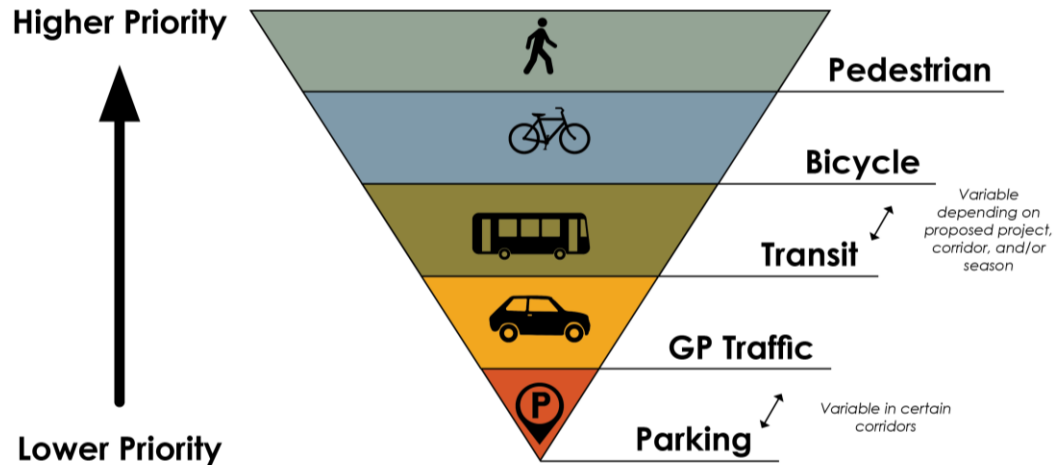
PROJECT BACKGROUND



Park City, UT

Bicycle & Pedestrian Plan

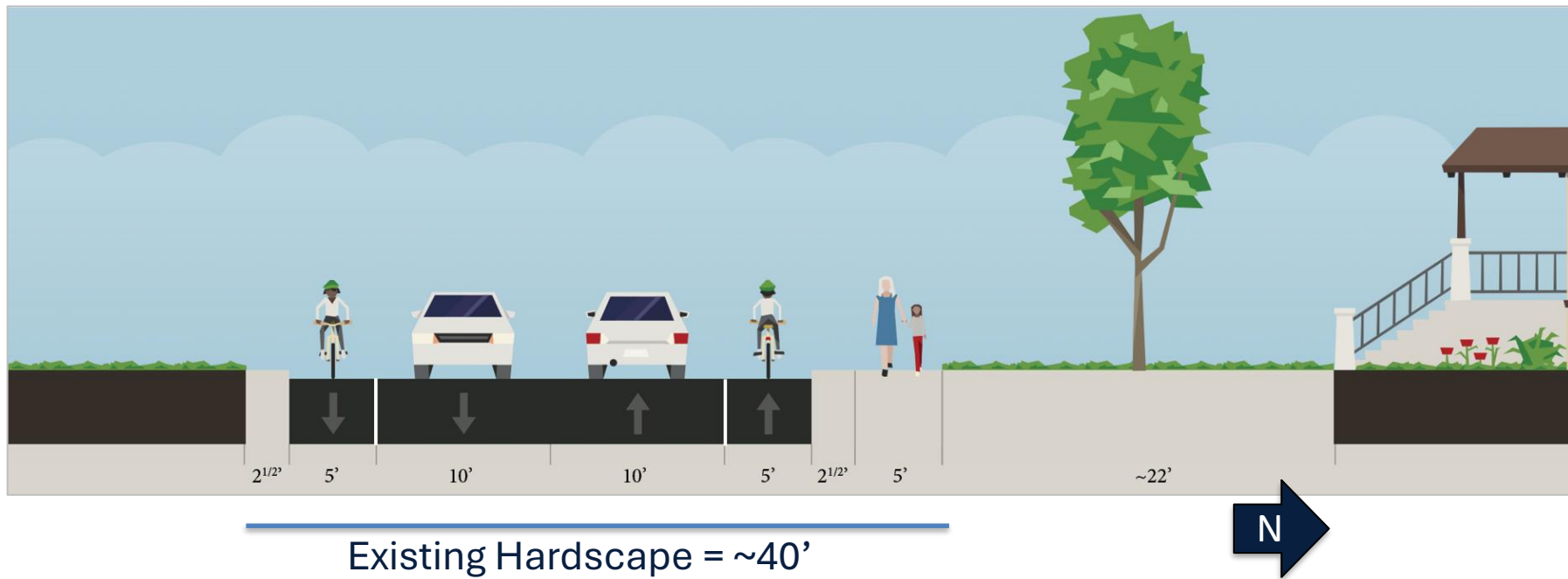
Modal Priority for Decision Making



Vicinity Map



EXISTING ROADWAY



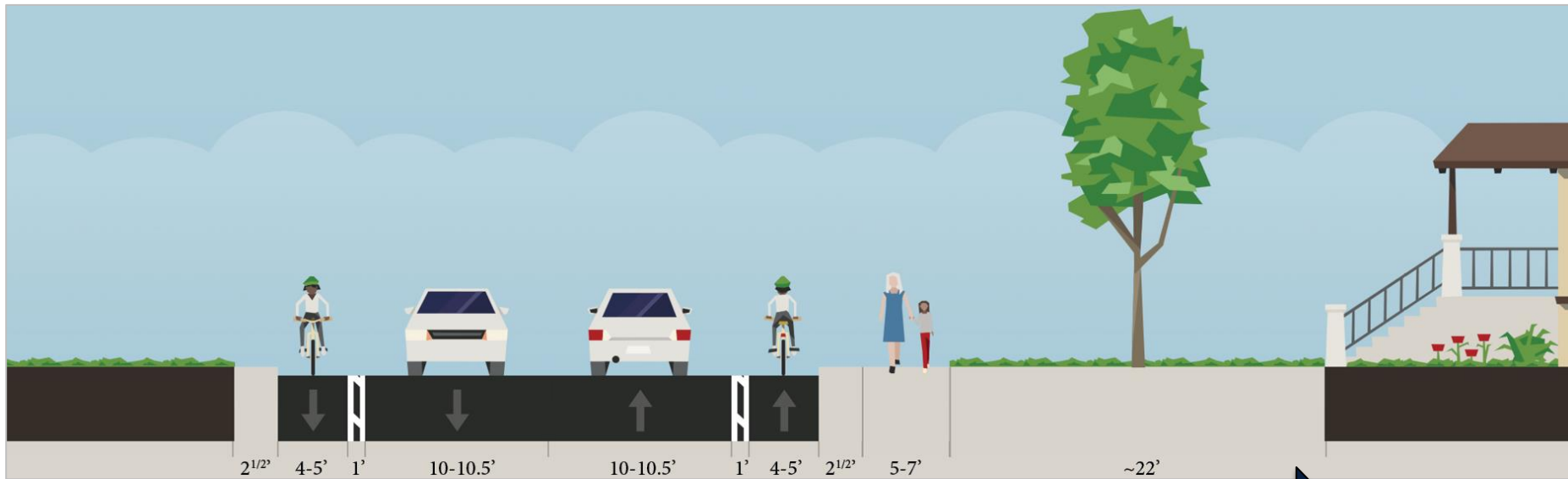
City Owned ROW = ~50'

PROJECT ALTERNATIVES

What went into the alternatives?

Considerations
Separation of different user groups
Improve safety for bicyclists and pedestrians
Reduce speeds: traffic calming
Snow storage
Roadway impacts: only City-owned ROW

