



Park City, Utah

Historic Park City Improvement Plan

Project Summary Report
July 2011



Prepared for:

Park City Municipal Corporation & Historic Park City Alliance

Prepared by:

IBI Group

340 Main Street – Suite 203

PO Box 267

Park City, Utah 84060

tel 435 615 8394

fax 435 615 8397

A vibrant, active, but intimate downtown that serves as an informal meeting place for its citizens and a destination for tourists... to maintain it as the center of the community, not just as a stage set for tourism...

Park City General Plan 1997

Historic Main Street is essential for the economic and social wellbeing of the community...Main Street is the center of the activity for our tourist economy and it is desirable to have it continue to be an area for local citizens to socialize.

Downtown Action Plan 1998

Vital Actions: Work with the Historic Main Street Business Alliance to develop partnerships that ensure the long term economic health of the Old Town commercial core.

Park City General Plan: Economy 2001

Old Town is recognized as the ‘spirit of Park City’ and...A High Priority Goal of the City Council is: “Improving Historic Park City”

2002 Old Town Improvements Study

We have a great brand (Main St.) Protect it at all costs

2003 HyettPalma thoughts

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...To accomplish this, we need to: 1)reduce physical impediments such as difficult sidewalk navigation; and 2) create attractions along the street (from top to bottom)

2010 HPCA Visioning

Executive Summary

In the beginning, the Historic district was all of Park City. Nearly a century and half later, Park City continues to grow and diversify, but the downtown remains the economic and cultural heart of the town. It is an economic pillar of the community, the one destination mainstay that thrives year-round, and it’s the face of our City. For nearly two decades, our town has been examining new ways to keep the historic downtown vital and accessible to residents and tourist alike. Many good ideas have been considered, and some have been tried, but downtown enhancements must remain a top priority for this community.

The Historic Park City Business Alliance, in conjunction with the City, has developed the following study to consider next steps for downtown enhancements. Some of the recommendations are fundamental, like storm drains and street lights, while others focus on gathering spaces and attractions. Irrespective of their appeal, we feel that all of the recommendations are important and work best as a comprehensive plan.

Our challenge is to preserve Historic Park City’s unique feel and character, while promoting a vibrant, navigable environment. Our priority is to encourage visitors to come to the street, and then linger and circulate. To best do this, we need 1) convenient access (parking and public transportation); 2) safe and navigable pathways; 3) strategically located gathering spaces; 4) energetic and alluring attractions. We believe that implementing the following enhancements, as outlined in this proposal, will bolster the downtown economy, cement the district as Park City’s most popular attraction, and maintain our special connection within the community.

There is a saying, ‘Each time history repeats itself, the price goes up.’ The need for both gathering spaces and enhanced walkability has been identified and prioritized for nearly two decades. This study is a rekindling of old and established ideas, combined with some practical and increasingly urgent infrastructure upgrades. It is time to commit and move forward with these longstanding goals and to make them a reality.

Introduction

Historic Park City continues to evolve and adapt to ever changing times. To stay proactive in the constant goal of offering a world class, destination resort and community experience, the Historic Park City Alliance (HPCA) and Park City Municipal Corporation (PCMC) have collaborated to prepare recommendations for public space improvements and pedestrian enhancements in the Old Town area.

This effort is a result of the HPCA Visioning process completed in 2010. The following is the Position Statement prepared by the HPCA through this process for infrastructure in the area.

HPCA Visioning (May 2010)

Position Statement: Infrastructure

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 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.

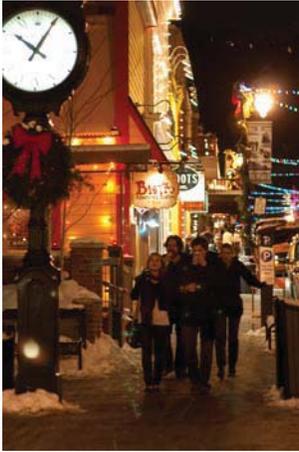
Definitions:

We are using a broad definition of infrastructure which includes:

- Parks
- Public Art/Attractions
- Sidewalks
- Streets
- Signage
- Lighting
- Snow Management
- Public Transit

In summary, any physical component within the District that is mandated/managed by the City.





