



**PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
April 2, 2015**

PUBLIC NOTICE IS HEREBY GIVEN that the City Council of Park City, Utah will hold its regularly scheduled meeting at the Marsac Municipal Building, City Council Chambers, 445 Marsac Avenue, Park City, Utah for the purposes and at the times as described below on Thursday, April 2, 2015.

CLOSED SESSION

3:45 pm To discuss Property, Personnel and Litigation

WORK SESSION

4:00 pm Council Questions and Comments and Manager's Report

1. 4:15PM Whistler Site Visit
2. Economic Development Strategic Plan
- 3. 5:00PM Transportation Planning Update Continued**
 1. Transportation Planning Division Update

REGULAR MEETING

6:00 PM

- I. ROLL CALL**
- II. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF**
- III. PUBLIC INPUT (*ANY MATTER OF CITY BUSINESS NOT SCHEDULED ON THE AGENDA*)**
- IV. CONSIDERATION OF MINUTES FOR FEBRUARY 26, 2015**
 1. Minutes from February 26, 2015
- V. NEW BUSINESS**
 1. Consideration of an Amendment to the Anti-Idling Ordinance

2. Consideration of the Request for Proposal for Design of the Brewpub Parking Garage and Plaza

**3. Consideration of an Ordinance for Alice Claim Subdivision and Plat Amendment
Located South of Intersection of King Road and Ridge Avenue, Park City, Utah
Pursuant to Findings of Fact, Conclusions of Law and Conditions of Approval in a
Form Approved by the City Attorney**

i. Public Hearing

VI. ADJOURNMENT

A majority of City Council members may meet socially after the meeting. If so, the location will be announced by the Mayor. City business will not be conducted. 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. Wireless internet service is available in the Marsac Building on Wednesdays and Thursdays from 4 p.m. to 9 p.m. Posted: 04/01/15 See: www.parkcity.org



DATE: April 2, 2015

TO HONORABLE MAYOR AND COUNCIL

The Resort Municipality of Whistler has innovative workforce housing and transportation programs. Given that City Council has identified these two areas as their top priorities for this year, a visit to Whistler could yield good information that could impact the trajectory of transportation and housing within Park City.

The purpose of this work session discussion is to determine if City Council would like to schedule a trip to Whistler this year or in the future.

Respectfully:

Kristin Parker, Executive Assistant



City Council Staff Report

Subject: Whistler City Tour
Author: Kristin Parker
Department: Executive
Date: April 2, 2015
Type of Item: Administrative

Summary Recommendations:

Staff is requesting Council direction to proceed with a detailed itinerary for a Council site visit to the Resort Municipality of Whistler to learn about their workforce housing and transportation programs.

Executive Summary:

The Resort Municipality of Whistler has innovative workforce housing and transportation programs. Given that City Council has identified these two areas as their top priorities for this year, a visit to Whistler could yield good information that could impact the trajectory of transportation and housing within Park City.

The purpose of this work session discussion is to determine if City Council would like to schedule a trip to Whistler this year or in the future.

Background:

At the January 8, 2015 City Council Meeting, Councilman Beerman expressed interest in a site visit to the Resort Municipality of Whistler to investigate workforce housing and transportation. Subsequently, staff was asked to develop a draft itinerary for a four to five day tour of Whistler to include visits with government officials, Whistler Blackcomb Resort management, the Whistler Chamber of Commerce and Tourism Whistler. This draft itinerary would also include flight information and various methods of transportation from Vancouver Airport to the Resort Municipality of Whistler.

Analysis:

The Resort Municipality of Whistler has a comprehensive, community-wide, long-term vision that reflects many of Park City's values. Whistler has been successful implementing these mirrored values into their community by prioritizing core services such as transportation and resident housing. The Park City Mayor and City Council have prioritized transportation and housing and a visit to Whistler will help understand how they have responded to these challenges could provide new ideas as to how we might address transportation and housing needs here in Park City.

Whistler's Mayor and Council have expressed that housing a large majority of the workforce is essential to maintaining a vibrant and socially sustainable community. Ensuring that locals have the opportunity to live locally enriches the community, contributes to the local economy and reduces commuting patterns. Whistler has committed to ensuring that 75% of local employees live within the municipality. The

Resident Housing Strategy, outlined in the Whistler 2020 Plan, addresses how to meet the housing needs of diverse permanent residents and seasonal employees in an affordable and sustainable way through the provision of “resident-restricted” housing, a strategy that provides for both rental and ownership options. Their current inventory totals 1,900 units.

Whistler’s Transportation Strategy addresses the movement of visitors and residents to, from and within Whistler through convenient, seamless and affordable means. Whistler’s policies, planning and development prioritize “preferred” methods of transportation adopting policies restricting auto use in Whistler Village and modeling options from very high end to low end transportation accessibility into Whistler directly from Vancouver Airport. Intercommunity mobility minimizes traditional modes of travel and, due to the convenience and seamlessness of the preferred transportation system via train, shuttle or bus, usage rates continue to rise, thus reducing congestion and altering commuting patterns.

Staff has compiled a draft itinerary for Council’s consideration including the potential cost per person (Attachment A). After reviewing the City Council Calendar, the most appropriate dates seem to be either the week of June 8-13, 2015 or the week of July 20-25, 2015. Several transportation options for Vancouver to Whistler have been included in the itinerary for Council’s review. Additionally, likely meetings with government, resort management and tourism officials have been added to develop daily agendas as well as cultural and tourist activities that Whistler depends on to maintain the summer work force.

Depending on the transportation and accommodations, staff has estimated that the Whistler site visit will cost approximately \$2,500 per person.

Attached to this itinerary for Council’s review are exhibits on transportation options from Vancouver Airport to Whistler, tourist activities in Whistler, arts and culture in Whistler, Whistler restaurants as well as information on weather and insect expectations in Whistler.

Staff also recommends that the appropriate Housing and Transportation staff attend.

Department Review:

This report has been reviewed by the City Attorney’s office and the City Manager.

Alternatives:

- A. **Approve:** Council agrees with the parameters of staff’s proposal and chooses a travel date. This will enable staff to proceed with detailed travel arrangements and itinerary plans. **This is Staff’s recommendation.**
- B. **Deny:** While the site visit may eventually occur, it will be postponed for now.
- C. **Modify:** Staff will take Council’s direction and modify the trip plans.
- D. **Continue the Item:** Staff will return to Council with any additional information to continue the discussion at a later date.

E. **Do Nothing:** Same result as B above – denial of the request.

Significant Impact Matrix:

	World Class Multi-Seasonal Resort Destination (Economic Impact)	Preserving & Enhancing the Natural Environment (Environmental Impact)	An Inclusive Community of Diverse Economic & Cultural Opportunities (Social Equity Impact)	Responsive, Cutting Edge & Effective Government
Which Desired Outcomes might the Recommended Action Impact?	<ul style="list-style-type: none"> + Accessibility during peak seasonal times + Well-utilized regional public transit + Every City employee is an ambassador of first-class service + Multi-seasonal destination for recreational opportunities 	<ul style="list-style-type: none"> ~ Reduced municipal, business and community carbon footprints ~ Enhanced conservation efforts for new and rehabilitated buildings 	<ul style="list-style-type: none"> + Residents live and work locally + Part-time residents that invest and engage in the community + Shared use of Main Street by locals and visitors + Entire population utilizes community amenities + Diverse population (racially, socially, economically, geographically, etc.) 	<ul style="list-style-type: none"> + Engaged, capable workforce ~ Fiscally and legally sound ~ Ease of access to desired information for citizens and visitors
Assessment of Overall Impact on Council Priority (Quality of Life Impact)	Positive 	Neutral 	Positive 	Positive 

Attachment: Whistler Staff Report 4.2.15 (1151 : Whistler)

Funding Source:

Funding for a City Tour or Council tour to Whistler would depend upon travel dates. If Council decides to travel in June the trip would be funded equally through the Executive Contingency Fund and the Special Meetings Travel funds. Should the Council decide to travel to Whistler in July staff will include the cost of this trip in their Meetings /Conference / Travel budget request for Fiscal Year 2016.

Recommendation:

Staff is requesting Council direction to proceed with a detailed itinerary for a Council site visit to the Resort Municipality of Whistler to learn about their workforce housing and transportation programs.

DRAFT WHISTLER ITINERARY

Monday , July 20, 2015

Depart SLC Airport 3:15pm
Delta Flight # 4684
Arrive Vancouver 4:34pm

Private transportation or taxi will greet you at Vancouver Airport and deliver you to your hotel

The ThistleDown House

3910 Capilano Road
North Vancouver, BC V7R 4J2
Tel: 604-986-7173

Tuesday , July 21, 2015

7:15a Private transportation or taxi will deliver you from ThistleDown House to North Vancouver Station

8a **Rocky Mountaineer Whistler** Sea to Sky Climb Train
Departs from North Vancouver Station

11:30a Arrival in Whistler and motorcoach transfer to Whistler Village

Hilton Resort Whistler

4050 Whistler Way
Whistler, BC VON 1B4
Tel: 604-932-1982

2:3p *Ride the PEAK 2 PEAK Gondola and tour Whistler Village*

5p Dinner w/ Val Litwin, CEO, Whistler Chamber of Commerce
to discuss Economic Development
20-4230 Gate Way Drive
Whistler, BC VON 1B4
Tel: 604-932-5922

Wednesday , July 22, 2015

10am Meet w/ Mike Fury, Whistler Chief Administrator to discuss
Transportation & Workforce Housing; Municipal Services
Whistler Municipal Hall
4325 Blackcomb Way
Whistler, BC VON 1B4
Tel: 604-932-5535

12pm *Bear Viewing Tour w/ Michael Allen*

Thursday , July 23, 2015

10am Meet w/ Barrett Fisher, President & CEO, TOURISM WHISTLER
To discuss Mountain & Ski Touring; Economic Development
Whistler, BC VON 1B4
Tel: 604-932-3928

2pm *Bushwacker ATV Tour*

Friday , July 24, 2015

10am Meet w/ Dave Brownlie, President & COO, Whistler Blackcomb Resort to discuss
Resort Operations, Development & Land Use; Mountain & Ski Touring
4545 Blackcomb Way
Whistler, BC VON 1B4
Tel: 604-961-8950

5pm *Whistler Mountain Top BBQ*

Saturday , July 25, 2015

2:45p *Motorcoach pick-up in Whistler Village*

3:30p ***Rocky Mountaineer Whistler*** Sea to Sky Climb Train
Departs from Whistler Station

7pm Arrival in Vancouver and motorcoach transfer to The Fairmont Hotel Vancouver Airport

The Fairmont Hotel Vancouver Airport

3111 Grant McConachie Way
Richmond, BC V7B 0A6
Tel: 604-207-5200

Sunday , July 26, 2015

Depart Vancouver 7:00am
Delta Flight #4845
Arrive SLC 10:10am

WHISTLER CITY / COUNCIL TOUR
Potential Cost Per Person

Round Non-Stop Air Fair	\$506.00						
Transfers in Vancouver	\$70.00	<u>Transportation Options & Costs</u>					
		<u>Shuttle Bus R/T</u>	<u>Sedan R/T</u>	<u>Cab R/T</u>	<u>Train R/T</u>	<u>Float Plane R/T</u>	<u>Helicopter R/T</u>
R/T Transportation Vancouver to Whistler		\$70.00	\$650.00	\$500.00	\$279.00	\$368.00	\$570.00
Lodging in Vancouver							
Arrival night	\$183.00						
Departure night	\$172.00						
Lodging in Whistler	\$620.00 (5 nights)						
Food (Estimate)	\$700.00						
TOTAL POTENTIAL COST w/ TRANSPORTION OPTION	<u>\$2,251.00</u>	<u>\$2,321.00</u>	<u>\$2,901.00</u>	<u>\$2,751.00</u>	<u>\$2,530.00</u>	<u>\$2,619.00</u>	<u>\$2,821.00</u>

Attachment: Whistler Itinerary & Exhibits 4.2.15 (1151 : Whistler)

WAYS TO TRAVEL FROM VANCOUVER AIRPORT TO WHISTLER BLACKCOMB

Floatplane Service from Vancouver to Whistler

9:00 – 9:45 am Daily

11:40am – 12:25pm Daily

One way \$184 (45 minutes)

Rocky Mountaineer Whistler Sea to Sky Climb

8:00am-11:30am Daily

One way \$179 / Round trip \$279 (3.5 hours)

Whistler Heli Charters

One way \$285 (28 minutes)

Epic Rides

Once daily / Non-stop / Round-trip bus ride \$35 (1 hour 40 mins)

Whistler Shuttle

One way bus ride w/ stops \$69 (2.5 hours)

Skylynx Shuttle

One way bus ride w/ no stops \$72 (2 hours)

Whistler Express

Round-trip bus ride w/ stops \$79 (2.5 to 3 hours)

Private car or taxi services

One way \$295 (1 hour 30 mins)

Rental Car Options

Price depends on car



Whistler Floatplane Travel

- Service connects Victoria and Vancouver to Whistler from May to September
- Fly over majestic glaciers, rugged peaks, unique volcanic formations and lush alpine meadows
- Experience this unique and fast way to travel

Floatplane Charters

Whistler Air provides charter service throughout all of South Western B.C Book a charter for added convenience on a business trip, a private getaway for two, or for your group. Contact us today at 1.800.944.7853 and let us help plan your trip.



Rocky Mountaineer Whistler Sea to Sky Climb Train

- During the summer months, discover the beauty of the Sea to Sky Corridor from onboard the train
- See ocean views, waterfalls and massive mountains as you travel through canyons and up steep climbs
- A unique way to travel from Vancouver to Whistler and experience the British Columbia landscape

Enjoy a classic rail experience with extended legroom and scenic views through large picture windows. The knowledgeable and friendly Rocky Mountaineer Hosts will provide outstanding service and interpretive storytelling throughout your three and a half hour trip through the Sea to Sky region.

Whistler Classic Coach Service

- Breakfast (northbound) and afternoon snack (southbound) served at your seat
- Complimentary non-alcoholic beverages
- Access to the Heritage Observation Car
- Rail station transfers to and from the station locations in North Vancouver and Whistler



Whistler Helicopter Charters and Transfers

Start your Whistler adventure early and arrive by helicopter! We think this is the way to go: no waiting, no traffic, no hassle. Whistler and adrenaline go hand-in-hand so begin your exciting vacation in the sky. Travel time from Vancouver to Whistler is 30 minutes.



Whistler by Shuttle Bus

Service between Vancouver International Airport, Downtown Vancouver & Whistler

Pacific Coach Lines (PCL) offers daily, frequent transportation from Vancouver to Whistler. The comfortable coach ride provides spectacular city, ocean and mountain views as well as free WiFi so you can stay in touch on the go. Door-to-door services to your Whistler hotel are also available.



Whistler Airport Transfers by Limousine, SUV, Van or Mini Bus

- Save travel time by booking a private transfer for your visit to Whistler
- Choose from a chauffeured stretch or super-stretch limousine, an SUV or larger mini bus
- Available 24 hours a day to and from Vancouver International Airport, Downtown Vancouver, Seattle, Sea-Tac Airport and Bellingham Airport

To and From Vancouver International Airport or Downtown Vancouver and Whistler

Vehicle Type	Rates	Passenger Capacity
Stretch Limo	From \$350 one-way	6 with luggage
4x4 SUV	From \$375 one-way	6 with luggage
Van	From \$375 one-way	10 with luggage
Executive Van	From \$425 one-way	7 with luggage
Mini Bus	From \$550 one-way	22 people



Whistler By Road

Start your journey with a memorable drive along the stunning Sea to Sky Highway.

Whether travelling by bus, limousine or rental car, your trip will be smoother than ever on the recently upgraded Sea to Sky Highway (Highway 99) from Vancouver to Whistler.

The state-of-the-art highway features improved sightlines, 80 km of new passing lanes, wider shoulders, median barriers, and improved intersections, not to mention look-outs with amazing views of Howe Sound, mountains and glaciers.

ACTIVITIES IN WHISTLER

- Bear Viewing
- 4X4 Tours
- ATV Tours
- Bungee Jumping
- Canoe & Kayaking
- Horseback Riding
- Jet Boating
- Rafting
- Golfing
- Spa
- Peak to Peak Experience



Whistler Bear Viewing Tours

- A chance to view Whistler's famous black bears and cubs in their natural habitat - don't forget the camera!
 - Learn about Whistlers flora and fauna from experienced guides and researchers
 - Travel in comfort in a 4x4 vehicle to bear viewing areas, feeding sites, daybeds and dens
- See more at: <http://www.whistler.com/activities/bear-viewing/#sthash.jgBfExya.dpuf>



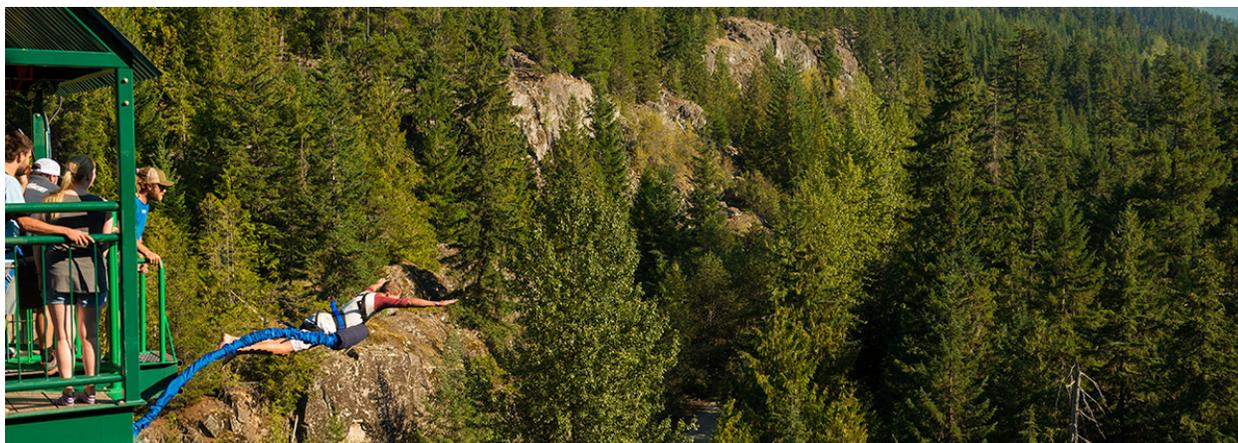
Whistler 4x4 Tours

- Leave paved roads behind and head for Whistler's backcountry in a rugged yet comfortable 4x4 vehicle
- Experience true all-terrain driving on a network of logging roads and trails
- Climb mountains, see wildlife, experience the wilderness or have a stunning sunset BBQ
- A memorable and exhilarating family friendly adventure



Whistler ATV Tours

- Get out and see the mountains from a quad bike on an exhilarating ATV tour
- Access the backcountry, ride up Whistler or Blackcomb Mountain, or rip along old logging roads
- A thrilling adventure for groups, couples and solo visitors
- No experience necessary - tours available for all ability levels



Whistler Bungee Jumping

- Feel the exhilaration of leaping from a bridge high above the glacial-fed Cheakamus River
- British Columbia's highest year-round bungee jumping venue featuring a 53 meter (160 foot) drop
- Located close to the Village, surrounded by gorgeous old growth forest and rugged basalt column cliffs
- Operators and jump masters with more than 17 years experience and an unblemished safety record



Whistler Canoe, Kayak and Stand Up Paddleboard Tours

- Whistler is surrounded by many lakes and rivers, waiting to be explored on a tour or with a rental water craft
- Drink in magnificent mountain views and watch for abundant wildlife as you paddle
- Choose your own adventure from gentle excursions on calm lake water to extended river trips
- Learn to use different water craft including canoes, kayaks and stand up paddleboards (SUP)
- See more at: <http://www.whistler.com/activities/canoe-kayak-sup/#sthash.jemWISIK.dpuf>



Whistler Horseback Riding

- See the landscape around Whistler from high in the saddle on a memorable horseback riding tour
- Choose from gentle trail rides through the forest to longer tours across meadows and up mountain paths
- Enjoy mountain air and incredible scenery with your family and new equine friends
- Tours available for people of all riding abilities

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- See more at: <http://www.whistler.com/activities/horseback-riding/#sthash.5ur8DCCp.dpuf>



Whistler Whitewater Jet Boat Tours

- The ultimate adventure for thrillseekers - ride rapid river whitewater in a powerful jet boat
- Expert pilots guide you through river canyons past lush old growth forest and mountain vistas
- Explore the Green River through of one of BC's Provincial Parks, to the base of magnificent Nairn Falls
- The perfect family-friendly way to cool off on a summers day

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- See more at: <http://www.whistler.com/activities/jet-boat/#sthash.fyAXOn1I.dpuf>



Whistler Whitewater Rafting

- Ride the melt water from the mountains on a fast, fun white water rafting tour
- Get the adrenaline going riding the lively Green, Lower Cheakamus, Elaho and Squamish Rivers
- Paddle hard or hold on and enjoy the ride while certified guides navigate you safely through the rapids
- Tours include transportation to and from Whistler, wetsuit, gear, professional guide and lunch on full day
- See more at: <http://www.whistler.com/activities/rafting/#sthash.AI36XXNn.dpuf>



Golfing in Whistler

Canada's premier golf destination.