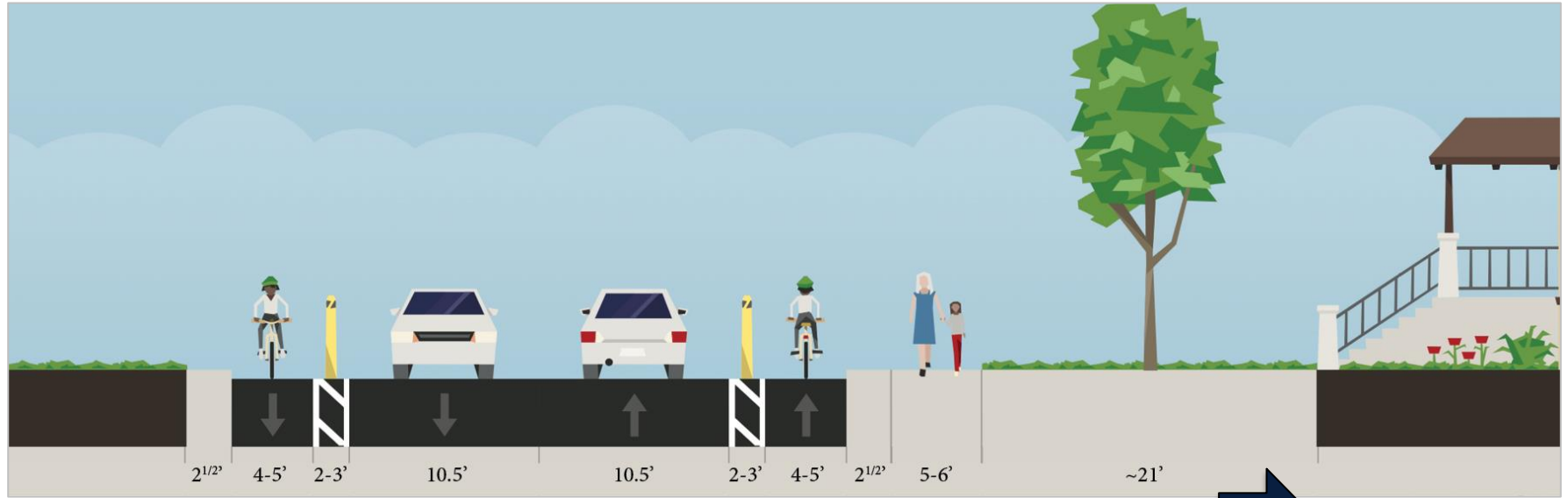
1A: BUFFERED BIKE LANES (MINIMAL)



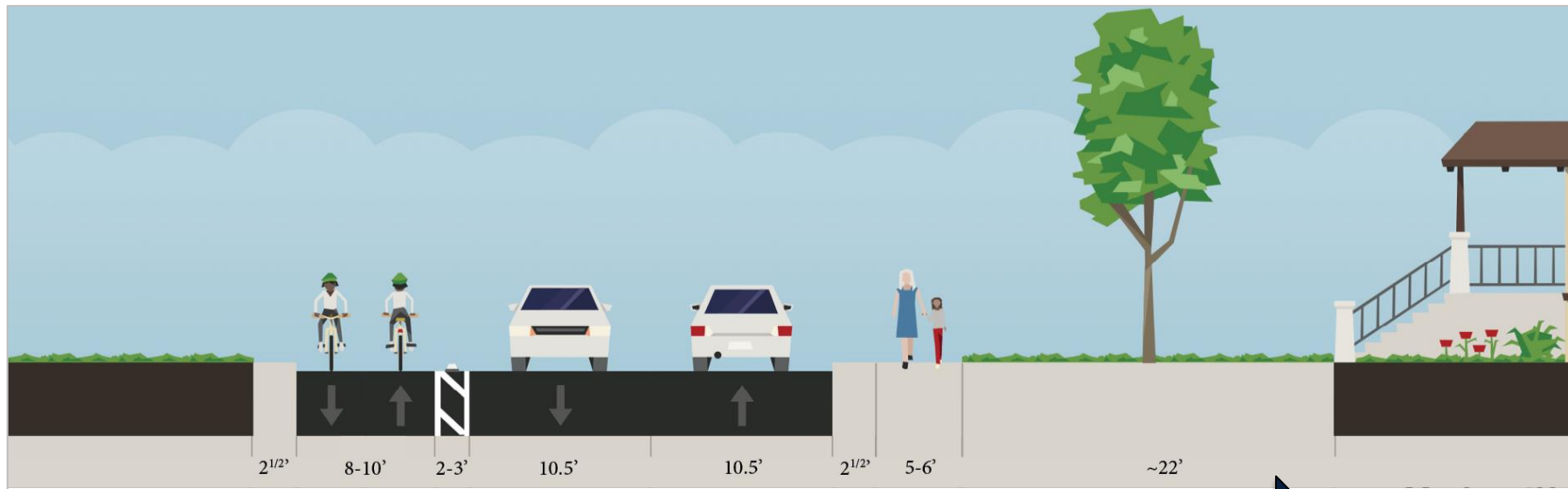
Closest scenario to existing



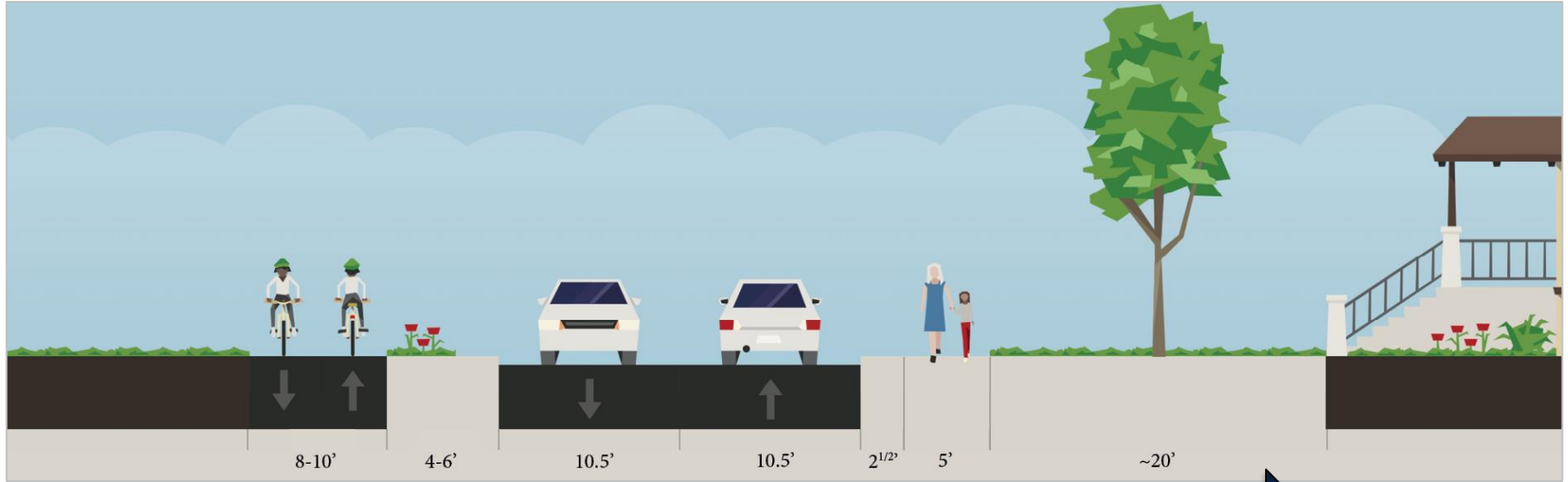
1B: BUFFERED BIKE LANES



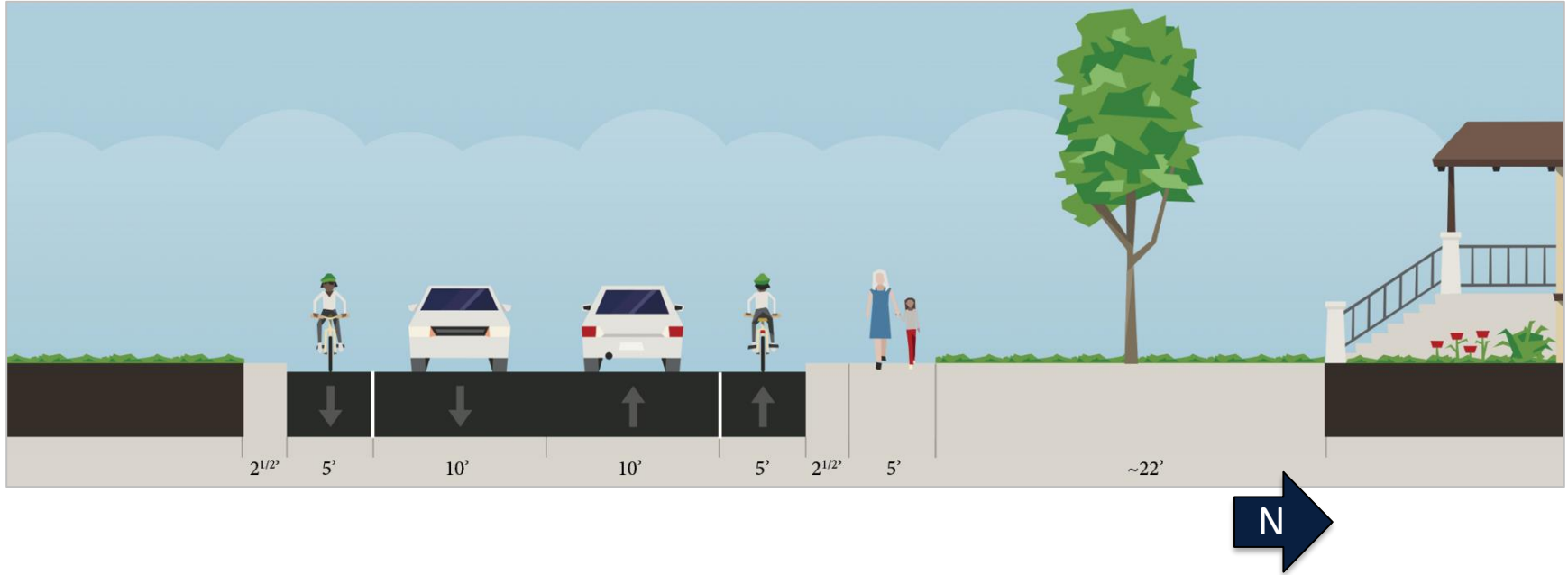
2A: BIKE LANES ON SOUTH SIDE



2B: SOUTH SIDE BIKE LANES



NO BUILD - Keep Existing



MAINTENANCE, EDUCATION, & ENFORCEMENT



- Pathway management
- Vehicle speed & stop sign enforcement
- Data collection
- Ongoing maintenance