The following have been identified as areas of concern:

- Sidewalks: grade, width, clutter, damage, ADA, and snow management, lack of heat?
- Bulb outs: location, frequency, effect on parking
- Outdoor dining & music: lack thereof
- Lighting code: review, amend, better integrate with public lighting
- Lighting enhancements: location of street lights, Holiday Lights
- Public signage enhancements: consolidate, coordinate and clarify public signage, enhance informational kiosks, permanent (digital?) signage along entry corridors
- Sign code for businesses: review & amend
- Drop off zones for taxis and shuttles and idling enforcement
- Directional signage along SR 224, SR 248 & I-80
- The district should maintain a high level of upkeep: painting, cleaning, snow removal, landscaping, etc

HPCA would like to explore the following enhancements:

- Public Plaza by Post Office
- Public Plaza/Park over Brew Pub lot
- Mining History Tour/Attractions
- Olympic Legacy Park/Tour/Attractions
- Winter ice skating rink and/or summer water feature
- More sidewalk seating and smarter garbage recycling placement
- Green/alternative people movers
- Designated employee parking



Recommendations:

The Park City should form an infrastructure sub-committee to evaluate and pursue short-term improvements (i.e. reduce sidewalk clutter). The HPCA should work in conjunction with the City to determine a schedule of mid- and long-range enhancements. HPCA support the engagement of a consultant that specializes in economic development and downtown revitalization. Any major enhancements should be expertly evaluated—to determine all of their potential ramifications—prior to implementation. All enhancements should encourage even traffic across the District and logical spacing of parks and attractions to promote and anchor this flow.

Actions:

The sub-committee will research and pursue various improvements, and may generate additional position statements to address specific needs/concerns. HPCA plan to meet with City representatives and recommend the engagement of a consultant to produce a comprehensive, long term enhancement plan for Historic Park City. HPCA will request that the City include us in the formal process—as primary stakeholder—for any major infrastructure changes/enhancements.

With the support of PCMC, the HPCA engaged IBI Group to prepare this study. The scope of the study was to focus on short term opportunities while addressing long term concerns. Long term concerns and challenges are outlined and addressed as follows.

Long Term Concerns/Challenges



Underutilized Properties

The Infrastructure Committee discussed the impact of underutilized properties within the Main Street area. These properties include such notables as The Imperial Hotel, The Claim Jumper, Main Street Mall and other vacant or for sale properties. The conclusion of the committee was that while these properties are critical in the overall economic vitality of the area, further study needs to be conducted to understand their impact on the area and should not be considered in the scope of this study.

Housing

Related to the underutilized properties above, this was not included in the scope of work for this study. Local work-force housing issues are a main concern of the City and they continue to work toward strategic initiatives in this area. The infrastructure sub-committee did consider potential locations for work force housing including vertical expansion of the China Bridge parking structure, Sandridge Parking lot development or miscellaneous infill development of underutilized properties. Further study is recommended.

Main Street Closure (Pedestrianization)

At this time, the HPCA is opposed to the closure of Main Street to a pedestrian only corridor. Based on local experience and national research we believe this would be detrimental to the overall economic welfare of the community. This study does not consider permanent closure of Main Street, however maintains that strategic event closures are appropriate and will be considered on an on-going basis. It is the recommendation of this study to maintain the current daily configuration and operation of Main Street as a two-way vehicular corridor with parallel parking on both sides of the street.