- Four championship golf courses in one resort from four of the world's top designers
- Superb playing conditions in fresh mountain air with gorgeous views from courses and patios
- Stay in a renowned summer resort with easy access to courses, spas, fine dining, and outdoor activities
- Opening dates are weather and course dependent. A typical season runs from late April or early May until mid-October



West Coast Float Whistler

- Floatation therapy is a unique experience that allows relief from pain, stress and sleep issues
- A float session takes place in water loaded with Epsom salts which creates a sensation of weightlessness
- Located in the heart of Whistler Village



Whistler PEAK 2 PEAK Alpine Experience

- Stunning 360-degree views of Whistler Village, mountain peaks, lakes, glaciers and forests
- Watch the machinery in action and learn about the record-breaking lift in the PEAK 2 PEAK Viewing Gallery
- Dine on the rooftop of the world with views of the ski slopes and towering peaks
- Ride the special glass-bottom gondola for a bird's-eye view of the forest

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- See more at: <http://www.whistler.com/activities/peak-to-peak-gondola/#sthash.DS0YHniX.dpu>

CULTURE TO EXPERIENCE IN WHISTLER

- Wine Tasting
- Farmers Market
- Squamish Lil'wat Cultural Centre
- Whistler Mountain Top BBQ Series



Whistler Tasting Tours

Not sure where to eat? The progressive Whistler Tasting Tours **feature four of Whistler's best restaurants** in one enjoyable evening. It's an unforgettable multi-course dinner where each plate is provided by a different restaurant in a moving feast for the senses. Your expert tour guide will enhance the experience with their local knowledge and enthusiasm for the diverse and exciting dining scene in Whistler. Hidden Gems Dinner Tour: \$89.99 per person

This 4-course dinner tour explores four local favourite restaurants, a chocolate shop and the local Brewhouse. If you're looking to discover Whistler's best-kept secrets, this is the tour for you. Listed below are the venues and sample tour menu (can be altered for dietary restrictions or allergies):

- Plaza Galleries: Meeting venue
 - Brewhouse: Wood-fire oven pizza at local brewery
 - Elements: Pan seared salmon over a bed of fresh vegetables
 - Stonesedge: Grilled Bangers and Mash
 - Rocky Mountain: Tasty treat
 - Dubh Linn Gate or FireRock Lounge: Chef's choice of seasonal dessert or cheese plate
- Daily Departure Times:
- 4:30pm - main course served around 6:30pm and tour finished by 8:00pm.
 - 5:00pm - main course served around 7:00pm and tour finished by 9:00pm.



Whistler Farmers' Market

The open air Whistler Farmers' Market features local produce from the Sea to Sky Corridor. Featuring tasty artisan foods, local artists, refreshing beverages and live entertainment, the markets are a great day out for the family. Open twice a week throughout the summer, the markets are the perfect place to find food for a picnic or a unique present for someone special.

Whistler Farmers' Market Schedule

Wednesday Market

Dates: July to August, 2015

Time: 3:00PM to 7:00PM

Location: Upper Village Stroll at the base of Blackcomb Mountain.

Cost: Free to enter and wander around.

Parking: Parking is available in the Day Lots, a short walk from the Upper Village along the Valley Trail.



Squamish Lil'wat Cultural Centre

The first ever centre dedicated to the history and culture of local First Nations, The Squamish Lil'wat Cultural Centre in Whistler is where mountains, rivers and people meet. Built to preserve their culture and share it with others, the building is designed to evoke the longhouses of the Squamish people and the Istken (traditional earthen pit house) of the Lil'wat people with a modern architectural interpretation.

- See more at: <http://www.whistler.com/arts/#sthash.CNvwGyKO.dpu>

Admission

- General Admission \$18
- Senior & Disabled Admission \$13.50
- Youth & Student Admission (13-17 yrs) \$13.50
- Child Admission (6-12 yrs) \$8
- Family Pass \$49

Location and Hours:

The Squamish Lil'wat Cultural Centre is located at 4584 Blackcomb Way, adjacent to the Four Seasons Resort Whistler and The Fairmont Chateau Whistler in the Upper Village.

- See more at: <http://www.whistler.com/arts/#sthash.CNvwGyKO.dpuf>



Summer Mountain Top Dining

Wine & Dine at 6000FT

Whistler Blackcomb takes alpine dining to a whole new level with its on mountain restaurants. From central and convenient to quiet and tucked away - fresh local ingredients, healthy meal options, international flavours and sustainability are the focus at Whistler Blackcomb. Hikers and sightseers can work up an appetite taking in the alpine splendor before tucking into a delicious spread at one of the mountain-top restaurants . The Mountain Top BBQ Series feature live music and a breathtaking alpenglow sunset at 6,000 feet; Christine's continues to evolve its menu by serving gourmet comfort food; and the select Winemaker Dinners feature BC's best wines paired with locally-sourced culinary delights.



Whistler Blackcomb Summer Alpine Dining

- Sightseeing in the mountains makes for hearty appetites - refuel on the mountains with fresh, local cuisine
- Enjoy a full service meal with stunning views or dine in the open air with a hearty Mountain Top BBQ
- Add a ride on the PEAK 2 PEAK Gondola and alpine hiking for the ultimate mountain experience

- See more at: <http://www.whistler.com/dining/summer-alpine-dining/#sthash.h9HudLzO.dpuf>

2015 MENU

FRIDAY EVENING

Whole Hog Fridays - Featuring slow roasted pork on the rotisserie over hot coals and all the fixin's.

SATURDAY EVENING

Slow Roasted Prime Rib BBQ - Featuring slow cooked prime rib and slow-smoked BBQ carved for you by our culinary team.

SUNDAY EVENING

Pacific Seafood Grill - Featuring West Coast seafood and a great selection of local favorites and sweet treats.

Adult Mountain Top BBQ w/ Lift - 1st Seating

[More Information](#)

90 Minute

19 to 64

\$66.95

Adult Mountain Top BBQ w/ Lift - 2nd Seating

[More Information](#)

90 Minute

19 to 64

\$66.95

Dining and Restaurant Guide



Mountain air makes hearty appetites.

21 Steps	Whistler Village	\$\$	         
Alta Bistro	Whistler Village	\$\$\$	         
Amsterdam Café and Pub	Whistler Village	\$\$	         
Araxi Restaurant + Bar	Whistler Village	\$\$\$	         
Arthur's Restaurant	Whistler Village	\$\$	         
Aura	Creekside	\$\$\$	         
Avalanche Pizza Corp.	Whistler Village	\$	         
Beacon Pub & Eatery	Whistler Village	\$\$	         
Bearfoot Bistro	Whistler Village	\$\$\$	         
BeaverTails Pastry	Whistler Village	\$	         
BG Urban Café	Whistler Village	\$\$	         
Black's Pub	Whistler Village	\$\$	         
Black's Restaurant	Whistler Village	\$\$	         
BOOMBurger	Whistler Village	\$	         

Brandy's at the Keg	Whistler Village	\$\$	         
Brewhouse, The	Whistler Village	\$\$	         
Caramba	Whistler Village	\$\$	         
Chateau Whistler Golf Clubhouse	Upper Village	\$\$	         
Chic Pea	Whistler Valley	\$\$	         
Christine's	Whistler Valley	\$\$	         
Cinnamon Bear Bar & Grille	Whistler Village	\$\$	         
Connection Café			
Cow's Whistler	Whistler Village	\$	         
Crêpe Montagne	Upper Village	\$\$	         
Creekbread	Creekside	\$\$	         
Crystal Hut	Whistler Valley	\$\$	         
Crystal Lounge	Whistler Village	\$\$	         
Cure Lounge	Creekside	\$\$	         
Dairy Queen / Orange Julius			         
Domino's Pizza	Whistler Village	\$	         
Dubh Linn Gate Irish Pub	Whistler Village	\$\$	         
Dups Burritos	Whistler Village	\$	         
Dusty's Bar & BBQ	Creekside	\$\$	         
Earl's Restaurant and Bar	Whistler Village	\$\$	         
Edgewater Lodge and Restaurant	Whistler Valley	\$\$\$	         
El Furniture Warehouse	Whistler Village	\$	         

Attachment: Whistler Itinerary & Exhibits 4.2.15 (1151 : Whistler)

Elements Urban Tapas	Whistler Village	\$\$	           
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La Bocca	Whistler Village	\$\$	           
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Quattro at Whistler	Whistler Village	\$\$\$	 
Raven's Nest Mountain Deli	Whistler Valley	\$	 
Red Door Bistro	Creekside	\$\$\$	 
Rendezvous	Whistler Valley	\$	 
Rim Rock Cafe & Oyster Bar	Creekside	\$\$\$	 
Roland's Pub	Creekside	\$	 
Rosie's House	Creekside	\$\$	 
Roundhouse Lodge	Whistler Valley	\$	 
Sachi Sushi	Whistler Village	\$\$	 
Samurai Sushi Creekside	Creekside	\$	 
Sidecut	Upper Village	\$\$\$	 
Southside Diner	Creekside	\$	 
Splitz Grill	Whistler Village	\$	 
Starbucks Coffee Company	Whistler Village	\$	 
Steep's Grill	Whistler Valley	\$\$	 
Stonesedge Kitchen	Whistler Village	\$\$	 
Subway	Whistler Village	\$	 
Sushi to Go	Whistler Village	\$	 
Sushi Village	Whistler Village	\$\$	 
Table Nineteen Lakeside Eatery	Whistler Valley	\$\$	 
Tandoori Grill	Whistler Village	\$\$	 
Tapley's Neighbourhood Pub	Whistler Village	\$\$	 

Attachment: Whistler Itinerary & Exhibits 4.2.15 (1151 : Whistler)

Teppan Village	Whistler Village	\$\$	 
The Grill Room	Upper Village	\$\$\$	 
The Mexican Corner Restaurant	Whistler Village	\$\$	 
The Royal Taste of India	Whistler Village	\$\$	 
Three Below Restaurant and Lounge	Whistler Village	\$	 
Trattoria di Umberto	Whistler Village	\$\$\$	 
Whistler Tea House	Whistler Village	\$	
Wild Wing	Upper Village	\$	 
Wild Wood Bistro & Bar	Whistler Village	\$\$	 
Wild Wood Cafe	Function Junction	\$	 
Wildflower Restaurant	Upper Village	\$\$\$	 
Wizard Grill	Upper Village	\$	
Zogs Dogs	Whistler Village	\$	 

- See more at: <http://www.whistler.com/dining/?gclid=CIGVzIaKjcQCFQ4yaQod8DIAB>

Whistler Weather History & Stats

Average Whistler Village Temperatures

Due to Whistler's coastal proximity, temperatures are moderate through the winter season, rarely dipping below -10°C (12°F) in the valley and -15°C (5°F) in the alpine during the coldest part of the year. Expect -5°C (22°F) average daily alpine temperatures during most of the winter months.

	<i>Daily Highs</i>		<i>Daily Lows</i>	
	°C	°F	°C	°F
January	-2°C	28°F	-8°C	18°F
February	3°C	37°F	-5°C	23°F
March	8°C	46°F	-3°C	27°F
April	11°C	52°F	2°C	36°F
May	17°C	62°F	7°C	44°F
June	21°C	70°F	9°C	48°F
July	27°C	80°F	11°C	52°F
August	27°C	80°F	11°C	52°F
September	20°C	68°F	8°C	46°F
October	16°C	60°F	3°C	38°F
November	5°C	41°F	-1°C	30°F
December	-1°C	30°F	-5°C	23°F

Attachment: Whistler Itinerary & Exhibits 4.2.15 (1151 : Whistler)

What clothing should I pack?

Whistler is quite a laid back, casual ski town. Even for fine dining, smart-casual attire is appropriate. As far as what to wear for the great outdoors, remember that you are in the Coast Mountain range of British Columbia and the weather can change dramatically throughout the day, no matter what the season.

Here are some tips for how to dress while in Whistler:

- Layer clothing so you can adjust accordingly
- A shell with a protective hood and lightweight jacket underneath are essentials
- Fleece hats and gloves work well in winter, spring, and fall
- Good quality hiking boots with waterproof soles in any season if you're out trekking
- A light shirt, turtleneck, thin fleece and wind/water proof Gore-tex shell (a waterproof breathable fabric)
- T-shirts and shorts are appropriate during the summer months as temperatures rise, however, if you are hiking, make sure you are prepared for sudden changes in weather.

If you forget something at home, don't worry. Whistler has plenty of [shops and clothing stores](#) where you can find everything you might need.

Whistler: June Weather Averages

Daily averages for June

Temperature	59°F 15°C
Low Temperature	48°F 9°C
High Temperature	70°F 21°C
Sunshine Hours	7 hrs
Chance of Sunny Day	15 %
Chance of Rain	42 %
Chance of Cloudy Day	62 %
Sea Temperature	55°F 13°C

Whistler: July Weather Averages

Daily averages for July

Temperature	67°F 19°C
Low Temperature	52°F 11°C
High Temperature	81°F 27°C
Sunshine Hours	11 hrs
Chance of Sunny Day	36 %
Chance of Rain	25 %
Chance of Cloudy Day	36 %
Sea Temperature	57°F 14°C



WHISTLER

10 Tips for Avoiding Mosquito Bites on Your Summer Vacation

By RED HUNT



Attachment: Whistler Itinerary & Exhibits 4.2.15 (1151 : Whistler)

Sunset is prime time for mosquito attacks

If there is one Canadian summer tradition we could go without, it's the abundance of mosquitoes and other flying, biting insects that seem determined to drive us crazy, or send us indoors.

Chances are you've tried a few different solutions for dealing with these blood-thirsty insects. If mosquitos find your blood to irresistible, don't give up yet, as here are 10 great tips for avoiding being bitten this summer.

- 1. Use citronella.** It's difficult to travel with those torches designed for your backyard, but citronella—a common way to keep the mozzies away—is also found in candles in travel-friendly tins, towelettes, sprays and lotions. While they won't stop them from actually biting, they can do a decent job of keeping them at bay.
- 2. Take vitamin B1.** Decades ago a study came to the conclusion that mosquitoes don't like the "smell" of this vitamin, and that it can act as a natural defense against mosquito bites. It hasn't been tried and tested in any real scientific way, but if mosquitoes love you, it's worth buying some B1 vitamins to conduct your own experiment.
- 3. Go swimming.** Summer in Canada means lakes and oceans, camping and cottages. If the mosquitoes are getting too bold around the campfire, go for a dip in the pool or lake. Mosquitoes can't swim and you only live once, so enjoy your summer as much as you can!
- 4. Eat bananas.** A popular belief in parts of Asia is that bananas have mosquito-repelling abilities. Not a very scientific solution, but it can't help to eat a few extra bananas and see if it works for you.
- 5. Travel with mosquito magnets.** Animals like caribou travel in bigger herds as a natural defense against mosquitoes, so the more mosquito buddies you have, the better. Preferably try to hang out with ones that seem to be more of a mosquito-magnet than you are!
- 6. Wear mosquito-proof clothing.** You don't need to go out and buy a fancy mosquito-proof suit with netted hat that covers you from head to toe. But if you're exposing your skin, you're giving the mosquitoes easy access. Think long-sleeve shirts or pants instead of shorts and T-shirts. There are plenty of lightweight options out there perfect for summer nights.
- 7. Control your surroundings.** If mosquitoes are proving to be a huge nuisance, take a survey of the area. If there's a pond or row of cedar trees nearby, mosquitoes are likely being drawn there and subsequently to you. Moving yourself (or your campsite) to less mosquito-friendly landscapes means a more enjoyable time for you outdoors.

8. Apply fresh garlic cloves. A simple, natural solution that many people swear by. The down side is that you need to rub garlic over your skin, so while the mosquitoes might not find you tasty, friends and family could find your new *parfum* downright offensive.

9. Stay indoors. Sometimes you need to take drastic measures. Heading inside is one of the simplest solutions to dealing with mosquitoes. A gazebo or screen porch or mesh dining shelter allows you to still get the outdoor feel, but without the insect hassle.

10. As a last resort, use DEET. The biggest, baddest insect and mosquito repellent out there, DEET is a poison, diluted down to a safe enough level that you can coat your skin in a bitter layer of anti-mosquito spray. (Still, be sure not to get into your mouth, try not to over-use, wash your hands after applying and don't apply to your face.) Finding mosquito spray stronger than 30% can be hard in Canada, but the "sportsman" versions of many brands tend to be strongest.