TRADEOFFS BETWEEN CONCEPTS

Evaluation Criteria	No Build	1A	1B	2A	2B
Minimizes Roadway Impacts	✓✓✓✓	✓✓✓	✓	✓✓✓	✓
Comfortable for All Ages & Abilities	✓	✓✓	✓✓✓	✓✓	✓✓✓✓
Supports Traffic Calming	✓	✓	✓✓	✓✓	✓✓✓
Temporary Construction Permits	-	✓✓	✓✓✓✓	✓	✓✓✓✓
Cost	✓	✓✓	✓✓✓✓	✓✓✓	✓✓✓✓✓
Construction Difficulty	-	✓	✓✓	✓✓✓✓	✓✓✓✓

COMMUNITY FEEDBACK

Type of Communication	Timeline	Audience
Engage Park City Website	October 2025 - Present	1,500 Site Visitors
Citywide Spring Projects Open House	June 2	30 Community Members
Community Walkthroughs	April 30 – Present	5 Community Members
Online Survey	June 11 – July 7	92 Responses
Park Meadows Project Mailers	June 15	~ 890 Households
Little Kate Road Open House	June 23	~ 80 Community Members

COMMUNITY FEEDBACK

Priorities	• Reduce vehicle speeds • Safe Route to School • Maintain neighborhood characteristic • Keep pedestrians and bicyclists separate
Concerns	• Roadway widening • Property impacts • Bicyclists (adults) on the sidewalk • No change desired

Residents generally favored lower-impact improvements over major reconstruction. Reflected in majority support for concept 1A

COMMUNITY FEEDBACK - SURVEY

Rate your support for the 1a concept (Required)

- ☐ Strongly support
- ☐ Somewhat support
- ☐ Somewhat oppose
- ☐ Strongly oppose
- ☐ Don't know

What do you like about the 1a concept?

Write your answer here

What do you dislike about the 1a concept?

Write your answer here

Additional Project Feedback

17. What other priorities do you have for this project?

Choose all that apply

- ☐ Wider sidewalk
- ☐ Traffic calming
- ☐ Safer, more comfortable bike facilities
- ☐ Improve walking
- ☐ Reduced amount of roadway widening
- ☐ Other

18. Do you have other feedback for the project?

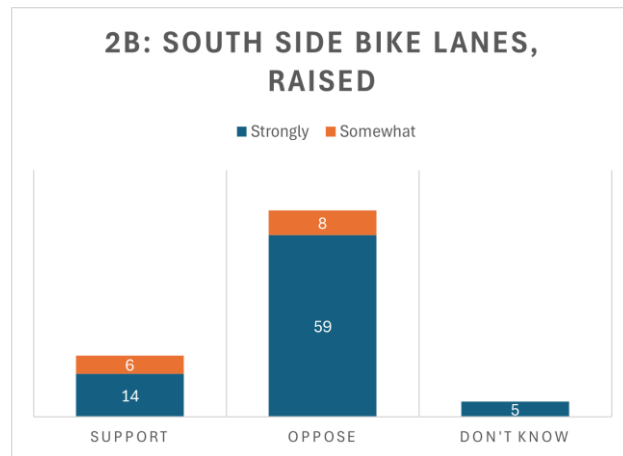
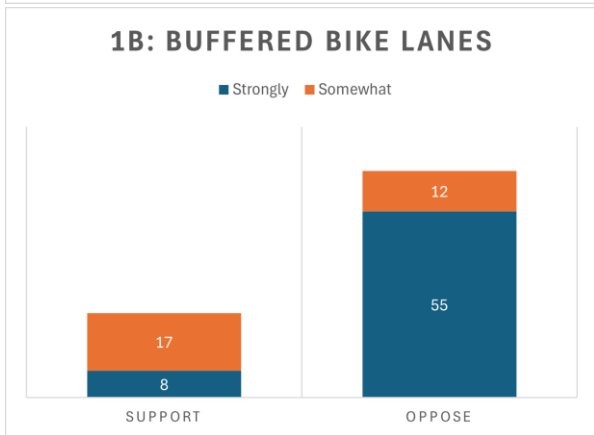
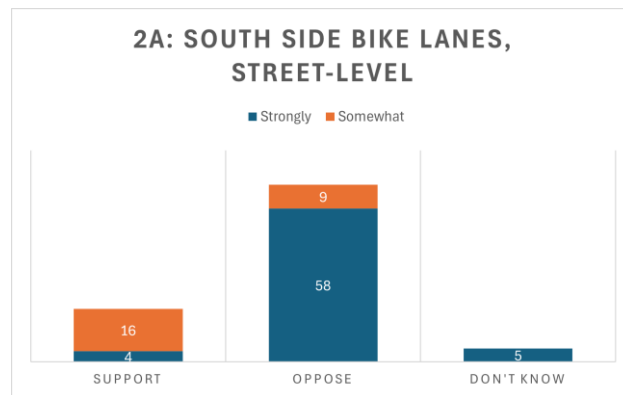
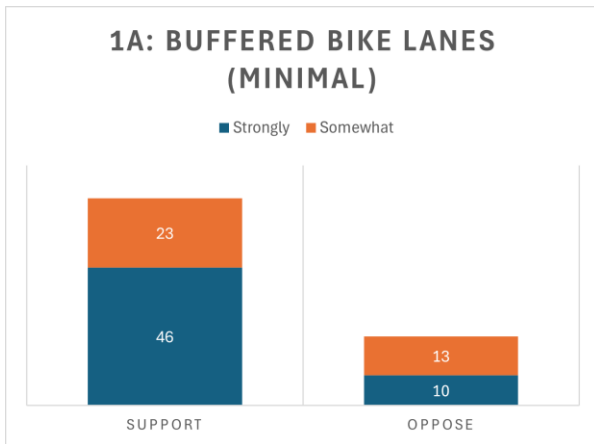
Write your answer here



COMMUNITY FEEDBACK - SURVEY



COMMUNITY FEEDBACK - SURVEY



COUNCIL DIRECTION

Questions:

1. Is our summary of community sentiment consistent with what Council has heard?
2. Does Council feel the feedback received provides a sufficient understanding of community perspectives and preferences?
3. Are there other tradeoffs or elements staff should consider as we refine a preferred concept?
4. What additional information would Council like to have on August 13 to make a decision about the final design?

NEXT STEPS

The Little Kate Road Project will return to Council on August 13 with a request to move into final design for the preferred alternative.

An aerial photograph of a mountain town, likely Park City, Utah, covered in a thick layer of snow. The town's buildings, mostly multi-story structures with dark roofs, are densely packed in the lower half of the frame. The background shows steep, snow-covered mountain slopes under a clear, pale blue sky. The overall tone is serene and wintry.

THE LITTLE KATE PROJECT

THANK YOU





Procurement Policy

City Council Work Session

PARK CITY

1881

Why Now

- Clarifies gray areas before a dispute occurs
- Aligns local practice with state procurement rules where appropriate
- Reduces administrative burden on routine purchases
- Preserves Council oversight for larger or policy-sensitive commitments
- Creates clearer expectations for vendors and staff

— Proposed Changes —

- Add late submission language from Utah Admin Rule R33
- Add section on Debriefs
- Add GRAMA language from Utah Admin Rule R33
- Task Orders and City Council contract approval
- Increase Small Purchase threshold from \$50,000 to \$100,000
- Add an approved vendor list threshold
- Other misc. changes

Proposed Changes

Late Submission

- Vendors are responsible for timely submission.
- Late responses are generally not accepted.
- PCMC shall accept a late response only when the delay was caused by PCMC.

Purpose: protect fairness, consistency, and defensibility.