Main Street Snow Melt

Many discussions have included snow removal tactics for the Main Street area. The HPCA has stated that snow melt systems along Main Street would increase the economic vitality of the area by improving the pedestrian accessibility to businesses. This report recommends additional study to review the feasibility of snow melt systems along Main Street. Discussions have included snow melt systems for the entire street profile including curb, gutter and sidewalks, curb and gutter only and curb and gutter plus 2-3 feet of area behind the curb. Additional studies should include analysis of snow melt systems throughout the area, energy requirements for such systems and ongoing operation and maintenance costs compared to traditional snow removal methods. Renewable energy sources should be considered in future analysis. The following benefits of a snow melt system were discussed throughout the process:

- Improve pedestrian safety and offering peace of mind to visitors.
- Improve access to businesses minimizing liability.
- Improve parking conditions.
- Reduce ongoing maintenance requirements of traditional forms of snow removal.
- Reduction of noise created by snow removal operations.
- Extend the life of pavement systems.



Competing Area Attractions

Numerous existing or potential development efforts throughout the Park City and Western Summit County area pose potential risk to Historic Park City. It is the desire of the HPCA to maintain the rich, historic character and quality of the Old Town Park City experience. However, it is recommended that ongoing analysis of area growth should be monitored to maintain a unique and competitive advantage and recommend improvements such as suggested by this study.

Tour Buses/Taxis/Courtesy Vehicles

There is ongoing concern for cueing of tour buses, taxis and courtesy vehicles. While further discussion, study and coordination with transportation companies is required, it is recommended that a location be determined for staging of these vehicles and that transportation dispatch stations be strategically located on Main Street. Staging areas should be off, but adjacent to Main Street to minimize these vehicles in normal automobile flow of the street. Possible staging locations include Swede Alley, Sandridge parking areas or City Park/Library parking lots along Park Avenue. Transportation stands or dispatch stations could be located at lower and mid or upper Main Street and could be incorporated into upgraded information kiosks or possibly the existing parking meters.

Directional/Informational Signage

Through this study it was concluded that additional directional and informational signage is required to make the arrival and parking experience more streamlined for visitors. Parking availability, transit connectivity and event information among others were all discuss as critical elements to a successful experience. These issues should be coordinated with other transit and transportation work within the city including GPS systems currently being considered for the transit network. This should also be coordinated with pedestrian wayfinding and information kiosks discusses later in this report.



Purpose and Objectives

Based on review of previous studies and discussions with PCMC and HPCA, the following purpose and objectives were established as the focus of this study.

Purpose

To enhance the resident and visitor experience by encouraging visitors to linger, circulate and explore throughout the Historic Park City District.

Objectives

- Create a comprehensive and unified five to ten year improvement plan.
- Identify and coordinate current and future infrastructure needs.
- Recommend and define new attractions for the area.
- Prepare design approach to Main Street pedestrian enhancements.
- Maintain historic character and quality.
- Enhance the atmosphere for economic growth.
- Promote a world-class destination resort community.

Background

Previous Studies

- Downtown Action Plan (October 1998) – Downtown Action Plan Task Force
- 2002 Old Town Improvement Study (OTIS)
- Downtown Economic Summit Public Visioning Session (January 2003)
- Swede Alley Plaza Concept Alternatives – FFKR
- Brew Pub Parking Lot Concept Alternatives – Langvardt Design Group
- Brew Pub Parking Lot Geotechnical Investigation (October 2009) – AGECE

Recommendations

Based on discussion and input from the HPCA Infrastructure Subcommittee, HPCA Board and PCMC Staff, the specific improvement recommendations of this study focus on three primary categories – infrastructure (utilities), uses and attractions (activities/plazas/pocket parks) and pedestrian enhancements (streetscape). This focus is intended to create a visionary, yet achievable plan for the next five to ten years and allowed the process to prepare specific design concepts and cost estimates.

Infrastructure

The 2002 Old Town Improvement Study (OTIS) is the most recent document prepared by PCMC to guide the planning and implementation of infrastructure improvements in Old Town including street reconstruction, water line upgrades, dry utilities, parking supply and pedestrian enhancements. Recently, this plan was updated to re-evaluate and update construction cost estimates for remaining projects and to prioritize those projects based on City staff input and needs. The following outline identifies remaining projects and their priority.