DATE: April 2, 2015

TO HONORABLE MAYOR AND COUNCIL

Executive Summary:

City Council has long balanced goals of supporting the destination resort economy and acute business attraction and retention with quality of life and community character concerns under the premise of not enabling or facilitating growth just for growth's sake. Staff is recommending a two year work program that we believe find that balance and seek a 2 step discussion, first affirming goals and second a more detailed discussion on the work plan. The proposed goals are:

- I. Place Making through Development & Maintenance of Infrastructure;
- II. Provide Sustainable Business Environment;
- III. Enhance the Local Economy;
- IV. Mitigate the Impacts of the Resort Community;

Respectfully:

Jason Glidden, Economic Development Program Manager

FISCAL
YEAR

ECONOMIC DEVELOPMENT STRATEGIC PLAN

Attachment: Economic Development Strategic Work Plan 2015-2016 (1154 : Economic Development Strategic Plan)



2015-16

Developed by:
Jonathan Weidenhamer
Matt Abbot
Jason Glidden



PURPOSE STATEMENT

This document details specific strategies that the Economy Team will follow in order to ensure Park City's economic health, development, and redevelopment goals are met. It serves primarily as an accountability and management tool to ensure that staff is progressing towards achieving the Community Vision by taking measurable action steps. Secondly, it clarifies how day-to-day taxpayer funded operations ultimately bring about the desired outcomes identified by the community and its representatives.

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- Council Priorities & Desired Outcomes
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- Who Is the Economy Team?

Strategies, Action Steps, & Performance Measures

- Action Step Matrix
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- Critical Success Factors
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Resources & Tools

- Financial
- Infrastructure
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- Policies
- Operating Program Bids
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The Community's Vision for the Economy



COMMUNITY VISION

In 2009 the City conducted a series of interviews, surveys, open houses, etc., to better understand the Community Vision or the way residents see Park City, what they value, and what they want local government to focus on. We learned that our mandate is to **Keep Park City "Park City"**. The boxes at right show what the community has identified as the Core Values that make Park City "Park City".

Park City's Core Values



PARK CITY'S SENSE OF COMMUNITY, ITS UNPARALLELED NATURAL SETTING, SMALL TOWN CHARM, AND HISTORIC CHARACTER FORM THE BASIS FOR PARK CITY'S POSITION AS A WORLD CLASS MULTI-SEASONAL RESORT COMMUNITY. THE RESORT ECONOMY IS AT THE HEART OF THE COMMUNITY'S VISION. BENEFITS TO THE COMMUNITY OF TOURISM ARE WELL DOCUMENTED, NOT THE LEAST OF WHICH IS THE ABUNDANCE OF TAX DOLLARS THAT COME ALONG WITH OUR CHIEF EXPORT – WORLD CLASS SKIING AND RECREATION. THESE TAX DOLLARS ARE PUT TO WORK BY SUPPORTING VIBRANT ARTS AND CULTURE.

Community Vision



Council Priorities



Desired Outcomes



Strategies

- Operating Programs
- Capital Projects
- Policies

COUNCIL PRIORITIES & DESIRED OUTCOMES

In the **PC 2030** long range strategic plan, the City Council identified four priority areas upon which the City must focus its efforts in order to achieve the Community Vision and Keep Park City "Park City". Economic development is critical to two of those four priorities, namely:

- World-Class, Multi-Seasonal Resort Destination**
- and-
- A Community of Diverse Cultural & Economic Opportunities**

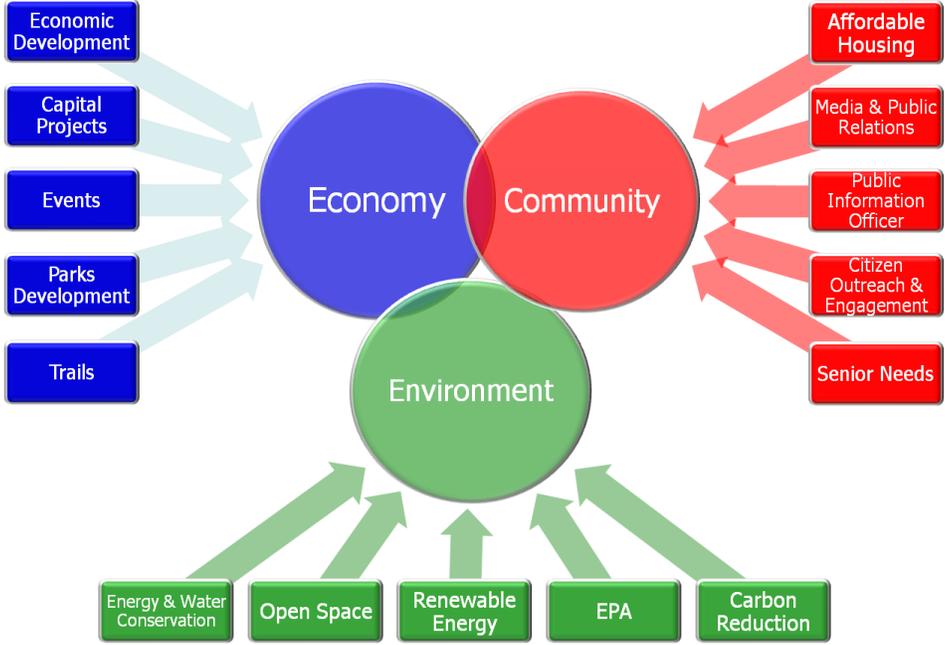
Within each priority area, a set of **Desired Outcomes** shows what we intend to accomplish. This document puts forth the specific strategies and action steps we'll use to bring about these Desired Outcomes.

Economy Team Mission

We seek to remain competitive as a world-class resort community while expanding our multi-seasonal economy through exploring diverse year round opportunities

WHO IS THE ECONOMY TEAM?

The City’s traditional functions are organized into a single *Sustainability Team* with the goal of achieving an appropriate balance between and synergy among our economic, community and environmental goals such that all aspects of our community continue to thrive.



The Economy Department, a division of the Sustainability Team, oversees planning and implementation in a diverse range of areas to ensure the City’s economic health. Work activities include management of the Redevelopment Authority, planning and implementation of capital projects, management of special events, community walkability and trails, and property acquisition and negotiations. The Economy Department works jointly with the Sustainability Team and the Planning Department to address overall economic health through economic development, community development, and redevelopment efforts in the City and align these efforts with the general and neighborhood plans, the Council Priorities, and Community Vision.

Attachment: Economic Development Strategic Work Plan 2015-2016 (1154 : Economic Development Strategic Plan)

ECONOMIC DIVERSIFICATION

The resort economy continues to be the number one driver in Park City's economy. The expansion & diversification of recreational offerings to visitors in both winter and summer have allowed the resort economy to continue to grow. As we move forward, a top priority will be to continue to build and grow the resort economy, but it will also be important to investigate and pursue opportunities that will allow Park City to diversify with other industries that compliment the strength and success of the existing regional economy.

Current climate models show a progressive decline in snowfall. Best estimates indicate a 1.5 week shorter season, 15% less snowfall, and \$120MM in missed revenues by 2030.¹ This coupled with a roughly 3% per year² contraction of the ski industry, Park City is likely to see a change in its visitor population. There are notable opportunities in snowmaking and international markets that may extend the productivity of the regional ski industry. Long-term economic sustainability requires a diversified and intentional approach.

Park City has approached our priority role in economic development by building place. This means that location, infrastructure, and amenities are the tools used to attract and retain businesses. Park City will look to expand on the various tools that we can use to sustain a vibrant economy. Attention will be focused on the complimentary industries listed below to help to diversify the local economy.



Tourism & Recreation

- Outdoor recreation & sports
- Training facilities
- Guided tours
- Destination resorts and ancillary services
- Agra tourism & Boutique Industry (craft brewing/distilling, candy, skis, etc.)
- **Consumer Products**
 - Sports & Outdoor Products
 - General merchandise
- **Professional Services**
 - Financial activities
 - Corporate Headquarters
 - Incubation and/or innovation center.



¹ Climate Change in Park City: An Assessment of Climate, Snowpack, and Economic Impacts – <http://www.theparkcityfoundation.org/Portals/0/Uploads/Documents/Park.City.Climate.Change.Assessment.9.29.2009.pdf>

² Ski Industry Could Be Facing Long-term Decline in Visitors – <http://denver.cbslocal.com/2013/06/23/ski-industry-could-be-facing-a-long-term-decline-in-visitors/>

Strategies & Action Steps

To ensure that our strategies are accomplishing the Community Vision, each strategy can be linked to one or more Desired Outcomes within a Council Priority Area. The Council Priorities represent the City Council's broad strategy for achieving the Community Vision.

COMMUNITY VISION



Keeping Park City "PARK CITY"

SENSE OF COMMUNITY | NATURAL SETTING | SMALL TOWN | HISTORIC CHARACTER



COUNCIL PRIORITIES

World Class Multi-Seasonal Resort Destination

- Accessible and world-class recreational facilities, parks and programs
- Balance between tourism and local quality of life
- Varied and extensive event offerings
- Unique and diverse businesses
- Multi-seasonal destination for recreational opportunities
- Internationally recognized & respected brand
- Accessibility during peak seasonal times
- Well-utilized regional public transit
- Safe community that is walkable and bikeable
- Every City employee is an ambassador of first-class service



STRATEGIES

Economic Development Strategies

- I. Place Making through Development & Maintenance of Infrastructure** – Create & maintain a state of the art infrastructure that is highly used by the community and supports the overall goals of the City.
- II. Provide Sustainable Business Environment** – Uphold a healthy business environment which allows current businesses, and especially local businesses, to thrive.
- III. Enhance the Local Economy** – Facilitate special events along with a diverse offering of cultural experiences that will increase the visitor experience as well as enhance resident's quality of life.
- IV. Mitigate the Impacts of the Resort Community** – Work with other Park City Municipal staff including Planning, Transportation and Housing staff, as well as regional partners to promote and protect the resort economy while balancing the needs of the local residents.

COMMUNITY VISION



Keeping Park City “PARK CITY”

SENSE OF COMMUNITY | NATURAL SETTING | SMALL TOWN | HISTORIC CHARACTER



COUNCIL PRIORITIES

A Community of Diverse Economic & Cultural Opportunities

- Residents live and work locally
- Jobs paying a living wage
- Preserved and celebrated history; protected National Historic District
- Cluster development while preserving open space
- Part-time residents that invest and engage in the community
- Shared use of Main Street by locals and visitors
- Skilled, educated workforce
- Entire population utilizes community amenities
- Community gathering spaces and places
- Physically and socially connected neighborhoods
- Vibrant arts and culture offerings
- Diverse population (racially, socially, economically, geographically, etc.)
- Primarily locally owned businesses



STRATEGIES

Economic Development Strategies

- I. Place Making through Development & Maintainance of Infrastructure** – Create & maintain a state of the art infrastructure that is highly used by the community and supports the overall goals of the city.
- II. Provide Sustainable Business Environment** – Uphold a healthy business environment which allows current businesses, and especially local businesses, to thrive.
- III. Enhance the Local Economy** – Facilitate special events along with a diverse offering of cultural experiences that will increase the visitor experience as well as enhance resident’s quality of life.
- IV. Mitigate the Impacts of the Resort Community** – Work with other Park City Municipal staff including Planning, Transportation and Housing staff, as well as regional partners to promote and protect the resort economy while balancing the needs of the local residents.

STRATEGY I

Place Making through Development & Maintenance of Infrastructure

Create and maintain a state of the art infrastructure that is highly used by the community and supports the overall goals of the city.

Current Action Steps:

Action Step	Deliverable/Description	Deadline	Priority	Responsible Party
Implementation of RDA	Housing and Parking		Top	Phyllis, Kent, Jonathan
Sidewalk Reconstruction & Streetscape	Sidewalk & Streetscape Improvements	Ongoing	High	Matt Twombly (Sr. Project Manager)
City Hall Plaza	Completed Plaza	8/1/2015	High	Matt Twombly (Sr. Project Manager)
Poison Creek Pathway Project	Improve Safety and Experience of Poison Creek Trail	complete	High	Heinrich Deters (Trails and OS Project Manager)
Dans-Jans Phase II a	Separated pathway on west side of Park Ave.	10/15/2015	High	Heinrich Deters (Trails and OS Project Manager)
Dans - Jans Phase IIb	Separated pathway on east side of Park Ave.	10/15/2016	High	Heinrich Deters (Trails and OS Project Manager)
Dans-Jans Phase III	Pedestrian Underpass	10/15/2018	Low	
Brew Pub Plaza - Parking Plaza	Completed Project	12/15/2016 12/15/17	High	Jon Weidenhamer (Economic Development Manager)
Coalition Plaza/trailhead	Completed Project	TBD	Low	Matt Twombly (Sr. Project Manager)
Miners Plaza	Completed Project	2017	Medium	Matt Twombly (Sr. Project Manager)

Strategic Partners:

Internal: Other City Project Managers (Water, Public Works, Engineering)

External: UDOT, Sundance, Summit & Wasatch Counties

Critical Success Factors:

Balancing capital improvements with construction impacts

Performance Measures:

	Measure Name -	Target FY 2014	Mid-Year FY 2014	Actual FY 2014	Target FY 2015	Mid-Year FY 2015	Target FY 2016
Community Outreach and Citizen Engagement							
Community Outreach and Citizen Engagement-ECONOMY	Percent of customer satisfaction survey respondents, for Main St. projects, that felt communication was effective.	100.00	100.00	100.00	100.00	100.00	100.00
Community Outreach and Citizen Engagement - ECONOMY	Percent of formal complaints about capital projects that are responded to within 24 hours with a detailed description of the amended action.	10.00	100.00	100.00	10.00	90.00	10.00

Attachment: Economic Development Strategic Work Plan 2015-2016 (1154 : Economic Development Strategic Plan)

STRATEGY II

Provide Sustainable Business Environment

Uphold a healthy business environment which allows current businesses, and especially local businesses, to thrive.

Current Action Steps:

Action Step	Deliverable/Description	Deadline	Priority	Responsible Party
Develop City role in Main St. commercial & residential mix	Policy Discussion w/ Council	10/15/2015	Medium	Jon Weidenhamer (Economic Development Manager) & John B in Planning
One Stop Shop - Online Resource	Create an online resource tool for potential businesses that are considering location in the Wasatch back.	10/31/2015	Medium	Jason Glidden (ED Program Mgr)
Develop Business Retention and Attraction Plan	Adopted Business Retention and Attraction Plan. Updated ED Grant Policy	7/30/2015	Medium	Jon Weidenhamer (Economic Development Manager) & Jason Glidden (ED Program Mgr)

Strategic Partners:

Internal: Planning Department, Building Department, Executive Department

External: HPCA, Chamber of Commerce, Vail Resorts, Deer Valley Resort, Lodging Association, Restaurant Association

Critical Success Factors:

- Protecting the Park City brand
- Promoting smart economic growth.

Performance Measures:

	Measure Name	Target FY 2014	Mid-Year FY 2014	Actual FY 2014	Target FY 2015	Mid-Year FY 2015	Target FY 2016
Economic and Redevelopment							
Economic and Redevelopment - Economy	Percent of planned Economic Development High priority Strategies, actions steps and projects completed.		80.00	80.00	80.00	30.00	80.00
Economic and Redevelopment - Economy	Percent of National skier days that Park City Receives		3.00	3.00	3.00	3.00	3.00
Economic and Redevelopment - ECONOMY	Average number of jobs created by Economic Development			3.00		2.00	3.00
Economic and Redevelopment - ECONOMY	Percent of Utah skier days that Park City receives	15.00	45.00	45.00	44.00	43.00	44.00
Economic and Redevelopment - ECONOMY	# Strategies/action steps/ projects of the Economic Development Plan developed and advanced.	80.00	40.00	70.00	80.00	75.00	80.00
Economic and Redevelopment - ECONOMY	Percent of planned Economic Development Low and Medium priority Strategies, actions steps and projects completed.		60.00	60.00	60.00	25.00	60.00

STRATEGY III | Enhance the Local Economy

Facilitate special events along with a diverse offering of cultural experiences that will increase the visitor experience as well as enhance resident's quality of life.

Current Action Steps:

Action Step	Deliverable/Description	Deadline	Priority	Responsible Party
Special Events Municipal Code	Review & Refinement of Municipal Code as it relates to Special Events	6/30/2015	High	Jason Glidden (ED Program Mgr)
Open Space Acquisition	-Staff attend monthly Basin Open Space Advisory Committee- Staff manage monthly COSAC meetings and update Council- Continued open space acquisition negotiations with landowners -Continued updates to Council in CLOSED per ongoing landowner discussions/budget - Coordination of RCST Bonding timeline per possible acquisition targets	Ongoing	High	Heinrich Dieters (Open Space Project Manager)Nate Rockwood (Capital Budget Manager)
Update Trails Master Plan	Update to Trails Master Plan Policy Document	10/31/2015	Medium	Heinrich Deters (Trails and OS Project Manager)

Strategic Partners:

Internal: Public Safety, Building Department, Finance Department, Recreation

External: Vail Resorts, Deer Valley, Sundance, Basin Recreation, Park City School District, Kimball Art Center

Critical Success Factors:

- A diverse offering of events
- Mitigating impacts from special events
- Securing long-term contracts with valuable event partners

Performance Measures:

Measure Name		Target	Mid-Year	Actual	Target	Mid-Year	Target
-		FY 2014	FY 2014	FY 2014	FY 2015	FY 2015	FY 2016
Special Events							
Special Events - ECONOMY	Number of event days	185.00	111.00	240.00	245.00	157.00	185.00
Special Events - ECONOMY	Percent of event organizers "satisfied" or better with Special Events.	90.00	90.00	95.00	90.00	90.00	90.00
Special Events - ECONOMY	Number of event complaints annually	5.00	3.00	4.00	5.00	4.00	5.00

STRATEGY IV

Mitigate the Impacts of the Resort Community

Work with other Park City Municipal staff including Planning, Transportation and Housing staff, as well as regional partners to promote and protect the resort economy while balancing the needs of the local residents.

Current Action Steps:

Action Step	Deliverable/Description	Deadline	Priority	Responsible Party
Housing & Transportation	Intergret housing & transportation into all economic development projects	Ongoing	High	Jon Weidenhamer (Economic Development Manager)
VMS Boards	Install 4 along State Routes	10/15/2015	Medium	Brooks Robinson
SMART Messaging (resorts, parking)	Complete Plan	10/15/2017	Low	Jon Weidenhamer (Economic Development Manager)
Mountain Accord	Mountain Accord - Continue participation	ongoing	Low	Jon

Strategic Partners:

Internal: Planning Department, Legal Department, Building Department

External: HPCA, Deer Valley Resort, Vail Resorts

Critical Success Factors:

- Business Recruitment & Retention Strategy Codified
- Maintain resort brand image

Performance Measures:

Staff is currently working on creating new performance measures to track progress for this strategy.

The following outlines possible resources that will be managed in order to successfully carry out the strategies and action steps outlined in this document.