Proposed Changes

Debriefs

- Proposed Policy: PCMC does not conduct solicitation debriefings.
- Records are handled through the applicable public-records process.

Purpose: maintain consistency, avoid informal unequal disclosures, and reduce post-award confusion.

Proposed Changes

GRAMA

To be Protected:

- Names and scores or rankings will not be linked.
- Notes, drafts, and working documents.
- Non-public financial statements.
- Past performance as a result of the efforts of PCMC

Purpose: protect those participating in the process and be consistent with other Utah organizations.



Proposed Changes

Task Orders (TO)

Policy: Individual TO under \$100,000 can be signed by the City Manager.

- A task order is a scope of work and payment agreement through a master (On-Call) contract.
- PCMC has multiple On-Call contracts:
 - Building Review
 - Concrete
 - Financial Services

Purpose: Reduce administrative time on routine purchases.



Proposed Changes

Small Purchase Threshold

- Current Thresholds
 - Under \$10,000 – Determine what is the best interest of PCMC
 - \$10,000 – \$50,000 – Small purchase process (Quotes/Qualifications)
 - \$50,000+ – RFP/RSOQ/IFB
- Proposed
 - \$10,000 – \$100,000 – Small purchase process (Quotes/Qualifications)
 - \$100,000+ – RFP/RSOQ/IFB

Purpose: fewer formal solicitations for routine purchases, while preserving competition through quotes/qualifications and maintaining formal processes for larger procurements.

Proposed Changes

AVL Threshold

Proposed change: Adopt an AVL threshold of double the small purchase threshold

- PCMC can create an Approved Vendor List (AVL) through an RSOQ.
- Generally, a secondary procurement is required.
- Staff will still need to run a small purchase solicitation to procure goods/services through the AVL.

Purpose: Increase the efficiency of procurements through an AVL. The vendors and the City have already participated in a formal solicitation process.



Proposed Changes

Additional Changes

- Bid limit automatically adopting the limits set by the state.
- Use of UDOT qualified pools and thresholds for Transit.
- Software exemption language clarifying when it is appropriate.

Proposed Changes

Council Feedback

Staff is seeking Council feedback on:

- Increasing the small purchase threshold to \$100,000
- Establishing an AVL threshold
- Clarifying task-order approval expectations
- Adding late submission, GRAMA, and debrief language to improve consistency

Appendix

Late Submissions

Late Submissions. – PCMC shall not accept a response after the deadline for receipt of solicitation responses. When submitting a response electronically, Vendors must allow sufficient time to complete the online forms and finish uploading all documents before the closing time posted in the electronic system. Solicitation responses still in the process of being uploaded at the posted closing time will not be accepted. When submitting a solicitation response by physical delivery, the Vendor is solely responsible for meeting the deadline. Any delay will not be considered an acceptable reason for a response being late. Responses received by physical delivery will be date and time stamped by the City Recorder. If an error by PCMC or its employees results in a response not being received by the established due date and time, the response shall be accepted as being on time.



Appendix

Contract Authority

2-2. Contract Authority Threshold.

The Procurement Official may approve all purchases, contracts and individual task orders up to and including an aggregate cost over the term of the contract or individual task order of \$100,000 (“Contract Authority Threshold”).

All purchases, contracts and any individual task order executed pursuant to an on-call agreement with an aggregate cost over the term of the contract that exceeds \$100,000 require approval of the Park City Council. A separate approval of an on-call agreement is not required.

Accumulated Change Orders or Contract Amendments to an existing contract require approval of the Park City Council if the cost increase is:

- (1) more than \$100,000 for contracts of \$1,000,000 or less, or
- (2) more than 10% of the contract amount for contracts over \$1,000,000.

Contracts and task orders must not be artificially divided to fall below the Contract Authority Threshold, such as by separating into multiple smaller purchases or by dividing the work required for a single project into multiple contracts.



Appendix

GRAMA

1-4 C - GRAMA. Release of the following information has been determined to impair governmental procurement proceedings or give an unfair advantage to persons proposing to enter into a contract or agreement with PCMC, and will not be disclosed by PCMC pursuant to a GRAMA request:

the names of individual scorers or evaluators in relation to their individual scores or rankings;

any individual scorer's or evaluator's notes, drafts, and working documents;

non-public financial statements; and

past performance and reference information, which is not provided by the respondent, and which is obtained as a result of the efforts of PCMC. Notwithstanding the above, to the extent such past performance or reference information is included in the written justification statement; it is subject to public disclosure.



Appendix

Debriefs

1-4 B - Debriefing. PCMC does not conduct debriefings with Vendors, respondents, bidders or proposers engaged in any solicitation process.



Appendix

4-2 A (2) - In lieu of a PCMC-sponsored RSOQ, PCMC may contract to purchase Procurement Items from one or more qualified vendors from an approved vendor list that was created and maintained by another Utah governmental entity in accordance with Utah Code §§ 63G-6a-410(5), -507 (e.g. UDOT Consultant Qualified Pools). PCMC will comply with UDOT selection methods and threshold limits when utilizing UDOT approved vendor lists.

Appendix

5-1 J - Contracts to maintain existing software systems in use by PCMC, including upgrades, license renewals and subscription renewals necessary for continued and ongoing use of existing systems, except under trial use contracts; and



Appendix

1-3 - “Bid Limit” means the estimated dollar cost of a Building Improvement, Public Works Project, or a Class C Road Construction/Maintenance Project, which, if exceeded, require an Invitation for Bids Process to be used for the project. The annual Bid Limits are set by state law and increase each year according to the statutory requirements.



An aerial photograph of a mountain town covered in snow. The town is densely packed with buildings, mostly in shades of brown, tan, and green. The surrounding landscape is a vast, snow-covered mountain slope. The sky is a pale, overcast blue.