FINANCIAL

- Economic Development Grant
- Fee Waivers
 - Building Fees
 - Planning Fees
 - Licensing Fees
- Redevelopment Funding
- Revolving Loan Fund

INFRASTRUCTURE

- Water
- Parking
- Housing
 - Seasonal Housing
 - Workforce Housing (may be considered same as Seasonal Housing)
 - Affordable/Attainable Housing
- Walkability
 - Sidewalks
 - Trails
- Transit
 - Public
 - Rideshare
- Technology
 - Broadband/Fiber
- Streets
- Office Space

INTELLECUAL CAPITAL

- Relationships
 - Local
 - Chamber
 - Incubator
 - Ski Resorts
 - Historic Park City Alliance
 - State
 - Legislative body
 - GOE



DATE: April 2, 2015

TO HONORABLE MAYOR AND COUNCIL

Staff will provide Council with an update on Main Street circulation, winter 2014-15 highway traffic data as well as several Transportation Planning projects currently underway. Staff requests Council question and comments on Transportation Planning Division progress and direction.

Respectfully:

Kent Cashel, Transit & Transportation Manager



City Council Staff Report

Subject: Transportation Planning Update
Author: Kent Cashel, Transportation Planning Director
Department: Transportation Planning
Date: March 26, 2015
Type of Item: Informational

Summary Recommendations:

Staff will provide Council with an update on Main Street circulation, winter 2014-15 highway traffic data as well as several Transportation Planning projects currently underway. Staff requests Council questions and comments on Transportation Planning Division progress and direction.

Background:

On July 31, 2014 Transportation Planning Staff provided City Council with an overview of the depth and breadth of the City's Transportation plans. A copy of the related Staff report is located at:

<http://www.parkcity.org/Modules/ShowDocument.aspx?documentid=13135>

On August 7th Transportation Planning Staff provided council with a 2011 traffic data gathered on Main Street. This data provided a foundation for understanding the size and scope of circulation impacts created by Taxis, Hotel Shuttles and buses.

A copy of the related Staff report is located at:

<http://www.parkcity.org/Modules/ShowDocument.aspx?documentid=13164>

On October 9th, 2014 Transportation Planning Staff presented City Council with informational background and a progress update (report card) on the City's Transportation Master Plan. At this meeting Council reaffirmed its support for the goals set forth in the Transportation Master Plan and also requested that staff return to Council in January with plans to accelerate achievement of Transportation Master Plan goals.

A copy of the related Staff report is located at:

<http://www.parkcity.org/Modules/ShowDocument.aspx?documentid=13416>

On January 8th, 2015 Transportation Planning Staff returned to Council with a Study Session on accelerating many of the goals set forth in the City's Transportation Master Plan. Council directed Staff to pursue the accelerated schedule.

A copy of the related Staff report is located at:

<http://www.parkcity.org/Modules/ShowDocument.aspx?documentid=14272>

On February 5 & 6, 2015 Transportation Planning Staff reviewed its 5 year plan with Council. Council reaffirmed its direction to pursue an accelerated transportation goal achievement schedule. This plan was developed utilizing feedback and direction provided by Council and the Mayor in the series of Council meetings presented above. A summary table containing this 5 year plan is contained at the end of this report.

Staff will present Council, at its March 26th meeting, with a progress update on key planning elements contained in the five year plan as well as traffic and circulation observations gathered during Winter 2014-15.

Main Street Circulation

The City engaged L2 Data Collection in 2011 to provide traffic counts and types of vehicles on Main Street. They set up cameras and recorded the activity from 11am to 11pm on two days and at two locations each day. The first day was on Friday, December 30th which is a peak time in Park City. The second day was on Wednesday, February 8, 2012, to capture a typical winter day.

The data collected indicated type of vehicle (personal car, taxi, hotel shuttle, bus), the number of each, and when each was at the location (within 15 minute intervals).

On August 7th, Council directed Staff to continue to monitor Main Street circulation during winter 2014-15 and return to Council with an update in the spring of 2015. Staff contracted with L2 Data Collection data to capture the same data as gathered in 2011. L2 carried out the counts on Friday, January 16th (Sundance started the following week). Staff will present our findings to Council and compare and contrast the two data sets.

State Highway Counts (SR-224 & SR-248)

Staff will present the most recent Utah Department of Transportation data available on State Routes 224 and 248 including aggregate year by year data. This should provide Council with a solid understanding of traffic growth patterns.

Bonanza Park- Lower Park Avenue-Park City Mountain Resort Parking Siting & Transportation Analysis

Staff has developed a scope of work, issued a Request for Proposal, received proposals and a staff selection committee is in the process of evaluating proposals.

Staff will provide Council with a progress update on the Request For Proposal for transportation planning firms to assist with this critical planning project.

Short Range Transit Development Plan (SRTDP) Update

This plan will provide a 5 year transit operations plan bound within a balanced budget. The study leading up to the final plan will analyze Service, Capital and Institutional alternatives that the City & County are interested in exploring.

Staff will provide Council with an update on the status of this planning effort.

SR-248 Corridor Plan Update

The City's SR-248 Corridor Plan was developed over the course of 16 months in 2008 and 2009. Staff felt it was critical to update the assumptions underlying the plan with the latest land use data available to ensure the plan still reflected today's realities.

Staff will provide Council with an update on progress of this planning effort.

Intelligent Transportation System (ITS) Plan Update

Intelligent Transportation Systems (ITS) utilize advanced information technologies (traffic counters, bluetooth data loggers, traffic video cameras and variable message boards) to enable various traffic managers and highway user groups to be better informed and make safer, more coordinated, and 'smarter' use of our transportation network.

Staff will provide Council with an update on progress on this mission critical project.

School District Master Planning

Transportation Planning Staff are now actively engaged with the Park City School District master planning process.

Staff will provide Council with an update on current status of this cooperative planning effort.

Weather Responsive Transportation Management Plan

The City's Weather Responsive Transportation Management Plan (WRTMP) seeks to provide advance warning to City departments that share responsibility for traffic management (Transportation Planning, Police, Streets, Special Events). This advance information will enable these departments to react in a more proactive manner to weather related traffic events.

When appropriate the City will then disseminate weather\traffic information to locals and visitors that allows them to plan for, and respond to, forecasted weather related traffic conditions.

Staff will provide Council with a progress update on the City's Weather Responsive Transportation Management Plan (WRTMP).

Access to UDOT Real Time Data

Real time traffic counts are gathered by the Utah Department Of Transportation at two permanent counting stations located on SR-224 and SR-248. UDOT future plans include retrofitting SR-224 & SR-248 traffic signal controllers to provide for real time traffic signal performance metrics. This real time data is a mission critical tool that will enable the city to better assist in the management of operations on State routes within the City.

Staff will provide Council with an update on progress of gaining access to UDOT real time data.

Transit Financial Plan

Staff committed to return to Council with an updated Transit financial plan. Completion of this update will need to follow adoption of the updated Short Range Transit Development Plan which will set forth service, capital and institutional alternatives the City and County wish to pursue. Staff will provide Council with a progress update and timeline for this updated financial plan.

Department Review:

This report has been reviewed by The City Manager's office, the City Attorney's Office, Public Works, Budget and Grants and Transportation Planning. All comments received have been addressed in this report.

Recommendation:

Staff will provide Council with an update on Main Street circulation, winter 2014-15 highway traffic data as well as several Transportation Planning projects currently underway. Staff requests Council questions and comments on Transportation Planning Division progress and direction.

Moving Forward: The Transportation Agenda

Transportation Planning Areas of Focus	<div style="background-color: #FFD700; padding: 5px; border: 1px solid black;">Transit Plans</div> <ul style="list-style-type: none"> Transit Development Plan Environmental Assessments Revenue Initiative 	<div style="background-color: #FFFF00; padding: 5px; border: 1px solid black;">Transportation Demand Management</div> <ul style="list-style-type: none"> Transportation Demand Management Study Implementation Plan Transportation Management Association 	<div style="background-color: #90EE90; padding: 5px; border: 1px solid black;">Managed Parking</div> <ul style="list-style-type: none"> Peak Hour Peak Day Long Range Parking Strategic Plan 	<div style="background-color: #32CD32; padding: 5px; border: 1px solid black;">Congestion Management</div> <ul style="list-style-type: none"> Data & Analysis Active Traffic Operations Intelligent Transportation System 	<div style="background-color: #6495ED; padding: 5px; border: 1px solid black;">Primary Corridor Plans</div> <ul style="list-style-type: none"> Interagency Coordination Update Study & Plans Revenue Initiative
Actions Taken	<ul style="list-style-type: none"> <input type="checkbox"/> Organizational Re-alignment 		<ul style="list-style-type: none"> <input type="checkbox"/> Peak Ski Day <input type="checkbox"/> Main Street Parking Siting & Cost Analysis 		
Actions Underway		<ul style="list-style-type: none"> <input type="checkbox"/> TDM RFP underway 	<ul style="list-style-type: none"> <input type="checkbox"/> Peak Hour Parking Task Force <input type="checkbox"/> Major RFP underway 	<ul style="list-style-type: none"> <input type="checkbox"/> Weather Responsive Traffic Plan <input type="checkbox"/> Intelligent Transport Systems 	<ul style="list-style-type: none"> <input type="checkbox"/> UDOT & MAG Coordination <input type="checkbox"/> SR-248 RFP underway
FY2015: Now through June 2015	<ul style="list-style-type: none"> <input type="checkbox"/> Short Range Transit Development Plan RFP <input type="checkbox"/> Finance Plan - Strategy 	<ul style="list-style-type: none"> <input type="checkbox"/> Transportation Demand Management Plan Begin <input type="checkbox"/> LMC Amendments 	<ul style="list-style-type: none"> <input type="checkbox"/> Begin Bonanza Park-Lower Park-PCMR Plan 	<ul style="list-style-type: none"> <input type="checkbox"/> Ongoing Bottleneck Analysis <input type="checkbox"/> VMS Agreement 	<ul style="list-style-type: none"> <input type="checkbox"/> SR-248 Plan Update <input type="checkbox"/> Scope of Work for SR-224 Update.
FY2016: July 1, 2015 – June 30, 2016	<ul style="list-style-type: none"> <input type="checkbox"/> Complete SR Transit Dev. Plan <input type="checkbox"/> Develop Long Range Transit Plan <input type="checkbox"/> Implement Transit Dev. Plan <input type="checkbox"/> Complete Finance Plan <input type="checkbox"/> Begin Revenue Initiative <input type="checkbox"/> Signal Prioritization & Queue Jumpers 	<ul style="list-style-type: none"> <input type="checkbox"/> Complete & Implement Transportation Demand Mgmt Plan 	<ul style="list-style-type: none"> <input type="checkbox"/> Complete Bonanza Park-Lower Park-PCMR <input type="checkbox"/> Complete Long Term Parking Strategic Plan 	<ul style="list-style-type: none"> <input type="checkbox"/> Bottleneck Analysis & Mitigation <input type="checkbox"/> Implement VMS Trial 	<ul style="list-style-type: none"> <input type="checkbox"/> Complete SR-248 Plan Update <input type="checkbox"/> SR-224 Plan Update
FY2017: July 1, 2016 – June 30, 2017	<ul style="list-style-type: none"> <input type="checkbox"/> Implement Transit Development Plan(s) <input type="checkbox"/> Revenue Initiative 	<ul style="list-style-type: none"> <input type="checkbox"/> Implement Transportation Demand Mgmt Plan 	<ul style="list-style-type: none"> <input type="checkbox"/> Implement Parking Strategic Plan 	<ul style="list-style-type: none"> <input type="checkbox"/> Bottleneck Mitigation <input type="checkbox"/> Expanded Traffic Camera Program 	<ul style="list-style-type: none"> <input type="checkbox"/> Implement SR-224 Plan <input type="checkbox"/> Implement SR-248 Plan
FY2018-2019: July 1, 2017 – June 30, 19	<ul style="list-style-type: none"> <input type="checkbox"/> Implement Transit Dev Plan(s) Development Plan 	<ul style="list-style-type: none"> <input type="checkbox"/> Implement Transportation Demand Management Plan 	<ul style="list-style-type: none"> <input type="checkbox"/> Implement Parking Strategic Plan 	<ul style="list-style-type: none"> <input type="checkbox"/> Bottleneck Mitigation <input type="checkbox"/> Expand VMS 	<ul style="list-style-type: none"> <input type="checkbox"/> Implement SR-224 & 248 Plan <input type="checkbox"/> UDOT SR-248 Capacity Enhancement (2019)

Attachment: Attachment to 3-26 Staff Report - Transportation Planning Update (1141 : Transportation Planning Update)



DATE: April 2, 2015

TO HONORABLE MAYOR AND COUNCIL

Please review minutes from February 26, 2015.

Respectfully:

Marci Heil, City Recorder



PARK CITY COUNCIL MEETING MINUTES- DRAFT
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Study Session
FIAR Update

Nate Rockwood, Capital Budget, Debt & Grants, and Jed Briggs, Budget Operations Manager, spoke to the FIAR, discussing long-range financial projections with a 10 year comparison with revenue and expenditure projections. Rockwood spoke to the revenue mix for 2016 discussing sales tax, property tax and fees. Council member Beerman inquired about the sales tax model. Rockwood stated that when you look at the trend it is very strong. Henney thanked Rockwood for always remaining conservative in his budgeting style. Rockwood discussed Building, Planning and Engineering fees stating they were well above average but reiterated that it is one of the most unstable fee for long-term projection. Briggs discussed the expenditure summary by fund and object type. Council member Peek inquired if staff could add a percentage column to be used as a good indicator for trends. Briggs outlined the strategic planning and budget timeline for Council. Briggs discussed Budgeting for Outcomes and the major operating requests within the General Fund.

Presentation of Snyderville Basin General Plan by Summit County Community Development Director Patrick Putt, Planning and Zoning Administrator Peter Barnes and Planner Jennifer Strader & introduction of new Summit County Manager Tom Fisher

Mayor Thomas introduced Tom Fisher, new Summit County Manager. Fisher stated that he comes from a County government background and is also a member of the Utah National Guard. Patrick Putt, Peter Barnes and Jennifer Strader discussed the Snyderville Basin General Plan. Putt stated that there is a traffic addiction in the Basin as a product of that land use decisions made historically stating that they have recognized the problem discussing residential units of 4,476 vacant units, Commercial density, 2,734,556 remaining square feet and Canyons Resort 6,468,363 remaining square feet. He stated he did not want to scare anyone but wanted to let the Council know what is on the horizon as approved but not built out lots. The new plan would include no new entitlements or up-zonings until such time that the County Council can get a hold on the problems. Henney inquired to the statement Putt said "until such time" why we would wait to change the zoning at any point in the future. Putt stated that the Basin has never had hard zoning, they use land use. Council member Beerman inquired with the recent open space bond will the County be able to purchase entitlements. Putt stated that they are attempting to implement strategies in creating a similar palette of tools to have a common bond of land use measures. Looking at updating the Development Code to include: hard zoning, smart growth tools (evaluate, create, implement) and neighborhood planning. Putt discussed the outreach that the County has done including visiting HOA and neighborhood meetings as well as setting up card tables in the grocery stores to get feedback from residents to see what they really want to see in the Basin. Putt also discussed the Integrated Transportation Plan. Strader discussed the remaining entitlements creating an interactive map with the complete build out. She stated that they created 16 neighborhood planning areas and future land use

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maps for all the individual neighborhoods. Barnes discussed the process of dialing in from the big picture to integrate the natural land use pattern of how the area is used and traveled through. Henney stated he is pleased to see the County moving towards hard zoning. Putt stated he feels really good with chances and the legal aspect of the plan. Stating that what's left is the most critical point of the County as it is the most used areas that defines the County and City. Putt stated they see the transportation plan as transportation interconnect and look forward to working with Park City. Council member Matsumoto thanked the County for bringing this plan to Council and sees the vital aspect of working together to rise to a greater community. Council member Beerman stated that he is curious is the new development has transit in mind to keep the need of cars lower. Putt stated that they are working on keeping the incentives high to have people use the transit system that is in place right now. And they are also looking at the current neighborhoods to see what could incentivize them to also use the transit system. Barnes stated that with the sprawl that is currently in the Basin is not conducive to transit system use so they are going to have to get creative. Putt stated that the goal is to use the genius of the user and the strategy of those who are using the system successfully. Mayor Thomas thanked the County staff for coming to the meeting and presenting the plan. He is excited to see what comes out of this plan. He was concerned with the map of Quinn's junctions and the density that is shown. Strader stated that this was formed from the current entitlements stating that it would mostly be recreation area.

Work Session

Council Questions and Comments and Manager's Report

Council member Beerman attended the Day at the Capitol thanking staff for setting that up. COSAC met Tuesday morning stating that they discussed the priorities that were defined at the retreat. Attended a couple of Mountain Accord events including the forum at the Eccles center stating he was blown away in a positive way.

Council member Simpson stated that she too was pleased with the turn out however was not pleased with the way some of the residents behaved. Discussed her recent trip to Switzerland stating there would be a recap during a future meeting.

Council member Henney attended a Recycle Utah meeting as well as the HPCA meeting. During the HPCA meeting they discussed the parking during Sundance, focusing on China Bridge being empty. Becca Gerber stated that she felt an empty parking lot is a sign of success showing that the mass transit system is working. Henney was pleased with this thought process. Attended a BOA meeting discussing that there was an issue of upholding the denial but felt that it was an issue of fairness. Eddington stated that staff has a pretty good idea of how the City could handle a situation of this matter. Attended the Historic District open house. Thanked staff for the Day at the Capitol.

Council member Peek echoed Simpson's comments regarding the Swiss tour as well as spoke to the Interconnect of the on snow experience. Thanked Simpson for the on train catering. Attended the Planning Commission meeting last night where they discussed the first steps of Vail's interconnect proposal.

Council member Matsumoto attended the Chamber Bureau where they heard an update from the hospital which she felt the Council would enjoy hearing asking staff if they could get such an update. The Chamber also is working on a second marketing push in the areas that are not sick

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of winter. Discussed an article she read regarding parking in San Francisco which discussed parking fee structures as well as the environmental aspect of circling for parking.

Mayor Thomas attended the ULCT meeting and the reception Day at the Capitol thanking Ken for bringing the legislators to the Park City table. He spoke to the Mountain Accord forum. Invited everyone to the Grand Prix event at Deer Valley.

Council member Henney asked Mayor Thomas to address the Council on another issue. He stated that at the Mountain Accord meeting he had a thought of an area that seemed to be misunderstood pertaining to growth and felt that when members of the public come in to the meeting late they misunderstand what has already been discussed pertaining to growth and are filled with fear. He feels that the growth aspect needs to be circled back on to clear up the misunderstanding proposing a community meeting to discuss growth. Mayor Thomas felt that the concept of growth falls into the visioning conversation that Council needs to continue having. Council member Simpson stated she agrees with Henney and is really tired of others telling our community what is going on. Mayor Thomas stated that there are a variety of issues. Council member Beerman stated that he agrees that there is a growing anxiety in the community over growth and does agree that we need a visioning discussion but there needs to be a conversation regarding growth to educate the community. Simpson stated that she too would like a conversation regarding growth. Council member Matsumoto stated that at the meeting the consultant stated that with transportation brings growth. Council member Beerman stated that he feels that there is an accelerant of growth currently in the City as is feeling that there could be options on stopping the growth if the community feels that is necessary. Council agreed that they would like to hold a meeting regarding growth with further analysis from staff.

City Manager Foster inquired if Council would like to appoint a liaison for Promise Park City, Council member Henney volunteered as primary and Council member Matsumoto volunteered as alternate.

2015 Legislative Update

Regular Meeting

- I. **ROLL CALL-** Mayor Jack Thomas called the regular meeting of the City Council to order at approximately 6 p.m. at the Marsac Municipal Building on Thursday, February 26, 2015. Members in attendance were Jack Thomas, Andy Beerman, Dick Peek, Liza Simpson, Tim Henney and Cindy Matsumoto. Staff members present were Diane Foster, City Manager; Matt Dias, Assistant City Manager; Mark Harrington, City Attorney; Marci Heil, City Recorder; Matt Twombly, Project Manager; Griffin Lloyd, Water Department; Clint McAfee, Water & Streets Manager.
- II. **COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF**
There were no communications or disclosures from Council or staff.
- III. **PUBLIC INPUT (*Any matter of City business not scheduled on the agenda*)**
There were no public input comments.

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IV. CONSIDERATION OF MINUTES FROM THE FEBRUARY 12, 2015 CITY COUNCIL MEETINGS

**Council member Peek moved to approve the
 February 12, 2015 City Council minutes
 Council member Beerman seconded
 Approved unanimously**

V. CONSENT*(Items that have previously been discussed or are perceived as routine and may be approved by one motion. Listed items do not imply a predisposition for approval and may be removed by motion and discussed and acted upon)*

1. Consideration of a request for a non-exclusive vehicle and pedestrian easement across City property for the benefit of April Inn (545 Main Street).

Council member Beerman stated that at the end of the staff report it mentioned selling the property, inquiring if that was something staff was in favor of. Cassel stated that staff is not in favor.

**Council member Beerman moved to approve the consent agenda
 Council member Simpson seconded
 Approved unanimously**

VI. NEW BUSINESS

1. Main Street Project Discussion

Matt Twombly, Project Manager, discussed the Main Street projects stating that the 2014 improvements have come in at the budget that was analyzed. Stating the streetscape projects are coming in under budget and the plazas are coming in over budget. Twombly will be coming to Council on March 5th with the 2015 Streetscape design plan. Council member Henney expressed frustration with the loss of parking with the City Hall plaza as well as this being a low priority on the HPCA list without addressing their main priority of the Brew Pub plaza. Council member Peek stated that Swede Alley does need the safety and face lift. Council member Matsumoto agreed with Peek that this area needs a face lift and softening the look of the area is a good idea. Council member Beerman stated that the work that has been done so far is great and is pleased with the plaza's so far but he too is frustrated that the HPCA priorities have been leap frogged. Council member Simpson stated that she does not recall this project leap frogging any other project, she agrees with Matsumoto and Peek. Mayor Thomas agrees with Matsumoto, Peek and Simpson.

Mayor Thomas opened the floor for public input.

Alison Butz, HPCA, stated that the biggest worry with the HPCA is that the Council has allocated a certain amount of money and it will run out. They were looking to book end Main

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Street with the completion of the Brew Pub Plaza so people would have a reason to want to continue up Main Street to a gathering Place.

Mayor Thomas closed public input.

Mayor and Council continued onto item number two for the award of contract.

2. Consideration of authorization for the City Manager to enter into Amendment #1 to the construction manager at risk (CMAR) contract in a form approved by the City Attorney's Office with Miller Paving Inc. for the Guaranteed Maximum Price (GMP) of Two Million Three Hundred Sixty Eight Thousand Seventy Three Dollars (\$2,368,073) for the 2014 Main Street Improvement Projects including the City Hall Plaza, Bear Bench, and Main Street sidewalks.

Council member Simpson moved to approve authorizing the City Manager to enter into Amendment #1 to the construction manager at risk (CMAR) contract in a form approved by the City Attorney's Office with Miller Paving Inc. for the Guaranteed Maximum Price (GMP) of Two Million Three Hundred Sixty Eight Thousand Seventy Three Dollars (\$2,368,073) for the 2014 Main Street Improvement Projects including the City Hall Plaza, Bear Bench, and Main Street sidewalks.

Council member Peek seconded

Motion Carried 3-2

Simpson- Aye

Peek-Aye

Matsumoto-Aye

Beerman-Nay

Henney-Nay

3. Consideration of a contract authorizing the City Manager to execute a Construction Agreement, in a form approved by the City Attorney, with Cascade Drilling, L.P. for construction of the Spiro Piezometer Project in an amount of Eighty-Eight Thousand Four Hundred dollars **(\$88,400)**

Griffin Lloyd, Water Department, discussed the Spiro Piezometer project involving a sonic drilling method for monitoring ground water in the area. Council member Simpson inquired the length of the data collection. Clint McAfee, Water & Streets Manager, stated that the existing facility has a major flooding problem and staff would like to collect as much data for as long as possible. Mayor Thomas inquired about the frequency of the sonic drilling as to the disturbance to the surrounding area. Lloyd stated that this has a very low disturbance.

Council member Matsumoto moved to approve a contract authorizing the City Manager to execute a Construction Agreement, in a form approved by the City Attorney, with Cascade Drilling, L.P. for construction of the Spiro Piezometer Project in an amount of Eighty-Eight Thousand Four Hundred dollars (\$88,400)

Council member Henney seconded

Approved unanimously

VII. ADJOURNMENT INTO A REDEVELOPMENT MEETING

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Council member Beerman moved to adjourn into an Redevelopment Agency meeting
Council member Peek seconded
Approved unanimously



DATE: April 2, 2015

TO HONORABLE MAYOR AND COUNCIL

Staff is realigning anti-idling enforcement through Park City Police Department and Parking Services, while adhering to the state enabling statute which requires enforcement to be primarily educational. Staff believes that the outcome of this realignment will be better enforcement.

Additionally, staff is recommending minor updates to the current idling ordinances reducing the enforcement trigger to one (1) minute from three (3) minutes and eliminating temperature parameters. Staff believes the outcome of this change will result in a more clear law that is more easily understood and enforced.

Respectfully:

Matthew Abbott, Environmental Program Manager



City Council Staff Report

Subject: Anti-Idling: Revisited
Author: Matt Abbott
Department: Sustainability
Date: April 2, 2015
Type of Item: Legislative: Code Amendment

Summary:

Staff is realigning anti-idling enforcement through Park City Police Department and Parking Services, while adhering to the state enabling statute which requires enforcement to be primarily educational. Staff has included minor updates to the current idling ordinances reducing the enforcement trigger to one (1) minute from three (3) minutes and eliminating temperature parameters.

Executive Summary

Staff is realigning anti-idling enforcement through Park City Police Department and Parking Services, while adhering to the state enabling statute which requires enforcement to be primarily educational. Staff believes that the outcome of this realignment will be better enforcement.

Additionally, staff is recommending minor updates to the current idling ordinances reducing the enforcement trigger to one (1) minute from three (3) minutes and eliminating temperature parameters. Staff believes the outcome of this change will result in a more clear law that is more easily understood and enforced.

Acronyms:

PCPD – Park City Police Enforcement
 PCSD – Park City School District

Background:

Idling has been an active topic since October 29, 2009. Here is a timeline of Park City's Idle-Free efforts to date:

- August 20, 2009
 - Park City Council asks staff to assess anti-idling
- October 29, 2009
 - Staff Report: Anti-Idling Policy
- November 19, 2009
 - Staff Report: Anti-Idling Resolution
 - Signed – Resolution No. 33-09: Anti-Idling Resolution for Motorized Vehicle in Park City, Utah and Declaring Park City, Utah to be an Idle-Free City
- December 2, 2010

- Staff Report: Main Street Early Deliveries and Anti-Idling Ordinance Discussion
 - Anti-Idling Ordinance Proposed
- December 16, 2010
 - Staff Report: Consideration of an Anti-Idling Ordinance
 - Anti-Idling Ordinance approved
- September 2011
 - Idle Free Awareness Month, sponsored by Park City and Utah Clean Cities
- January 23 to March 8, 2012 – Utah State legislative session
 - HB 104 introduced and passed
- May 3, 2012
 - Staff Report: Anti-Idling and For-Hire Vehicle Licensing Ordinances
 - Anti-Idling Ordinance amended to meet requirements of Utah Code 41-6a-208 (HB 104)
- May 8, 2012
 - HB 104: Local Highway Authority Regulatory Powers effective date.
 - The law prohibits enacting of an “anti-idling” ordinance unless the ordinance:
 - (i) is primarily educational;
 - (ii) provides that a person must be issued at least three warning citations before imposing a fine;
 - (iii) has the same fine structure as a parking violation;
 - (iv) provides for the safety of law enforcement personnel who enforce the ordinance;
- February 26, 2014
 - Idling ordinance addressed during public comment
 - Park City Council requests a work session
- March 27, 2014
 - Staff Report: Anti-Idling: Revisited
- March 15, 2015
 - Staff Report: Anti-Idling: Revisited – staff requested more time

Enforcement of the existing ordinance has been conducted through verbal education/warnings, printed warning notices, and reports made through Park City’s online [Idling Complaint Form](#).

The Police Department handled 24 cases for idle free violations in 2014. Below is how they have classified them:

- Verbal Warning
 - We made contact with nine (9) people.
- Gone on Arrival
 - We responded to eleven (11) calls where the vehicle was GOA.
- Written warning
 - We gave one (1) written warning.

- Citation
 - None
- Unfounded – the vehicle is still parked in the location reported but no longer running.
 - One (1)
 - When the officer arrived the vehicle had been turned off and the witness refused to identify the driver.
- Cleared by exception (due to circumstances none of the above applied)
 - Two (2) total:
 - Two buses idling to warm up to pick up patrons the outside temp was 25.
 - A female drove home with a migraine and got out of her car without realizing she didn't turn off her vehicle.

2015 activities to-date:

- Verbal Warning – 1
- Gone of arrival – 2
- Excluded – 2 (private property)
- Citation – 1 Citation left on vehicle unable to locate driver
- Unfounded – 1

Environmental Sustainability has responded to 41 complaints since January 2011. Environmental Sustainability has posted 25 permanent signs, assisted the three resorts in developing their own signage, and has pursued education and public outreach. The majority of Park City banks and all local schools have signage.

Anecdotally, many citizens have personally participated in spreading the Idle-Free message. Park City School District has been pursuing internal events to increase student and parent participation in clean air efforts. Code Enforcement is regularly contacted regarding idling infractions at and around active construction sites.

Analysis:

Idling is wasteful and preventable. Past reports have illustrated the environmental and economic impacts of idling.

To more effectively address behavior change, staff is taking the following approach:

1. Amend existing ordinance to (Consent Agenda):
 - Reduce permitted idling time from three minutes to one minute;
 - Remove temperature constraints; and
2. Transition enforcement of ordinance to Parking Services and Police

These changes are being pursued in order to reduce the overall impact of unnecessary idling while increasing educational opportunities. Park City tends to prioritize education ahead of enforcement. Both the time limit and temperature constraints have discouraged education.

1. Amend ordinance

Staff has recommended the following changes to our current ordinance:

9-10-1 NO IDLING.

No driver, while operating a vehicle within Park City corporate limits, shall cause or permit a vehicle's engine to idle for more than **three one minutes**, with exceptions for the following circumstances:

- (A) The vehicle is forced to remain motionless on a roadway because of traffic conditions.
- (B) The vehicle is an authorized emergency vehicle used in an emergency situation.
- (C) Vehicle idling is necessary for auxiliary power for law enforcement equipment, fire, emergency and water equipment, refrigeration units, loading and unloading lifts, well drilling, farming, battery charging, or is required for proper functioning of other equipment that is part of the vehicle.
- (D) Vehicle idling is necessary for repair or inspection of the vehicle.
- (E) The health or safety of a driver or passenger, including service animals, requires the vehicle to idle, **including instances where the temperature is below 32 degrees F or above 90 degrees F**. This exception also includes idling needed to operate window defrosters and other equipment necessary to promote safe driving conditions.
- (F) Vehicle idling is necessary for efficient operation of a turbo-charged heavy duty vehicle (e.g., buses) or to operate a vehicle within manufacturer's operating requirements. This includes building air pressure in air brake systems, among other requirements.

Vehicle idling under these exceptions should not violate Utah State Code, 41-6a-1403, which prohibits the idling of an unattended vehicle.

9-10-2. IDLING ON PUBLIC AND PRIVATE PROPERTY.

Section 9-10-1 may only be enforced when the idling vehicle is found on:

- (A) Public property, or
- (B) Private property that is open to the public unless the private property owner:
 - (I) Has a private business that has a drive-through service as a component of the private property owner's business operation and posts a sign provided by or acceptable to Park City informing its customers and the public of Park City's time limit of **three one minutes** for idling vehicle engines; or
 - (II) Adopts an idle reduction education policy approved by Park City **and posts signage.**

9-10-3. SAFETY OF LAW ENFORCEMENT OFFICERS.

Section 9-10-1 shall be enforced in such a manner as to provide for the utmost safety of the law enforcement officers or designees who enforce it.

After receiving three warning citations, violators shall pay a penalty in an amount set forth for general parking violations in the Fee Resolution.

Council indicated a general support for these changes in a Study Session and in a work session. This topic has been added to the consent agenda.

2. Transition enforcement

Park City Police Department and Parking Services will be the primary enforcers of the idling ordinance, shifting enforcement responsibility away from Environmental Sustainability and Code Enforcement. With Parking Services now an in-house service, Park City has more influence and adaptability in Main Street education and enforcement.

Parking Services' role will be educational and limited to their existing enforcement territory.

Park City Police Department's role primary role will be record keeping and enforcement. PCPD's approach will remain primarily educational but will be tracking repeat violators.

Park City Police Department conducts regular enforcement of traffic laws on speeding, school zones, cross walks, and other public safety initiatives. Idle-Free education events could target problem locations or problem populations.

Parking Services and Park City Police Department will coordinate record keeping to legally issue a fee. State Law requires three warning citations prior to issuing a financial penalty. A violation carries a \$30 penalty according to Utah law and Park City's Fee Schedule.

Department Review:

Parking Services, Police, Sustainability, Legal, and City Manager reviewed this Staff Report

Attachments:

- Exhibit A – Proposed Ordinance
- Exhibit B – Anti-Idling Resolution (12/16/2010)
- Exhibit C – Utah Code Utah Code 41-6a-208(3)(c)

Exhibit A – Proposed Ordinance

Ordinance No. 15-

AN ORDINANCE AMENDING TITLE 9, PARKING CODE, OF PARK CITY MUNICIPAL CODE SECTIONS 9-10-1, NO IDLING and 9-10-2 IDLING ON PUBLIC AND PRIVATE PROPERTY.

WHEREAS, emissions from vehicle idling contribute significantly to air pollution, climate change and increased rates of cancer and heart and lung diseases which adversely affect the health, natural environment and economic wellbeing of residents, guests and visitors of Park City; and

WHEREAS, petroleum-based fuels are nonrenewable and should be used wisely and not wasted; and

WHEREAS, idling a typical vehicle for longer than ten seconds consumes more fuel than restarting that vehicle, resulting in excessive emissions and wasted fuel; and

WHEREAS, Park City Municipal Code, 9-8-3, already provides that no delivery vehicle parked on Main Street or Swede Alley shall be parked with its engine left idling; and

WHEREAS, Utah State Code, 41-6a-1403, prohibits the idling of an unattended vehicle; and

WHEREAS, Park City Municipal Corporation presently has a Fuel Conservation and Anti-Idling Policy in place, encouraging efficient use of City vehicles to reduce operating costs and emissions; and

WHEREAS, reducing needless vehicle idling is in keeping with Park City's promotion as an eco-tourism destination and its affiliation with ICLEI (Local Governments for Sustainability); and

WHEREAS, the City Council desires to ensure that unnecessary idling does not occur in idle-frequent locations such as school grounds, parking lots/garages, business centers, and ski resort parking lots and loading and unloading zones; and

WHEREAS, Clean Air Park City will, on its own and in partnership with Park City Municipal Corporation and other like-minded organizations, continue to educate residents, visitors, and guests of the dangers to the environment and health of citizens caused by the unnecessary idling of motor vehicles; and

WHEREAS, the City Council desires to take a proactive position on air pollution to protect the livability and viability of Park City and its residents, visitors and guests; and

WHEREAS, it is in the public interest that Park City residents, guests and visitors reduce vehicle emissions to protect the health, economy and natural environment of Park City and the surrounding area;

WHEREAS, City Council has previously demonstrated leadership on this issue by adopting an "Idle-Free Resolution" for Park City in November 2009; and

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF PARK CITY, UTAH THAT:

Section I. Amendment. Title 9 Parking Code, Section 9-10-1, of the Municipal Code of Park City is hereby amended as follows:

9-10-1 NO IDLING.

No driver, while operating a vehicle within Park City corporate limits, shall cause or permit a vehicle's engine to idle for more than one minute, with exceptions for the following circumstances:

- (A) The vehicle is forced to remain motionless on a roadway because of traffic conditions.
- (B) The vehicle is an authorized emergency vehicle used in an emergency situation.
- (C) Vehicle idling is necessary for auxiliary power for law enforcement equipment, fire, emergency and water equipment, refrigeration units, loading and unloading lifts, well drilling, farming, battery charging, or is required for proper functioning of other equipment that is part of the vehicle.
- (D) Vehicle idling is necessary for repair or inspection of the vehicle.
- (E) The health or safety of a driver or passenger, including service animals, requires the vehicle to idle. This exception also includes idling needed to operate window defrosters and other equipment necessary to promote safe driving conditions.
- (F) Vehicle idling is necessary for efficient operation of a turbo-charged heavy duty vehicle (e.g., buses) or to operate a vehicle within manufacturer's operating requirements. This includes building air pressure in air brake systems, among other requirements.

Vehicle idling under these exceptions should not violate Utah State Code, 41-6a-1403, which prohibits the idling of an unattended vehicle.

Section II. Amendment. Title 9 Parking Code, Section 9-10-2, of the Municipal Code of Park City is hereby amended as follows:

9-10-2. IDLING ON PUBLIC AND PRIVATE PROPERTY.

Section 9-10-1 may only be enforced when the idling vehicle is found on:

- (A) Public property, or
- (B) Private property that is open to the public unless the private property owner:
 - (I) Has a private business that has a drive-through service as a component of the private property owner's business operation and posts a sign provided by or acceptable to Park City informing its customers and the public of Park City's time limit of one minute for idling vehicle engines; or
 - (II) Adopts an idle reduction education policy approved by Park City and posts signage.

Section IV. Effective Date. This Ordinance shall become effective upon publication.