SNOW CREEK TUNNEL

PROJECT UPDATE

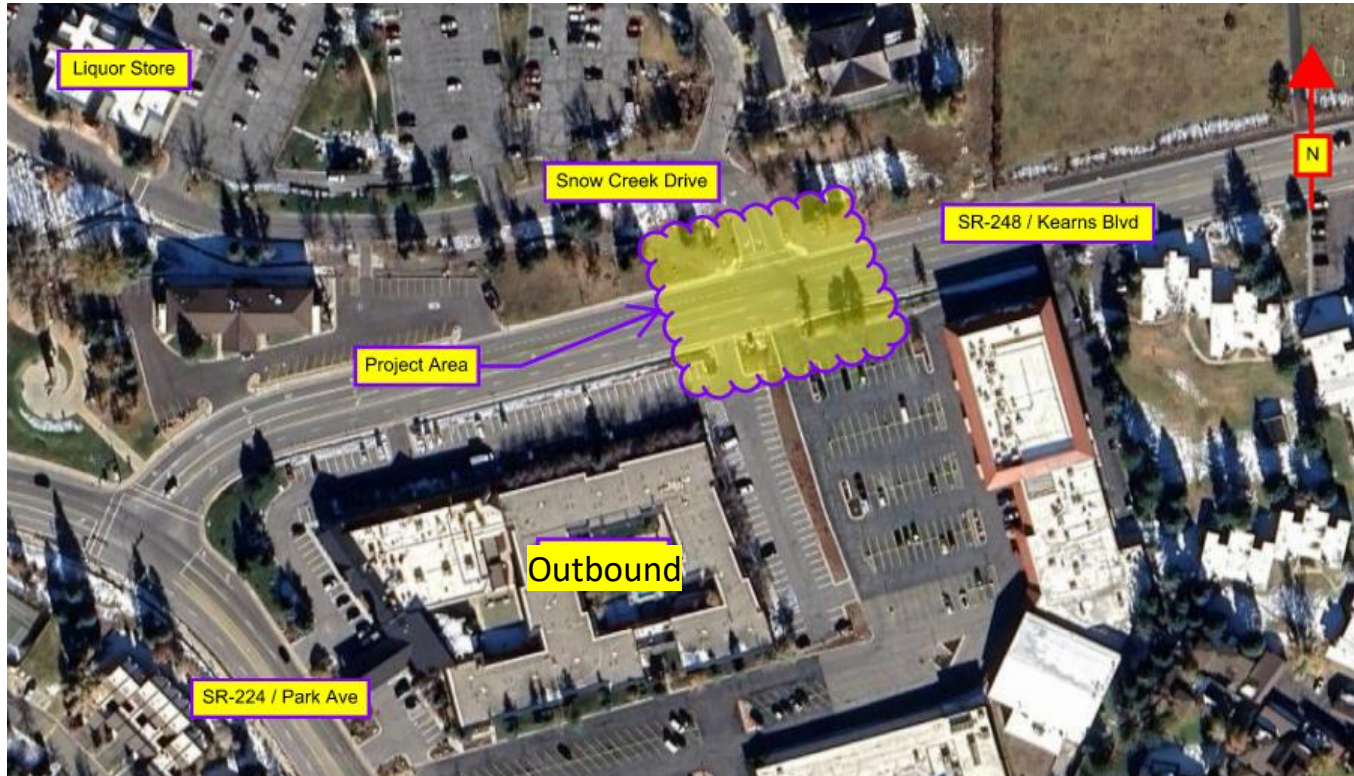


OVERVIEW

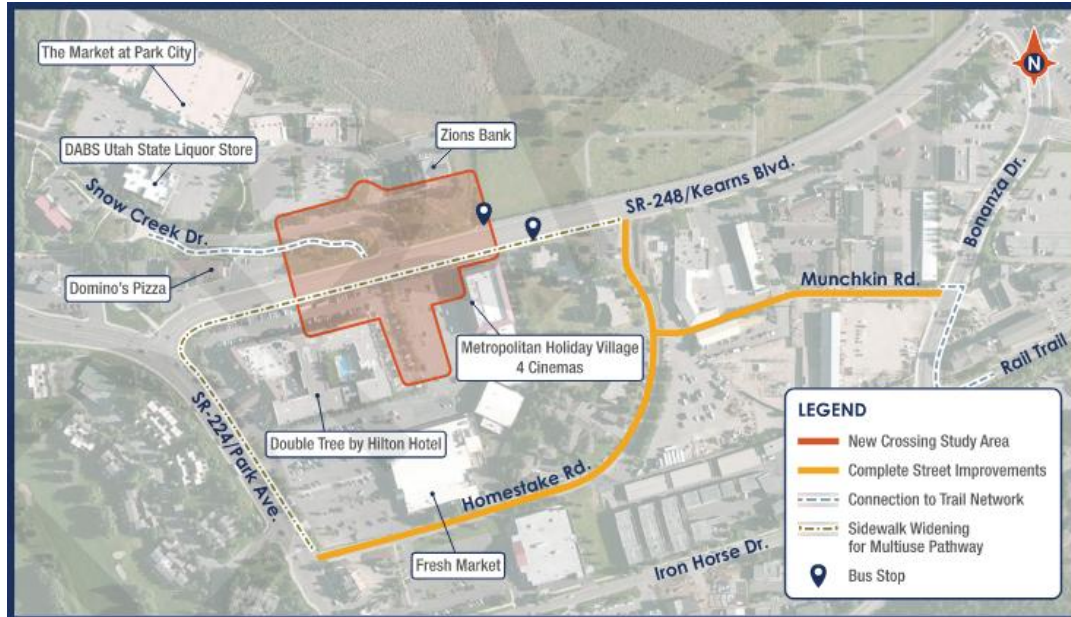
We seek policy direction on:

- Project scope – select a preferred alternative for a crossing;
- Budget – ranges from \$4.2M to \$17.6M
- Engagement – negotiations to secure right-of-way

PROJECT AREA



BACKGROUND



- Aiming to reduce vehicle/pedestrian conflicts; pedestrians attempting to cross SR-248 where no safe crossing exists
- Connect the existing active transportation network
- Tunnel crossing at SR-224 and SR-248 intersection too costly
- Alternatives developed at SR-248 and Snow Creek Drive intersection

BACKGROUND

Council Project History:

- 2007 Walk Study – Identified need for project; reaffirmed when WALC reconvened in 2022.
- May 2022 – Council reviewed consultant-prepared feasibility study and requested further analysis of tunnel and at-grade options.
- June 2023 – Council approved value engineering contract.
- Aug 2023 – Various at-grade options discussed with transportation liaisons.
- Mar 2024 – Tunnel value engineering complete.
- Apr 2024 – Council requested further analysis of at-grade solutions.
- Mar 2025 – Council unanimously supported enhanced tunnel; requested further coordination with UDOT and property owners.
- Dec 2025 – Council approved design contract to further evaluate options

ALTERNATIVES

1. Skewed Tunnel w/ Enhanced North Entrance
2. Skewed Tunnel w/ Enhanced North + South Entrances
3. Perpendicular Tunnel w/ Enhanced North Entrance
4. Perpendicular Tunnel w/ Enhanced North + South Entrances
5. At-Grade Signalized Crossing (HAWK)



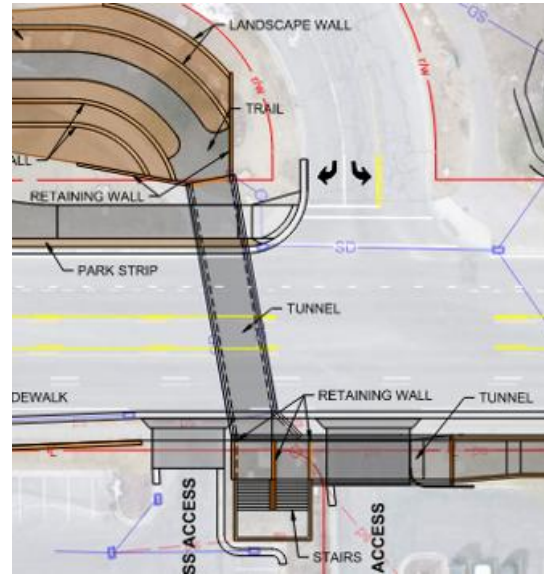
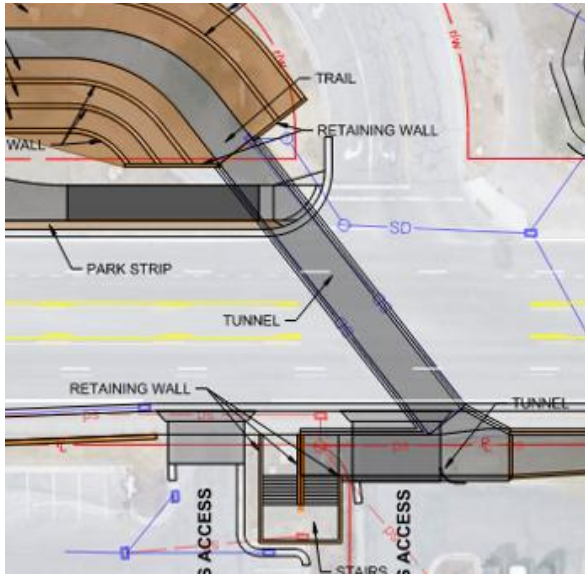
ALTERNATIVES

at-grade vs below-grade

Safety Metric	HAWK Signal (At-Grade)	Pedestrian Tunnel (Grade-Separated)
Collision Risk	High reliance on driver and pedestrian compliance; active conflict zone.	Zero intersection points ; physical conflict is structurally impossible.
Cyclist Dynamics	Forces sudden stops; exposes riders to turning vehicle blind spots.	Allows continuous momentum on dedicated, protected paths.
Motorist Impact	Increases risk of rear-end crashes due to abrupt, mid-block stops.	Eliminates sudden braking triggers ; maintains stable, predictable traffic flow.