PASSED AND ADOPTED this 2nd day of April 2015.

PARK CITY MUNICIPAL CORPORATION

Mayor Jack Thomas

Attest:

Marci Heil, City Recorder

Approved as to form:

Mark D. Harrington, City Attorney

Exhibit B – Anti-Idling Resolution (12/16/2010)

City Council Staff Report



Subject: Consideration of an Anti-Idling Ordinance
Author: Tyler Poulson
Department: Sustainability
Date: December 16, 2010
Type of Item: Legislative

Summary Recommendation:

Staff recommends that City Council review the attached anti-idling ordinance (Exhibit A) and adopt the ordinance which prohibits unnecessary vehicle idling within the Park City limits.

Background:

City Council has discussed anti-idling, and the potential for an ordinance, on various occasions in the past two years. During the October 29, 2009 Work Session, Council supported the passage of an anti-idling resolution which was then formally adopted in November 2009. During 2010 Visioning, staff presented details on an ordinance proposal that included staff resources for active enforcement by Parking Services.

Most recently, at the December 2, 2010 Work Session, staff presented an anti-idling ordinance which included an enforcement priority that doesn't require additional staff resources (Exhibit B). The proposed ordinance includes strategies (e.g., web reporting form) which would respect the existence of an idling law and deter idling, while also working within resource constraints. City Council provided direction on December 2nd for staff to return with a final ordinance draft for consideration on December 16th.

Analysis:

Staff has been engaged in various education and outreach efforts since passage of the anti-idling resolution by City Council in November 2009. These efforts have included street signage, website content, and informational notices handed out by Police and Parking Services. Education and outreach activities have been supplemented by the efforts of Clean Air Park City (www.cleanairparkcity.org), a local non-profit that advocates for improvements in air quality through reduced vehicle idling and other emissions-reducing behavior.

Despite conscious efforts to encourage reductions in vehicle idling, it remains clear to staff that idling issues persist in Park City. This issue is not simply due to tourist populations, but is also perpetuated by our resident and working populations. Staff believes this issue persists partly due to the lack of a clear signal conveying the negative environmental, economic, and health impacts of vehicle idling (see Exhibit A for examples of these negative impacts).

An ordinance, it is believed, will explicitly communicate the undesirable externalities created by unnecessary vehicle idling and act as a catalyst for more robust social change. Similar to

ordinances that prohibit littering or texting while driving, staff feels that an anti-idling ordinance has the potential to create new social norms without necessarily requiring aggressive enforcement efforts. Additional analysis on the proposed anti-idling ordinance is available in the December 2, 2010 Staff Report (Exhibit B). Furthermore, previous research on anti-idling is included in an October 29, 2009 Staff Report which is available on the web¹.

Department Review:

Sustainability, Public Safety, Parking Enforcement, Business Licensing, Legal, and the City Manager have reviewed this Staff Report and their commentary has been included.

Alternatives:

A. Approve (Staff Recommendation)

Approve the ordinance in Exhibit A which prohibits unnecessary idling of vehicles within Park City limits.

B. Deny

Do not adopt an anti-idling ordinance for Park City and request a break from recurring consideration of this item.

C. Modify

Direct staff to return to City Council with a final draft of an anti-idling ordinance that includes modifications in the ordinance language, as directed by Council.

Significant Impacts:

If an anti-idling ordinance is adopted, staff time will be required to set-up enforcement measures and enforcement protocol (detailed in Exhibit B). Park City would become the first municipality in Utah to adopt an anti-idling ordinance and would join a growing number of communities across the country that have taken this step to protect the environment and public health, while also promoting the conservation of finite natural resources.

Recommendation:

Staff recommends that City Council review the attached anti-idling ordinance (Exhibit A) and adopt the ordinance which prohibits unnecessary vehicle idling within the Park City limits.

Exhibits (Included):

Exhibit A – Ordinance Prohibiting the Idling of Vehicles within Park City Limits

Exhibit B – December 2, 2010 Staff Report on the Proposed Anti-Idling Ordinance

¹ October 29, 2009 Staff Report: <http://www.parkcitygreen.org/Files/Anti-Idling---Oct-29-2009-Staff-Report.aspx>

Exhibit A – Ordinance Prohibiting the Idling of Vehicles within Park City Limits

Ordinance No. 10-

AN ORDINANCE AMENDING TITLE 9, PARKING CODE, OF PARK CITY MUNICIPAL CODE SECTIONS 9-1-2, APPLICATION OF THE CODE, 9-9-4 PENALTIES FOR ILLEGAL PARKING, and 9-9-5 ENFORCEMENT; PAYMENT. AND ADOPTING A NEW CHAPTER_ CHAPTER 10, ANTI-IDLING, PROHIBITING THE IDLING OF VEHICLES WITHIN CITY LIMITS AND PROVIDING FOR LIMITED EXCEPTIONS

WHEREAS, emissions from vehicle idling contribute significantly to air pollution, climate change and increased rates of cancer and heart and lung diseases which adversely affect the health, natural environment and economic well being of residents, guests and visitors of Park City; and

WHEREAS, petroleum-based fuels are nonrenewable and should be used wisely and not wasted; and

WHEREAS, idling a typical vehicle for longer than ten seconds consumes more fuel than restarting that vehicle, resulting in excessive emissions and wasted fuel; and

WHEREAS, Park City Municipal Code, 9-8-3, already provides that no delivery vehicle parked on Main Street or Swede Alley shall be parked with its engine left idling; and

WHEREAS, Utah State Code, 41-6a-1403, prohibits the idling of an unattended vehicle; and

WHEREAS, Park City Municipal Corporation presently has a Fuel Conservation and Anti-Idling Policy in place, encouraging efficient use of City vehicles to reduce operating costs and emissions; and

WHEREAS, reducing needless vehicle idling is in keeping with Park City's promotion as an eco-tourism destination and its affiliation with ICLEI (Local Governments for Sustainability); and

WHEREAS, the City Council desires to ensure that unnecessary idling does not occur in idle-frequent locations such as school grounds, parking lots/garages, business centers, and ski resort parking lots and loading and unloading zones; and

WHEREAS, Clean Air Park City will, on its own and in partnership with Park City Municipal Corporation and other like-minded organizations, continue to educate residents, visitors, and guests of the dangers to the environment and health of citizens caused by the unnecessary idling of motor vehicles; and

WHEREAS, the City Council desires to take a proactive position on air pollution to protect the livability and viability of Park City and its residents, visitors and guests; and

WHEREAS, it is in the public interest that Park City residents, guests and visitors reduce vehicle emissions to protect the health, economy and natural environment of Park City and the surrounding area;

WHEREAS, City Council has previously demonstrated leadership on this issue by adopting an "Idle-Free Resolution" for Park City in November 2009; and

**NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF
PARK CITY, UTAH THAT:**

Section I. Amendment. Title 9 Parking Code, Section 9-1-2, of the Municipal Code of Park City is hereby amended as follows:

9-1-2. APPLICATION OF THE CODE.

This Title is applicable on all public streets and public parking facilities, within Park City's corporate limits as now constituted or as subsequently amended by annexation or disconnection. The anti-idling Chapter is applicable everywhere within Park City's corporate limits as now constituted or as subsequently amended by annexation or disconnection including private property.

Section II. Amendment. Title 9 Parking Code, Section 9-9-4, of the Municipal Code of Park City is hereby amended as follows:

9-9-4. PENALTIES FOR ILLEGAL PARKING AND ILLEGAL IDLING.

The owner or operator of a vehicle cited for illegal parking under this Title shall be required to pay the penalty in the amount set forth in the Fee Resolution for the violation, and if the illegal parking is not contested, shall pay the fee according to the schedule set forth by resolution in lieu of administrative hearing on the infraction. In addition to the fee imposed for illegal parking, the owner of the vehicle is responsible for paying Immobilization, towing and impound fees for the release of the vehicle. Immobilization and towing fees may be levied against the violator or the owner of the vehicle, or both. The owner or operator of a vehicle cited for illegal idling under this Title shall be required to pay a penalty of one hundred (\$100) dollars.

Section III. Amendment. Title 9 Parking Code, Section 9-9-5, of the Municipal Code of Park City is hereby amended as follows:

9-9-5. ENFORCEMENT; PAYMENT.

The City may employ private enforcement officer(s) to enforce this Title and issue parking and anti-idling citations for violations thereof, including parking illegally in handicapped spaces. All fees and penalties imposed pursuant to this Title shall be paid to Park City Municipal Corporation in the manner and by the means specified on the reverse side of the parking or anti-idling citation.

Section IV. Adoption. Chapter 10, Anti-Idling, in Title 9 Parking Code of the Municipal Code of Park City is hereby adopted as follows:

9-10-1 NO IDLING.

No driver, while operating a vehicle within Park City corporate limits, shall cause or permit a vehicle's engine to idle for more than three minutes, with exceptions for the following circumstances:

- (A) The vehicle is forced to remain motionless on a roadway because of traffic conditions.
- (B) The vehicle is an authorized emergency vehicle used in an emergency situation.

- (C) Vehicle idling is necessary for auxiliary power for law enforcement equipment, fire, emergency and water equipment, refrigeration units, loading and unloading lifts, well drilling, farming, battery charging, or is required for proper functioning of other equipment that is part of the vehicle.
- (D) Vehicle idling is necessary for repair or inspection of the vehicle.
- (E) The health or safety of a driver or passenger, including service animals, requires the vehicle to idle, including instances where the temperature is below 32 degrees F or above 90 degrees F. This exception also includes idling needed to operate window defrosters and other equipment necessary to promote safe driving conditions.
- (F) Vehicle idling is necessary for efficient operation of a turbo-charged heavy duty vehicle (e.g., buses) or to operate a vehicle within manufacturer's operating requirements. This includes building air pressure in air brake systems, among other requirements.

Vehicle idling under these exceptions should not violate Utah State Code, 41-6a-1403, which prohibits the idling of an unattended vehicle.

Section V. Effective Date. This Ordinance shall become effective upon publication.

PASSED AND ADOPTED this 16th day of December 2010.

PARK CITY MUNICIPAL CORPORATION

Mayor Dana Williams

Attest:

Janet M. Scott, City Recorder

Approved as to form:

Mark D. Harrington, City Attorney

Exhibit C – Utah Code Utah Code 41-6a-208(3)(c)**Utah Code Utah Code 41-6a-208(3)(c)**

- (c) enact an ordinance that prohibits or restricts an owner or operator of a vehicle from causing or permitting the vehicle's engine to idle unless the ordinance:
- (i) is primarily educational;
 - (ii) provides that a person must be issued at least three warning citations before imposing a fine;
 - (iii) has the same fine structure as a parking violation;
 - (iv) provides for the safety of law enforcement personnel who enforce the ordinance; and
 - (v) provides that the ordinance may be enforced on:
 - (A) public property; or
 - (B) private property that is open to the general public unless the private property owner:
 - (I) has a private business that has a drive-through service as a component of the private property owner's business operations and posts a sign provided by or acceptable to the local highway authority informing its customers and the public of the local highway authority's time limit for idling vehicle engines; or
 - (II) adopts an idle reduction education policy approved by the local highway authority;



DATE: April 2, 2015

TO HONORABLE MAYOR AND COUNCIL

City staff intends to issue a Request for Proposal for design of the Brewpub parking garage and plaza. There are several options for City Council to consider with this RFP including:

- Parking on either the Swede Alley level or both the Swede Alley and Main Street level;
- Use of a plaza level/Main Street level for parking, plaza space, retail space or programmed public space; and
- Potential for affordable/attainable housing on the second and third floors, above Main Street.
-

Staff is seeking Council affirmation on our approach, direction on design and budget, as well as seeking Council input on which options Council would like to consider.

Respectfully:

Jonathan Weidenhamer, Economic Development Manager



City Council Staff Report

Subject: Brewpub Plaza and Parking Garage - Scope of Request for Proposals
Author: Jonathan Weidenhamer
Department: Sustainability
Date: April 2, 2015
Type of Item: Work Session

Summary Recommendations:

Provide input on scope of the Brewpub project, including:

1. Construction Timing;
2. Design Approach;
3. Budget; and,
4. Housing Approach.

Executive Summary:

City staff intends to issue a Request for Proposal for design of the Brewpub parking garage and plaza. There are several options for City Council to consider with this RFP including:

- A phased approach to the two year construction process that may allow us to start the project sooner;
- Use of a plaza level/Main Street level for parking, plaza space, retail space or programmed public space; and
- Potential for affordable/attainable housing on the second and third floors, above Main Street.

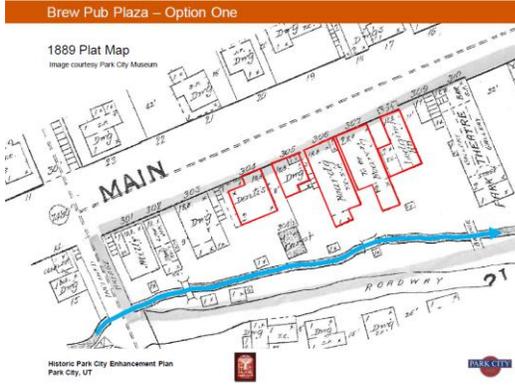
Staff is seeking Council affirmation on our approach, direction on design and budget, as well as seeking Council input on which options Council would like to consider.

Acronyms used:

RFP	Request for Proposal
HPCA	Historic Park City Alliance
\$M	Million Dollars

Background:

On September 15, 2011 City Council reviewed the Historic Park City Improvement Plan completed by IBI for the Historic Park City Alliance (HPCA). Based on that, on January 26, 2012, Council awarded a design contract to IBI to further define the projects to prepare them for consideration in the FY2013 budget process.



On April 5, 2012 IBI presented a concept overview of recommended downtown projects as informed from the HPCA and City staff. The work included the Brew Pub Plaza project which identified the following goals:

Attachment: Brewpub Scope Staff Report (1152 : Brew Pub RPF Scope)

1 Brew Pub Plaza

- Create an anchor and destination at the top of Main Street
- Celebrate the snow sports and year-round adventure recreation industry including Olympic Legacy
- Emphasis on entertainment and special events
- Create revenue generating uses and activities
- Link to the heritage and history of the site

The concept work explored two below ground parking options, a one or two level parking garage. The work also explored two above ground options, one where the plaza was the main element with supporting event infrastructure (multi use stage, café, restrooms, storage), and a second option where the building included a larger, commercial development (stage, larger multi-tenant building (restaurant & gallery)) with additional commercial or institutional use on a second floor (exhibit A).

During this time Deer Valley Resort announced that they desire a lift connection to Main Street. Plans for the Brew Pub Plaza were placed on hold so that feasibility work could be conducted on a gondola concept that would use the Brewpub area as a possible terminal for connection into Deer Valley. Ultimately Deer Valley concluded that a location closer to the transit center was much more feasible and this will not be pursued further in this location. While the Brew Pub project was originally slated to begin in spring of 2014, HPCA and Council were supportive of delay to allow for this feasibility work to occur. This delayed the start of design plans for approximately two years. In June of 2014 the HPCA submitted a letter to the City supporting Staff's recommendation to pursue planning of the area now that the Deer Valley Gondola was no longer a potential use.

Analysis:

Staff is currently drafting an RFP for design services to move forward with the Brew Pub project. We seek City Council input on the following:

1. Construction Timing;
2. Design Approach;
3. Budget; and,
4. Housing Approach.

Phased Approach to Construction Timing

Through the RFP, staff intends to explore a phased approach to the project where construction of the parking phase would start in spring 2016 and be completed by December 2016 (with possible parking on the top of the parking deck for the winter of 15/16). Construction of the plaza phase would commence in the spring 2017. The platting and permitting processes are expected to be difficult and will take additional time and staff will seek input from the design team on the feasibility of this bifurcated approach.

This approach is recommended due to this project being HPCA's top priority and it has already been delayed it two years (see their 2014 letter and 2015 Position Papers on Events and Infrastructure – Exhibit D). Not taking this approach would delay the first phase of construction until spring 2017 for what likely is a 2 year build out. The design and structural exercise of a parking garage is pretty straight forward, but the plaza design, in particular solidifying the uses, design, ownership of the commercial portion of the project, not to mention the design of the park/plaza amenities requires significant time and effort and multiple stakeholder and policy level check ins.

A risk in this approach could be additional costs in planning when what is built above is unknown, in particular from a mechanical, plumbing, electrical or structural system. A result could be the over engineering of the parking levels to support any use selected for the top level.

Is Council interested in the feasibility of a phased approach to construction?

Design Approach

The design team will prepare options as the initial, concept phase of work for the following:

- **Parking Garage:**
Option One: 1-level parking garage;
Option Two: 2-level parking garage.
- **Plaza:**
Option One: Public, Event Plaza with limited public amenities such as restrooms;
Option Two: Plaza with event infrastructure such as a stage and special-event storage in addition to rest rooms.
Option Three: Plaza with support commercial/institutional use such as restaurant, museum – or even housing (see Housing section below).

The most recent downtown plaza projects provided us with experience when focusing on just one design approach. With the Brew Pub Plaza we believe that wide and varying approaches to the plaza program and design are required. Preparation of multiple options will give the City and our stakeholders the ability to narrow the goals and ultimately design and amenities included with the project.

The second huge benefit to a formal check in at the end of concept design will be the ability to better project a project budget. Is Council supportive of a formal check in on scope and budget at the end of concept design?

Budget

IBI's 2012 Plan included a phasing timeline (Exhibit B) and budget placeholder approach (Exhibit C), which helped us project use of resort city sales taxes. In general, the sidewalk and streetscape work is coming in approximately 35% under budget; while the plazas are coming in much higher (bear bench 69% over and City Hall plaza 31% over initial budget placeholder).

The current budget placeholder for the Brew Pub Plaza is \$4.2M (w/ design). Since 2009 we have recognized that the cost of a structure parking space has gone up significantly (in '09 \$30,000 was budgeted per stall. Current construction costs estimates; based on the December 2014 parking in-lieu of discussion identifies \$45,000/stall or \$1.97M to replace the existing 48 surface stalls). Additionally, while the sidewalk portions of the budget are on track, the Bear Bench and City Hall Plazas have come in over estimates. The construction economy is robust, and competition for labor is high. In addition to inflation, costs are approximately 10-20% higher than we expected this year.

On multiple occasions Council and staff have responded to HPCA concerns and reiterated political support will be given to continue to fund these plaza projects to their highest and best use in an effort to focus on the City's "place making" role and as support to events and the resort destination economy. In response staff has continued to assert recommendations to put the necessary resources into "doing these right" as the kind of economic development that is in-keeping with Council's goals.

The ultimate project budget could vary greatly depending on scope and approach. Included in the RFP scope is requirement of a check in with City Council at the end of concept design to better project a final project budget.

Council should affirm if they are comfortable proceeding into concept design understanding these trends. Council will have a more focused discussion on this topic as part of the FY16 Capital Budget preview in May, which should coincide nicely with with the estimated date for award of the brew pub design contract.

Housing Approach

Council's housing goals have evolved greatly since the inception of this project concept. The current approach does not include affordable or attainable housing as part of the program. The City Manager has suggested that Council may want to consider a second and third story, above the Main Street level, for micro-apartments or some other housing concept. Housing staff has not evaluated this site for affordable housing at this juncture. Does Council want staff to include housing feasibility as part of the initial concept design?

Issues for Discussion:

1. Is Council interested in the feasibility of a phased approach to construction?
2. Is Council supportive of a formal check in on scope and budget at the end of concept design?
3. Council should affirm if they are comfortable proceeding into concept design understanding these budget and cost trends.
4. Does Council want staff to include housing feasibility as part of the initial concept design?

Department Review:

Sustainability, Budget, Legal, City Manager.

Funding Source:

Resort City Sales Tax

Recommendation:

Provide input on scope of the Brewpub project, including:

1. Construction Timing;
2. Design Approach;
3. Budget; and,
4. Housing Approach.

Exhibits:

- A IBI's 2 concepts
- B IBI 2012 Project Budget & Sequencing
- C Initial budget projection
- D HPCA 2014 Letter & Position Papers (2015)

Exhibit C – Budget Update

Downtown Projects Cost (Created 2.13.13)with no inflation				
	IBI Concept	Option 3 (as agreed on 2.13.13) when we chose to use granite	update 4.2.15 (w actuals on Plaza & pass throughs) - in red	% difference
streetscape	estimated cost			
Phase I (above) CY 13 streetscape	\$1,009,049	\$1,663,622	\$1,663,622	
Remaining Main Streetscape	\$4,609,454	\$5,595,110	\$5,595,110	
Remaining Streetscape	\$1,282,777	\$1,282,777	\$1,282,777	
minus utilities		-\$1,140,086	-\$1,140,086	
Streetscape subtotal	\$6,901,280	\$7,401,423	\$7,401,423	
rest of projects				
Plaza's				
Brew Pub	\$4,031,579	\$4,031,579	\$4,031,579	
Coalition	\$772,485	\$772,485	\$772,485	
Miners	\$528,336	\$528,336	\$528,336	
Design - Brew Pub	\$180,000	\$180,000	\$180,000	
Pass Through/ Other				
Bear Bench - Transit Ctr	\$431,672	\$431,672	\$730,107	69%
Schreurs Centennial	\$265,000	\$265,000	\$265,000	
Poison Creek	\$95,000	\$95,000	\$95,000	
China B. Restrooms	\$50,000	\$50,000	\$50,000	
City Hall Plaza	\$495,229	\$495,229	\$652,468	31%
Design - City Hall/Bear Bench	\$47,000	\$47,000	\$200,000	
Rest of projects sub-total	\$6,896,301	\$6,896,301	\$7,504,975	
construction sub-total	\$13,797,581	\$14,297,724	\$14,906,398	
Public art (1%)	\$137,976	\$142,977	\$149,064	
Total	\$13,935,556	\$14,440,701	\$15,055,462	

Attachment: Brewpub Scope Staff Report (1152 : Brew Pub RPF Scope)

Exhibit D HPCA Prioritization Letter & Position Papers

June 4, 2014

Jonathan Weidenhamer
Matt Twombly
Park City Municipal Corporation
PO Box 1480
Park City, UT 84060

RE: Timing of Brew Pub Plaza Construction

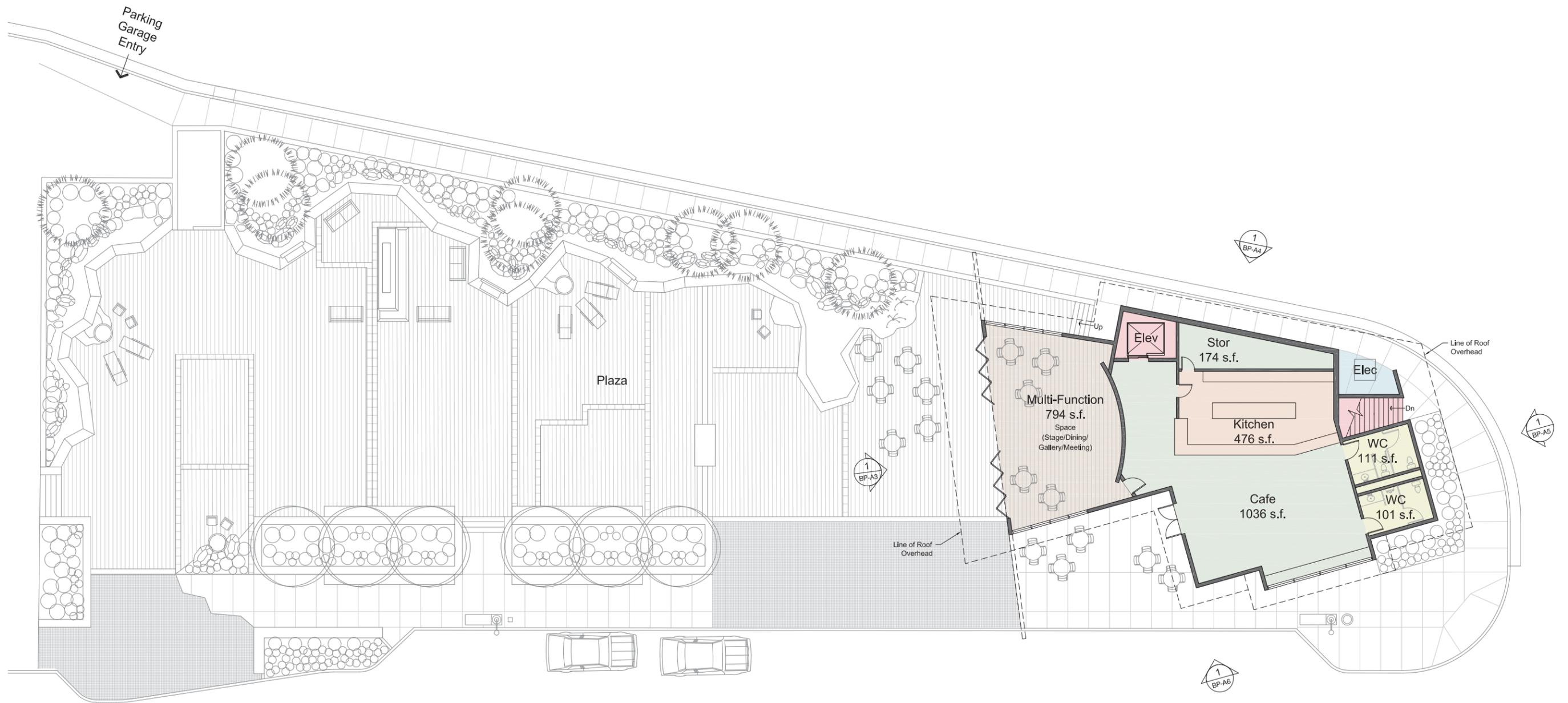
Dear Jon and Matt:

The HPCA Board is in support of Park City Municipal moving forward with design of the Brew Pub Plaza and construction in 2015. The Brew Pub Plaza would be the largest gathering area in Historic Park City. The HPCA's goal is to attract events to the top of the street, eliminate some street closures for smaller events and create a draw that will draw visitors up to the top of the street thereby spreading the pedestrian experience along the entire length of the street. Please feel free to contact me with any questions.

Best regards,



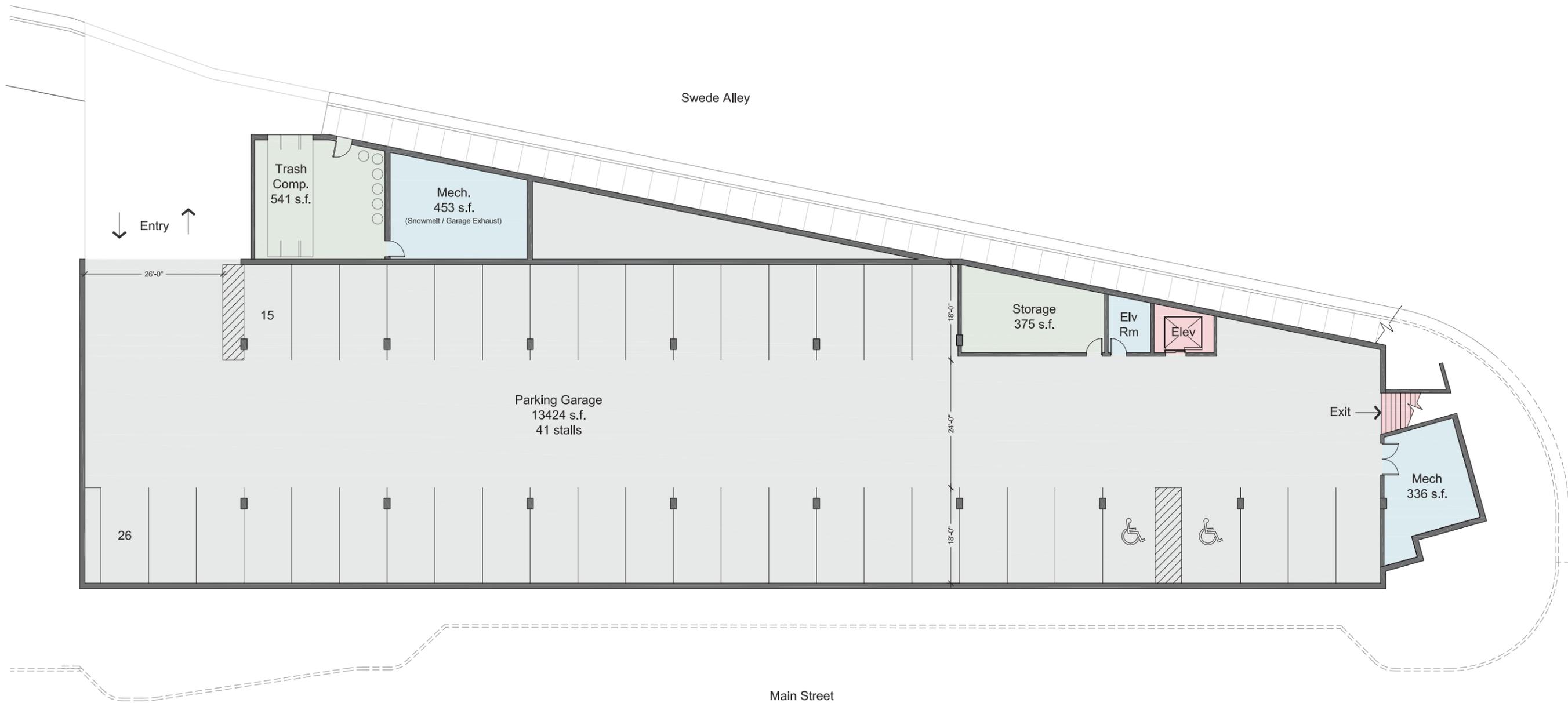
Alison Butz
Executive Director



1 Level 1 Plan - Plaza
 A202 SCALE: 1" = 10'-0" 0 10 20 feet N

BREW PUB PLAZA BUILDING OPTION 1

May 2012



1 SubLevel - Parking Garage
 A201 SCALE: 1" = 10'-0" 0 10 20 feet N

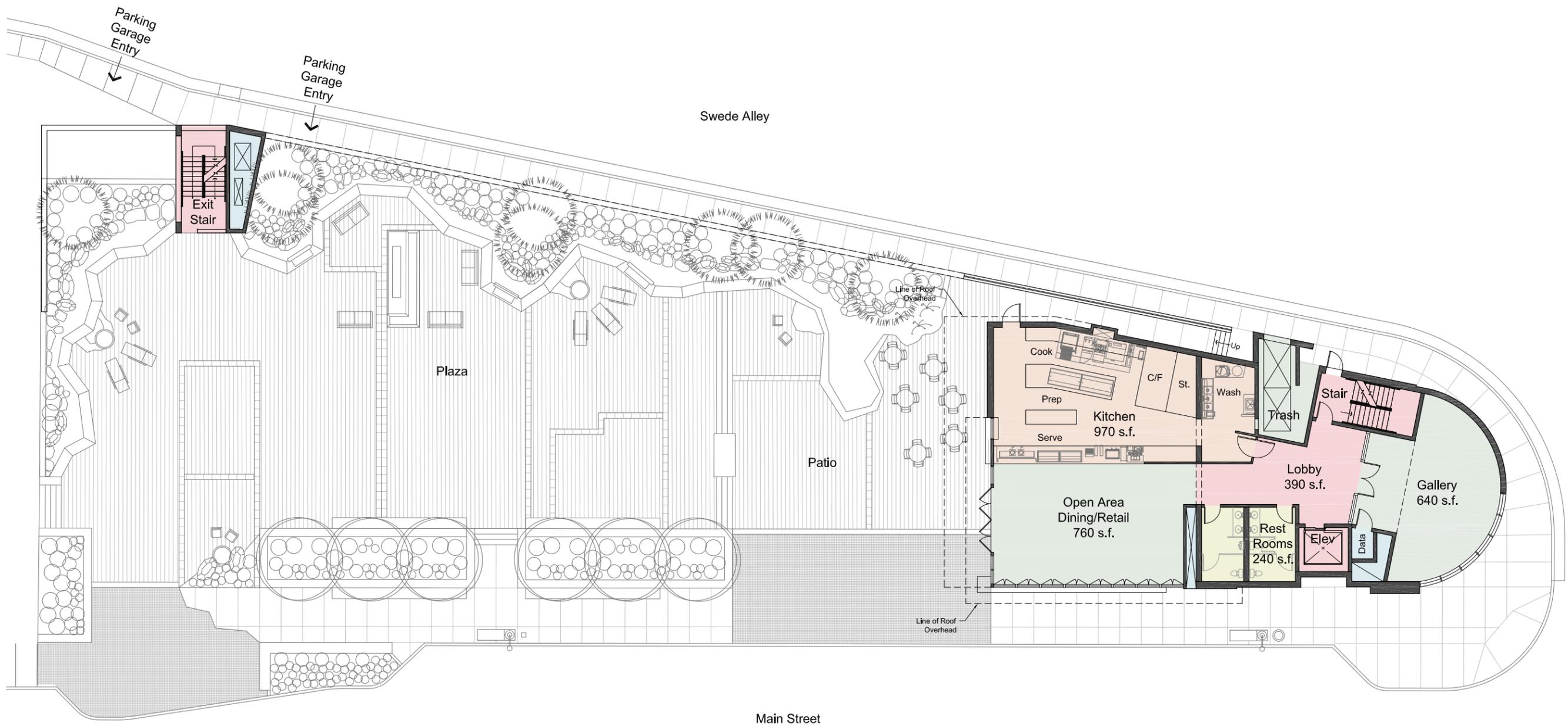


BREW PUB NORTH ELEVATION

BREW PUB PLAZA BUILDING OPTION 1

May 2012

Attachment: Brew Pub Exhibit a Option 1 a B (1152 : Brew Pub RPF Scope)



Level 1 Plan - Plaza
 SCALE: 1" = 10'-0"
 0 10 20 feet N



SALT LAKE CITY
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 Salt Lake City, UT 84111
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 tel 801 532 4233
 fax 801 532 4231

PARK CITY
 340 Main Street #203
 Park City, UT 84060
 www.ibigroup.com
 tel 435 615 8394
 fax 435 615 8397

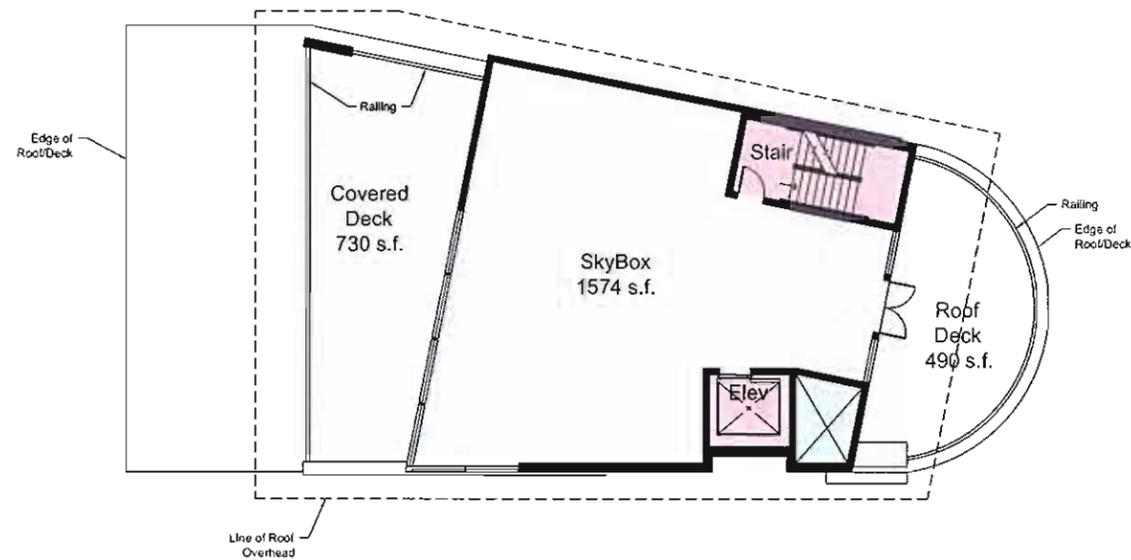


BREW PUB PLAZA BUILDING OPTION 2

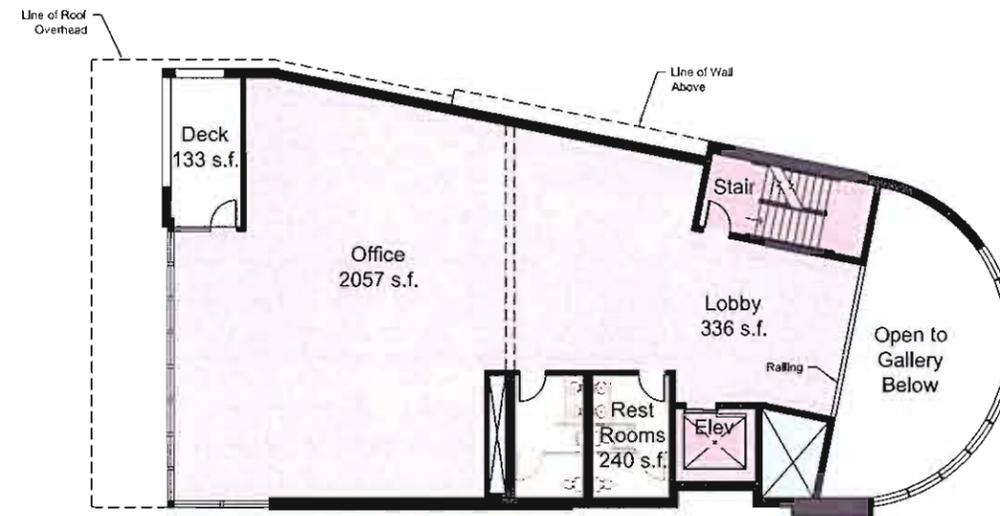
May 2012

Historic Park City Improvement Plan
 Park City, Utah

BP-A9



Level 3 Plan - Skybox
SCALE: 1" = 10'-0"