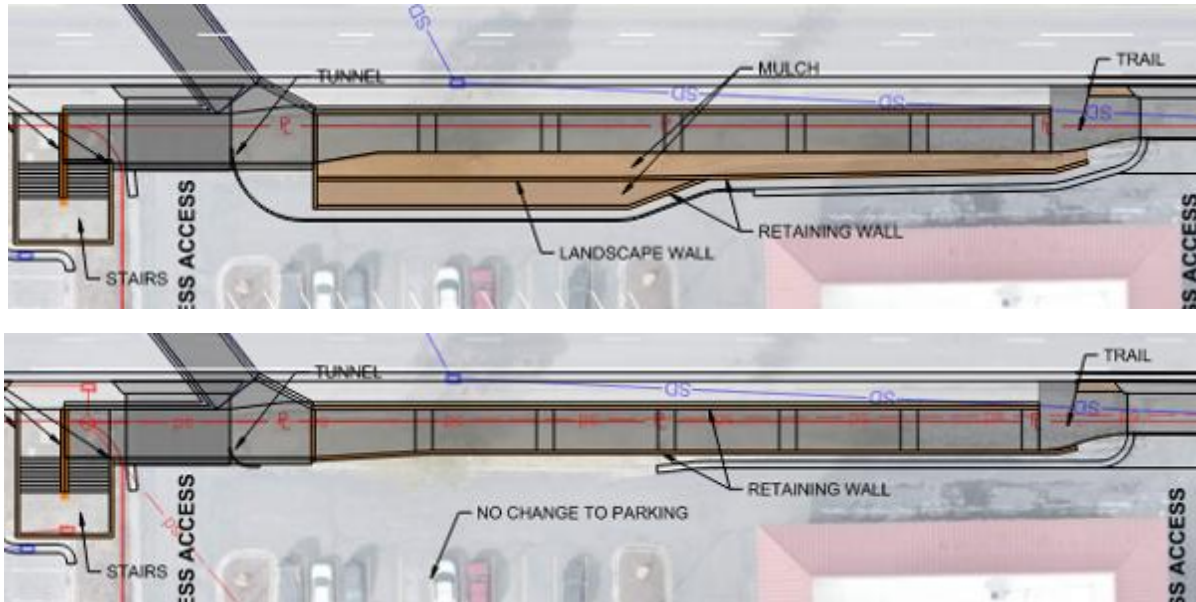
ALTERNATIVES

Skewed vs perpendicular



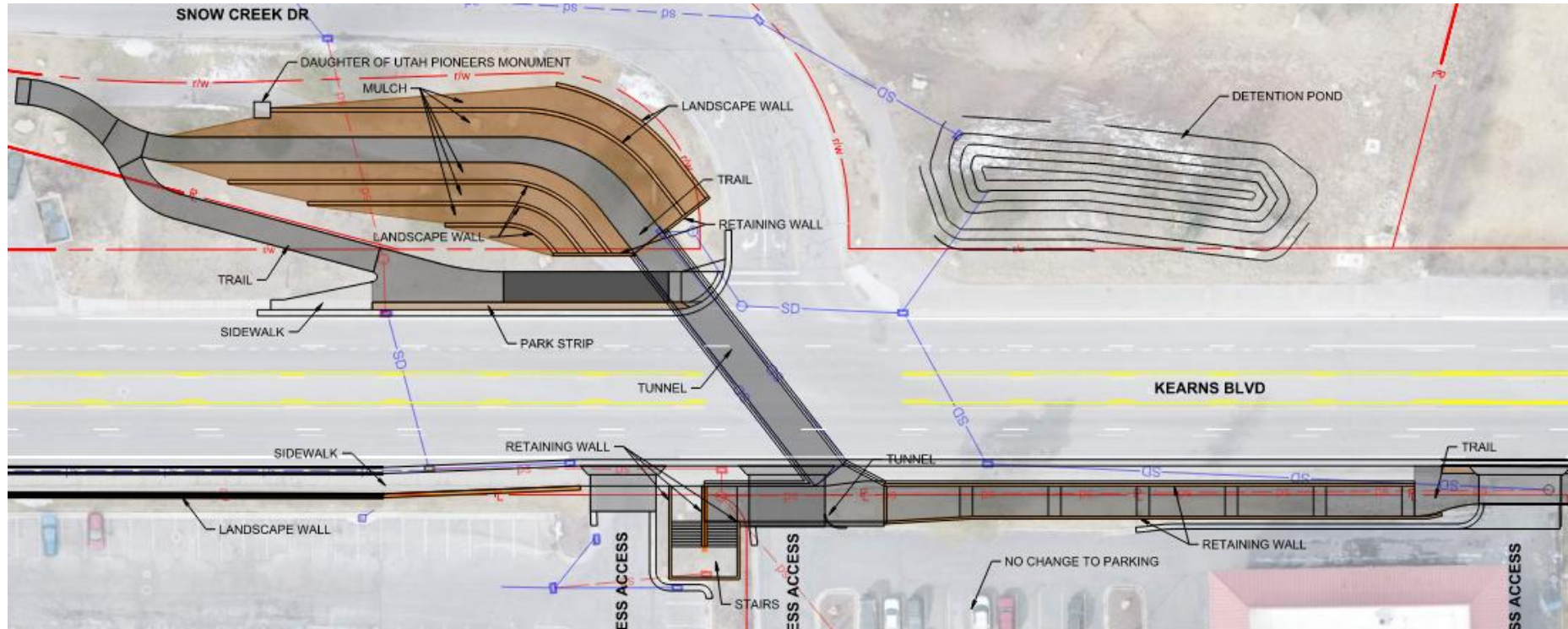
ALTERNATIVES

South side – enhanced or non-enhanced

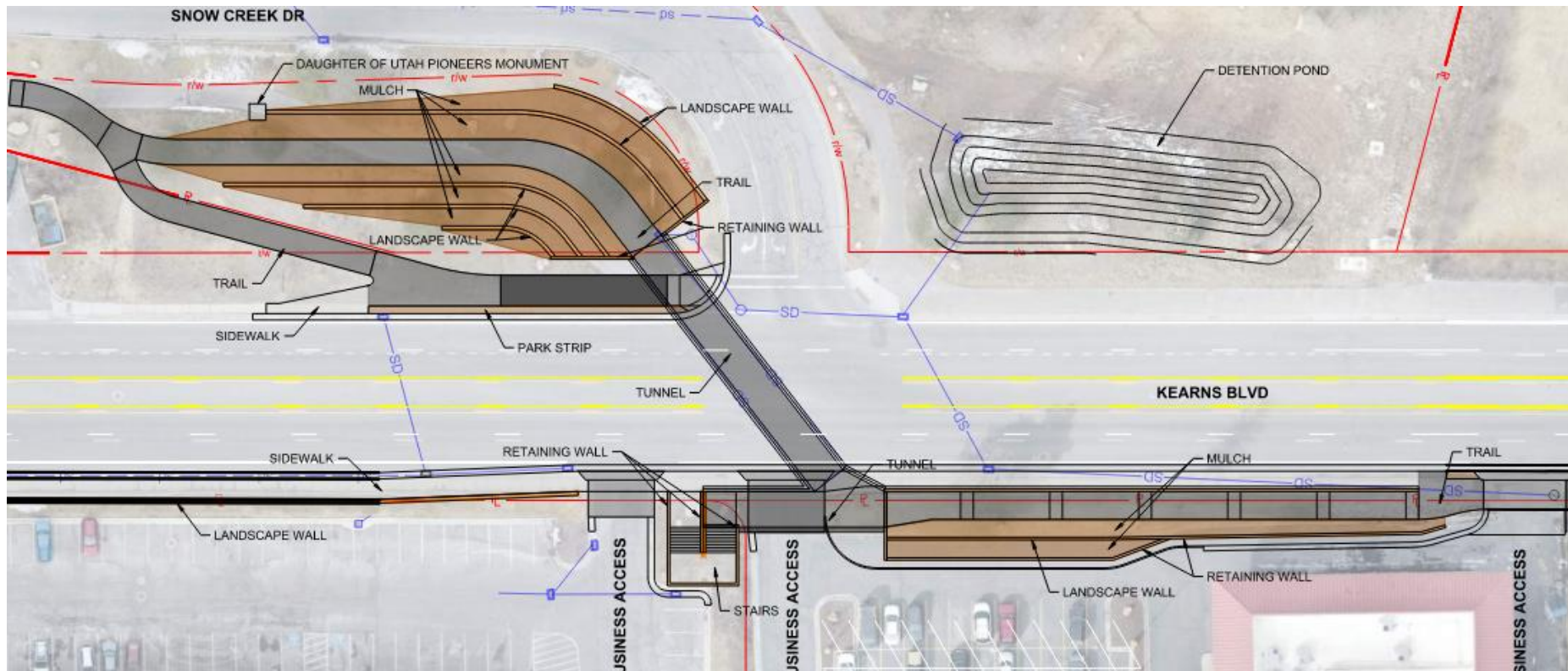


ALTERNATIVE #1

Skewed Tunnel w/ Enhanced North Entrance



Skewed Tunnel w/ Enhanced North + South Entrances



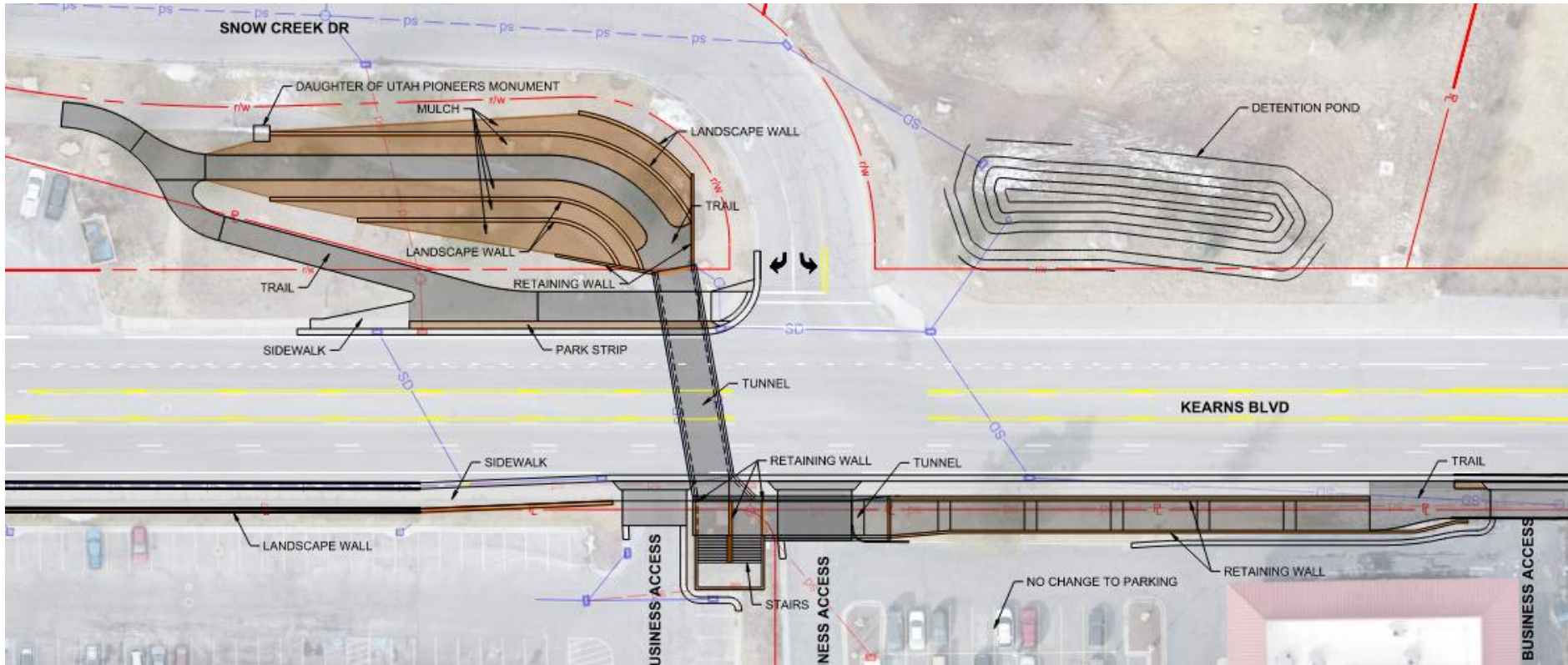
RENDERINGS

Skewed Tunnel, North Entrance



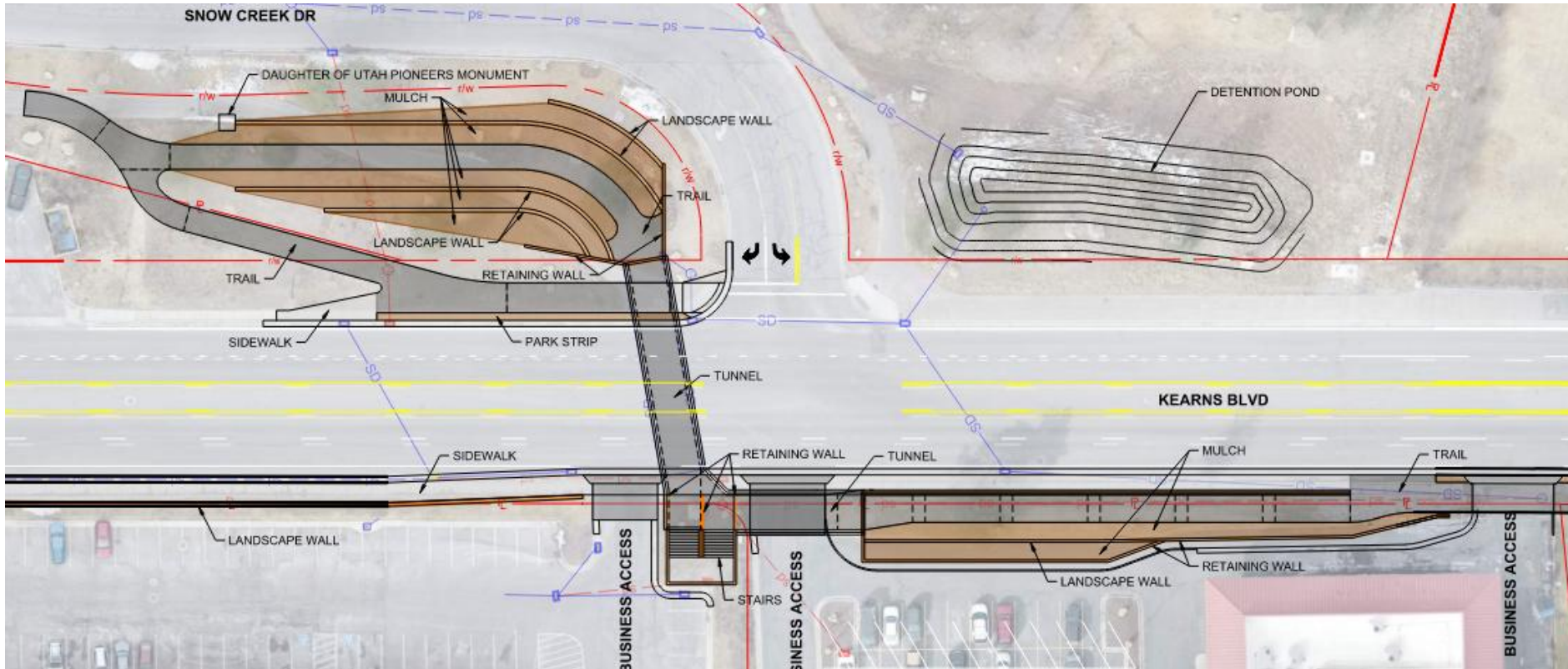
ALTERNATIVE #3

Perpendicular Tunnel w/ Enhanced North Entrance



ALTERNATIVE #4

Perpendicular Tunnel w/ Enhanced North + South Entrances



RENDERINGS

Perpendicular Tunnel, North Entrance



RENDERINGS

Either Tunnel, South Entrance

Enhanced



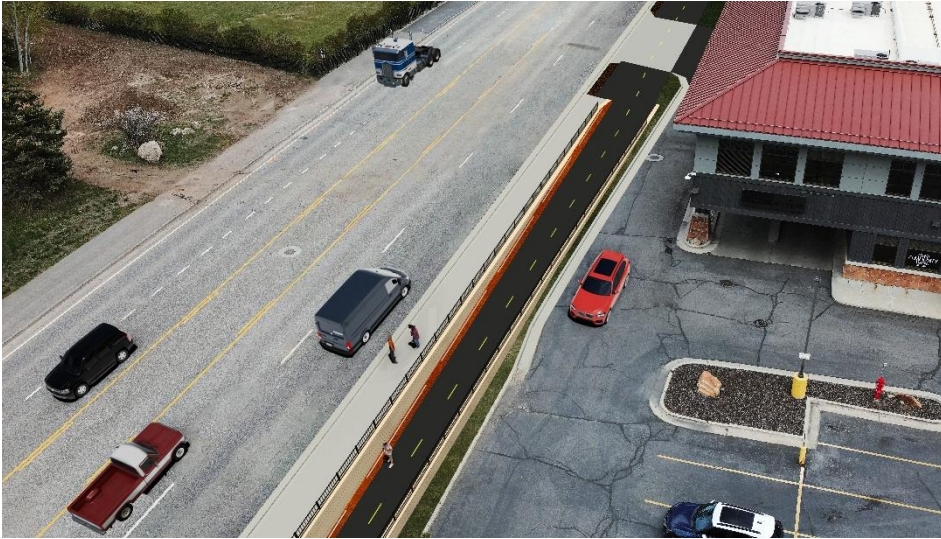
Non-Enhanced



RENDERINGS

Either Tunnel, South Entrance

Top View

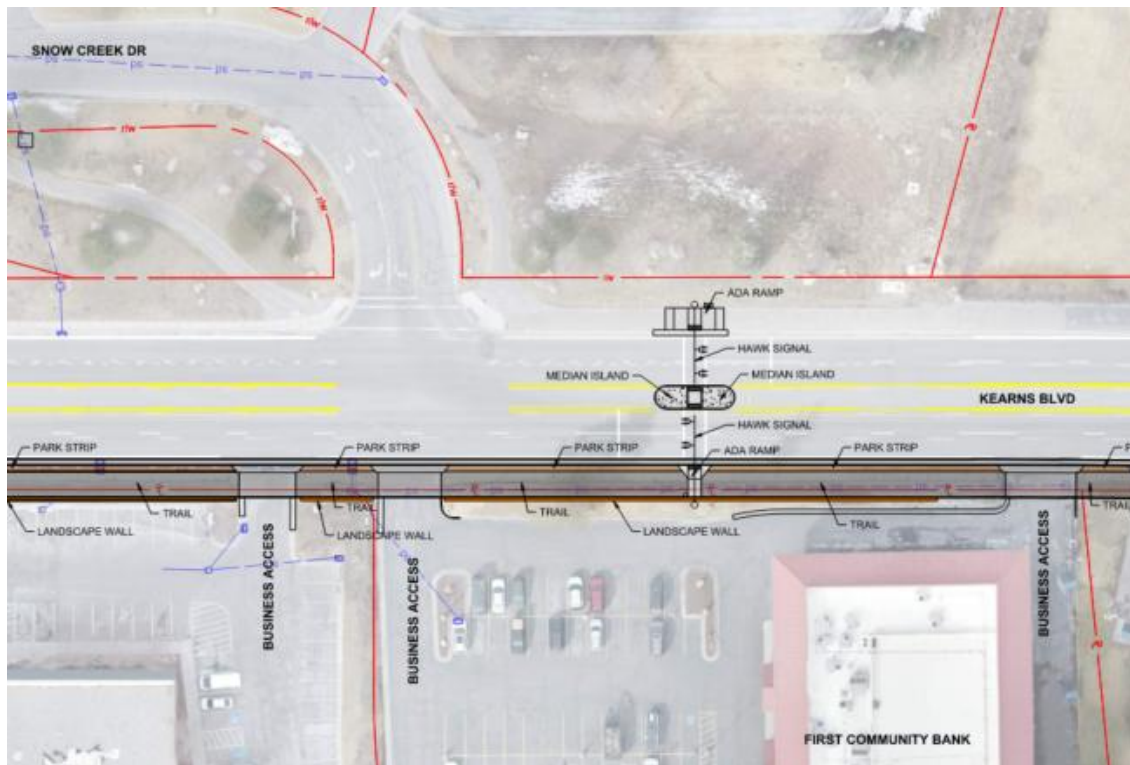


Stairs



ALTERNATIVE #5

HAWK



ROW IMPACTS

Alternative #2 – Skewed Tunnel w/ Enhanced North and South Entrances (*Greatest ROW Impact*)

Property	Estimated Area (SQ FT)	Purpose
Snow Creek Marketplace	13,324	north entrance
Outbound (formerly Yarrow)	1,784	stairway and sidewalk
SN Realty Corp	3,563	south entrance
Homestake Condo Assoc.	2,238	trail connectivity
Zions Bank	6,135	stormwater detention

STAKEHOLDERS

Property Owner Coordination:

- 3 of 4 property owners seem supportive of the project
- Loss of parking stalls for SN Realty makes it unacceptable to them – will reapproach now that non-enhanced south entrance would result in 0-2 stalls lost instead of 7
- Homestake Condo Assoc. has trail impact regardless of tunnel vs HAWK decision; still coordinating time to meet

UDOT – preliminary conversations, setting up review meetings

Utilities – identified needs to relocate, continue design reviews

FUNDING

Funding Source	Allocated Amount
Walkability Bond	\$4,329,583
State Grant	\$3,517,830
3 rd Quarter Grant	\$1,067,353
Transit Fund	\$2,502,012
SBWRD*	\$1,500,000
Total Budget	\$12,916,778

*SBWRD verbal commitment only

COSTS

HAWK Total Proj Cost	Cost Estimate
Construction	\$2,298,000
Right-of-Way	\$1,284,300
Design	\$229,800
Contingency	\$229,800
Misc. soft costs	\$114,900
Total Costs	\$4,156,800

Total Project Cost	Perpendicular Alternative	Skewed Alternative
Construction	\$8,556,223	\$9,373,172
Right-of-Way	\$4,979,615	\$4,964,630
Design	\$1,640,000	\$1,640,000
Contingency	\$2,139,058	\$2,343,293
Misc. soft costs	\$855,622	\$937,317
Total Costs	\$16,530,516	\$17,618,412

RECOMMENDATION

- Proceed with design of Alternative #1, Skewed Tunnel w/ Enhanced North Entrance
 - Better user experience
 - Keeps traffic flowing along SR-248
 - Closes gap in active transportation network
- Continue negotiations with property owners, UDOT, etc.
- Advance design with current allocated funding while working to address funding gap

To: Park City Council and Fellow Park City Residents

Subject: Bonanza Drive Property: Pause Development and Let the Citizens Decide

Approximately ten years ago, the Park City Council used more than **\$9.5 million in taxpayer funds** to purchase the Bonanza Drive property. At the time, the acquisition was presented as an opportunity to create a community asset centered on arts and public benefit. However, the major organizations cited in support of the purchase did not provide binding written commitments, and today those original plans have changed significantly.

Since the purchase, additional public funds have been spent removing long-standing businesses from the site, remediating the property, and converting portions of it into temporary parking.

The Council is now considering partnering with a private developer to construct seven apartment buildings along with commercial space. The proposal would greatly exceed current height limits and substantially change the character of the property. Many residents believe this is far different from what taxpayers envisioned when the land was acquired and raises important questions about the long-term stewardship of publicly owned land.

Some have suggested that Park City already has sufficient green space because of the athletic fields. However, athletic fields are not the same as a public park. They are designed for organized sports rather than everyday public recreation. In addition, the new building currently under construction has already reduced available green space. This makes preserving opportunities for accessible public open space even more important.

Key Concerns

Public investment deserves public input.

This property was purchased with taxpayer dollars. Decisions about its permanent use should reflect the priorities of today's Park City residents through a transparent and meaningful public process, not solely through negotiations with private development partners.

The original vision has changed.

The acquisition was justified in large part by anticipated arts and community uses. Those circumstances have changed, making it appropriate to reevaluate the property's future before moving forward with a new development plan.

Responsible stewardship of public resources.

Taxpayers have already invested substantially in acquiring, clearing, remediating, and maintaining this property. Before committing it to high-density private development, the community deserves a complete accounting of all costs, anticipated public benefits, and alternatives—including any financial agreements, incentives, or other arrangements with the proposed developer.

Protecting community character.

Granting exceptions to existing height limits would permanently alter the scale of the

neighborhood and could establish a precedent for future departures from Park City's planning standards.

A decision worthy of the voters.

Given the size of the public investment and the long-term impact of this project, residents should have a direct voice in determining the property's future.

Recommendations