Level 2 Plan - Office
SCALE: 1" = 10'-0"

Attachment: Brew Pub Exhibit a Option 1 a B (1152 : Brew Pub RPF Scope)



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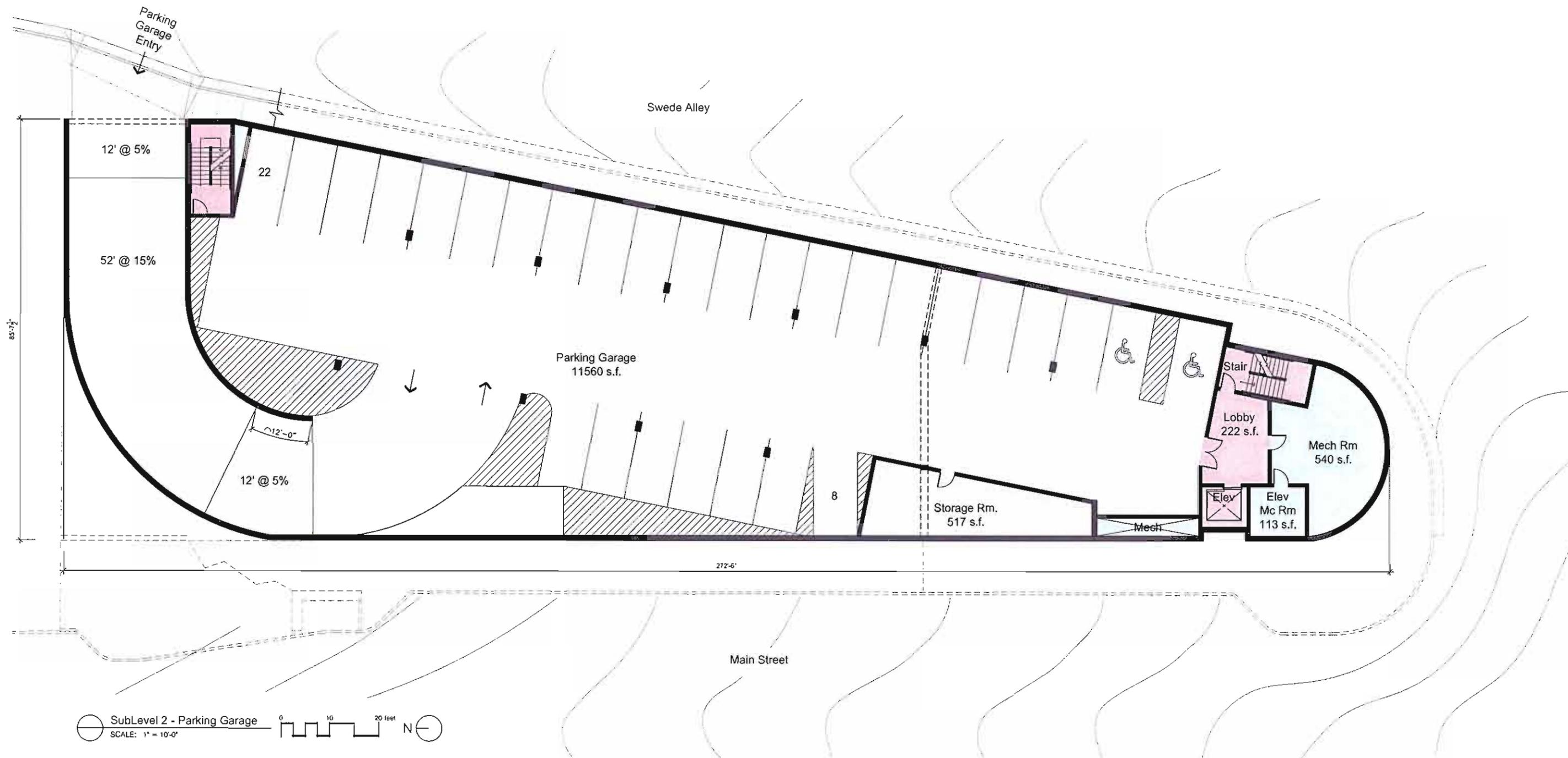
BREW PUB PLAZA BUILDING OPTION 2

May 2012

Historic Park City
Improvement Plan
Park City, Utah

BP-A10

Project #01627



Attachment: Brew Pub Exhibit a Option 1 a B (1152 : Brew Pub RPF Scope)



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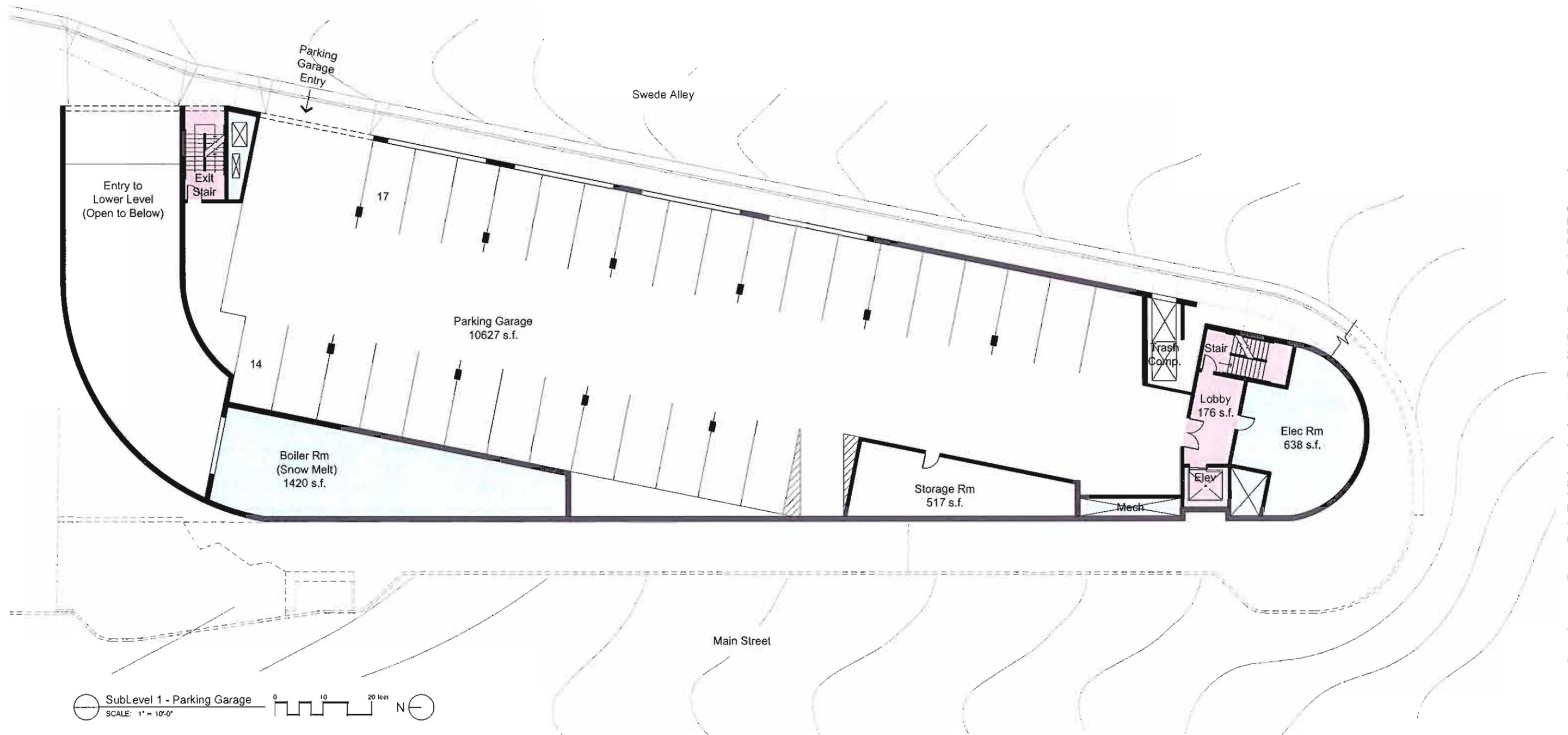
BREW PUB PLAZA BUILDING OPTION 2

May 2012

Historic Park City
 Improvement Plan
 Park City, Utah

BP-A11

Project #01027



Attachment: Brew Pub Exhibit a Option 1 a B (1152 : Brew Pub RPF Scope)



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 Park City, UT 84060
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 fax 435 615 8397



BREW PUB PLAZA BUILDING OPTION 2

May 2012

Historic Park City
 Improvement Plan
 Park City, Utah

BP-A12

Project #1037

**Historic Park City Improvement Plan
Project Summary**

Immediate Needs ("Low Hanging Fruit")

	Budget	CY12/FY13	CY13/FY14	CY14/FY15	CY15/FY16	CY16/FY17	CY17/FY18
1 Swede/Heber Crosswalks	\$77,790	\$77,790					
2 Swede/Transit Center Crosswalk	\$48,253	\$48,253					
3 Swede/Terigo/Parking Structure Crosswalk	\$45,476	\$45,476					
4 Swede/Egyptian Crosswalk	\$41,735	\$41,735					
C Egyptian Pass Through	\$75,000	\$75,000					
K Historic Wall	\$150,000	\$150,000					
Design Fees for 5 Year Streetscape Package	\$200,000	\$200,000					
Subtotal Streetscape Projects	\$638,253	\$638,253	\$0	\$0	\$0	\$0	\$0

Short Term Needs (1-5 years)

Streetscape Projects		Budget					
1	Main - 4th Street to 5th Street West Side	\$190,510		\$130,000			\$60,510
2	Main - 4th Street to 5th Street East Side	\$181,528	\$181,528				
3	4th Street Conversion	\$237,260			\$237,260		
4	5th Street Conversion	\$20,000			\$20,000		
5	Main - Bear Bench to Heber Ave West Side	\$352,840		\$352,840			
6	Main - Bear Bench to Heber Ave East Side	\$347,530			\$347,530		
7	Main - Town Lift On-Street Parking	\$103,119			\$103,119		
8	7th Street - Main Street to Park Ave	\$349,066	\$349,066				
9	Main - 5th Street to Bear Bench West Side	\$238,873	\$238,873				
10	Main - 5th Street to Bear Bench East Side	\$223,919		\$223,919			
11	Main - 7th Street to Deer Valley Drive East Side	\$426,255				\$426,255	
12	Main - 7th Street to 9th Street West Side	\$234,176			\$234,176		
29	9th Street - Main Street to Park Ave South Side	\$100,000				\$100,000	
30	Main/Egyptian Crosswalk	\$99,210		\$99,210			
5	Swede Sidewalk - Egyptian to Brew Pub Lot	\$66,979		\$66,979			
6	Swede Dumpster - Ciseros	\$25,000		\$25,000			
	Subtotal Streetscape Projects	\$3,196,265		\$769,466	\$897,948	\$942,085	\$526,255
	Inflation Adjustment (3% per year)			\$23,084	\$53,877	\$84,788	\$63,151
	Subtotal Streetscape Projects Adjusted			\$792,550	\$951,825	\$1,026,873	\$589,406
Plaza/Pass Through Projects							
B	Terigo Pass Through	\$229,591	\$229,591				
D	Brew Pub Plaza	\$3,671,579		\$3,671,579			
E	Coalition Trailhead Park	\$772,485				\$772,485	
G	City Hall Plaza	\$495,229		\$495,229			
	Design fees for Brew Pub Plaza	\$180,000	\$180,000				
	Design fees for City Hall Plaza	\$27,000	\$27,000				
	Design fees for Bear Bench/Transit Center Pass Through	\$20,000	\$20,000				
	Subtotal Plaza/Pass Through Projects	\$5,395,884	\$456,591	\$4,166,808	\$0	\$772,485	\$0
	Inflation Adjustment (3% per year)		\$13,698	\$250,008	\$0	\$92,698	\$0
	Subtotal Streetscape Projects Adjusted		\$470,288	\$4,416,816	\$0	\$865,184	\$0
	Total Short Term Needs	\$8,592,149					

Long Term Needs (5-10 years)

Streetscape Projects		Budget					
13	Main - Swede to 4th Street West Side	\$543,996		\$181,151			\$362,845
14	Main - Brew Pub to 4th Street East Side	\$323,599			\$323,599		
15	Park Ave - 7th to 9th East Side	\$94,022					
16	Park Ave - 7th to 8th West Side	\$66,075					
17	Swede - Egyptian to Post Office West Side	\$53,963		\$53,963			
18	Swede - Egyptian to Liquor Store East Side	\$148,262					
19	Swede - Bear Bench to Heber West Side	\$51,298					
20	Main - Heber to 7th Street East Side	\$203,375					
21	Main - Heber to 7th Street West Side (KAC dependent)	\$156,271					
22	Heber - Swede to Main North Side	\$71,500					
23	Heber - Swede to Main South Side	\$41,085					
24	Park Ave - Heber to 7th Street West Side	\$67,129					
25	Park Ave - Heber to 7th Street East Side (KAC dependent)	\$27,788					
26	Heber - Main to Park Ave South Side	\$40,687					
27	Heber - Main to Park Ave North Side (KAC dependent)	\$11,563					
28	Swede - 5th Street to Bear Bench West Side	\$57,817					
	Subtotal Streetscape Projects	\$1,958,430	\$0	\$235,113	\$323,599	\$0	\$362,845
	Inflation Adjustment (3% per year)		\$0	\$14,107	\$29,124	\$0	\$54,427
	Subtotal Streetscape Projects Adjusted		\$0	\$249,220	\$352,723	\$0	\$417,272
Plaza/ Pass Through Projects							
A	Miners Plaza Renovation	\$528,336					\$528,336
F	Bear Bench/Transit Center Pass Through	\$411,672		\$411,672			
H	Schreurs Centennial Plaza Renovation	\$265,000					
I	Poison Creek Park	\$95,000					
J	China Bridge Restrooms	\$50,000				\$50,000	
	Subtotal Plaza/Pass Through Projects	\$1,350,008	\$0	\$411,672	\$0	\$50,000	\$528,336
	Inflation Adjustment (3% per year)		\$0	\$24,700	\$0	\$6,000	\$79,250
	Subtotal Streetscape Projects Adjusted		\$0	\$436,372	\$0	\$56,000	\$607,587
	Total Long Term Needs	\$3,308,438					
	Proposed Phasing Totals	\$12,538,841	\$638,253	\$1,262,839	\$6,054,233	\$1,379,596	\$1,510,589
							\$1,094,446
							\$11,939,956

Attachment: Brew Pub Exhibit B IBI Project Sequencing_2012-07-09 (1152 : Brew Pub RPF Scope)



June 4, 2014

Jonathan Weidenhamer
Matt Twombly
Park City Municipal Corporation
PO Box 1480
Park City, UT 84060

RE: Timing of Brew Pub Plaza Construction

Dear Jon and Matt:

The HPCA Board is in support of Park City Municipal moving forward with design of the Brew Pub Plaza and construction in 2015. The Brew Pub Plaza would be the largest gathering area in Historic Park City. The HPCA's goal is to attract events to the top of the street, eliminate some street closures for smaller events and create a draw that will draw visitors up to the top of the street thereby spreading the pedestrian experience along the entire length of the street. Please feel free to contact me with any questions.

Best regards,

A handwritten signature in black ink, appearing to read "Alison Butz".

Alison Butz
Executive Director

Infrastructure

Goal: Coordinate with Park City Municipal on the construction and maintenance of public infrastructure within the HPCA; to add vitality to the street with bookending venues.

It is the objective of the HPCA to promote Historic Park City as a fun, friendly and vibrant destination. Smart infrastructure, that supports both car and pedestrian traffic, is essential to fostering an alluring and navigable environment.

Our District should encourage visitors to linger, circulate and explore throughout the District. To accomplish this, we need to: 1) reduce physical impediments such as difficult sidewalk navigation; and 2) create attractions/draws along the street (from top to bottom) such as parks, plazas and art that encourage exploration. We are confident that easy access, a friendly atmosphere and prolonged exposure to our businesses will increase sales and diversify revenues.

Definitions: We are using a broad definition of infrastructure which includes: parks, public art/attractions, sidewalks, streets, signage, lighting, snow management and public transit. In sum, any physical component within the District that is owned and/or managed by the City.

Recommendations: The City has identified infrastructure improvements that include the reconstruction of sidewalks, improvements to existing plazas and the addition of new public gathering areas at a cost of \$14 million. The City has identified the increase in Resort City Sales Tax as the funding mechanism for these projects which are scheduled for completion by 2019.

Actions:

The HPCA will continue to champion these improvements and facilitate the construction for the maximum benefit and at the minimum impact to businesses.

Events

Goal: Bring the right type of events at the right time of year that support and promote the businesses within Historic Park City.

It is the objective of the HPCA to promote Historic Park City as a fun, friendly and vibrant destination. We are in favor of events that reinforce this brand image. However, the HPCA is not in favor of events that adversely affect business revenues and/or do not reinforce our message. The HPCA will review all proposed events against an event matrix that was adopted per the following considerations:

1. Major (complete or significant) street closures should be limited to 12 days/year
2. Events requiring street closures must attract a minimum of 1000 persons. High impact events should present a marketing plan showing a draw from the entire region.
3. Events should look to work with other existing events to maximize the activities on the entire street.
4. Events must be inclusive, fun and lively
5. Events should market HPC as their host, utilize our logo, and promote our brand message.
6. Event organizers must notify the HPCA of their events a minimum of 60 days prior (consistent with application time frame from City).
7. Street closures should not occur on consecutive weekends or back-to-back days for different events.
8. The HPCA will work with the City/Chamber on a matrix, by which they can quantify and evaluate events, pre- and post-event.
9. Merchants should be surveyed after each new event to collect input and determine adjustments.
10. Events should conclude on Main Street to encourage attendees to linger.
11. Events should be discouraged from bringing vendors that directly compete with existing services. Events should focus on existing merchants to provide services to the event.
12. Reoccurring events that take place only on a portion of Main Street should look to alternate the closure to the opposite end of the district to benefit the entire length of the street.

Recommendations: The Events Committee will continue to evaluate events/street closures and review each event. The committee is empowered by the Board to make decisions on the membership's behalf, within the framework outlined above. The Events Committee should be involved in new events from their application, implementation, and final evaluation. Additionally, the HPCA should continue to retain its seat on the PCCB/PCMC Event Committee to represent its interests. Recurring events should be reviewed annually and recommendations will be submitted to better integrate these events with the District.

Action: Continue to collaborate with the City/Chamber to evaluate events and their impact on the District. Meet with City representatives and work with them to incorporate our criteria into the event matrix. Request that all event/street closures be evaluated by the HPCA Events Committee and include their evaluation in City Council report prior to the event's approval.