Before approving any binding agreement with a developer, I respectfully urge the Council to:

1. **Submit the proposed development to the voters** through a citizen referendum or other binding public vote. After a decade of planning, allowing residents to decide the future of this publicly owned property is both reasonable and democratic.
2. **Present and evaluate alternative proposals**, including a publicly accessible park, community arts and cultural space, and a permanent home for community events such as the Park Silly Sunday Market.
3. **Release all relevant public information**, including acquisition documents, remediation costs, parking expenditures, proposed development agreements, financial analyses, developer incentives, and cost estimates so residents can make an informed decision.

Call to Action

Park City leaders have been entrusted with the stewardship of public funds and public land. The citizens who paid for this property deserve a meaningful voice in deciding its future.

I respectfully ask the Council to postpone approval of any final development agreement until the people of Park City have had the opportunity to vote on the property's long-term use or voice their opinion in person or via a petition.

This decision will shape our community for generations. It should be made not only by elected officials, but by the citizens whose investment made this property possible. Public land should remain guided by the public's vision. Let the people of Park City decide.

Respectfully,

Andrea Barros



UNITED STATES
OF AMERICA

FOREVER/USA

- Make it a community park with gathering spaces and public art.
- Save and protect our precious mountain views.
- Consider the traffic of another dense housing project.
- Make a better fiscal decision.

We don't need more density in Prospect! The roads are choked w traffic as it is! We need open space!

Park City City Council
P.O. Box 1480
Park City, UT 84060

I want this on Public Record
Signed,

J. Suckera

Zip Code:

84060

More Park... Less City

Re-evaluate Bonanza Park Proposal



SALT LAKE CITY UT 840

30 JUN 2026 PM 3 L

- Make it a community park with gathering spaces and public art.
- Save and protect our precious mountain views.
- Consider the traffic of another dense housing project.
- Make a better fiscal decision.



You tell us to conserve
water, yet you keep wanting
to add more residents!
Put this on public record!

Park City City Council
P.O. Box 1480
Park City, UT 84060

Signed,

Renee Roach

Zip Code:

84060

84060-1480



SALT LAKE CITY UT 840

3 JUL 2026 PM 2 L

- Make it a community park with gathering spaces and public art.
- Save and protect our precious mountain views.
- Consider the traffic of another dense housing project.
- Make a better fiscal decision.



Please include in
public records

Thank you

David : Ellen Levine
Silver Clow PR

Park City City Council
P.O. Box 1480
Park City, UT 84060

Signed,

Ellen Levine

Zip Code:

84060

84060-1480