- | | |
|---------------------|---------------------------|
| 1. Empire Avenue | 9. McHenry Street |
| 2. Sullivan Road | 10. Deer Valley Loop Road |
| 3. Chambers Avenue | 11. Swede Alley |
| 4. 8th Street | 12. 9th Street |
| 5. 10th Street | 13. 12th Street |
| 6. 11th Street | 14. Silver King Road |
| 7. 14th Street | 15. Ridge Avenue |
| 8. Rossi Hill Drive | 16. Lowell Avenue |

Of these projects, there are only two that lie within the boundaries of this study including 9th Street and Swede Alley projects. Additionally, the OTIS study includes a general line item for Other Pedestrian Projects which could include sidewalk/gutter repair, pedestrian wayfinding and parking signage, intersection crosswalk improvements and decorative lighting. These items should be coordinated between the City and HPCA to align project with goals, objectives and interests of each.



The 9th Street project should be considered in conjunction with the HPCA goal of creating a plaza and pocket park at the Trolley Turnaround/Coalition Park site and likely be included during the same design and construction sequence. The Swede Alley project should be considered and coordinated with HPCA regarding Main Street connectivity, parking garage access and crosswalk improvements.

Main Street infrastructure improvements are not listed within the OTIS study but should be considered and coordinated including potential utility line replacement, stormwater management and street lighting. These items while ultimately necessary to the success of Main Street will have a tremendous impact on businesses, locals and visitors. Every effort should be made to prepare acceptable construction mitigation and phasing strategies with adequate participation by those impacted. Nonetheless, Main Street improvement projects should be comprehensively coordinated to promote long term solutions. All elements must be considered to maximize benefit and minimize reconstruction due to oversight.



City Engineer's Report

Though the 2002 Old Town Improvement Study (OTIS) does not have a specific project identified for Main Street, The City recognizes that the last major upgrade to Main Street occurred back in 1984 (a storm system was installed between 5th Street and 6th Street in 1997). As existing utilities and other infrastructure continue to age, the City constantly looks for opportunities to upgrade these facilities in conjunction with other construction projects occurring in the immediate vicinity.

The Historic Park City Improvement Plan provides the City with an opportunity to work together with the HPCA to identify infrastructure needs and complete facility upgrades that can be accomplished in the same time frame in an effort to minimize overall impacts to this important corridor of ours. Facility needs such as adding a storm drain system to upper Main Street and replacing the existing waterline are examples of projects that could be concurrently constructed with the Historic Park City Improvements projects.

Uses and Attractions

Consistent with the purpose and goals of this study, there is a desire to enhance the opportunities to add pedestrian activities and amenities within the Old Town area and specifically along the Main Street corridor. Currently, several popular locations exist including Town Lift Plaza, Marriott Summit Watch Plaza, Schreurs Centennial Park and Miners Park. These venues are the beginning of what could be a much broader and energized system of pocket parks and plazas throughout the area creating a more diverse and meaningful pedestrian experience. As with any system or network of this type, primary anchor locations should be established fueled and connected by smaller venues to create a complimentary, consistent and diverse set of amenities and options.

It is recommended that the Brew Pub Parking Lot, Miners Park and the Trolley Turnaround/Coalition Park locations act as the primary building blocks of this network. The Brew Pub Lot will act as the South, or top of Main Street attraction while the Trolley Turnaround/Coalition Park will act as the North, or bottom of Main Street attraction. Miners Park then responds as the middle of Main Street anchor and acts as the "family room" of Main Street. This concept provides greater extension of the network and will help draw pedestrians to either end of the street corridor on a daily basis to unique and complimentary activities. The "bread crumb trail" of smaller venues in between create opportunity for discover, rest, interaction and celebration of all things Park City for all ages. The specific design ideas presented below are very conceptual and are intended to communicate a general recommended use and character for these areas.

Brew Pub Parking Lot

The surface parking lot located at the intersection of Main Street and Swede Alley (commonly referred to as the Brew Pub Lot) has served many purposes over the years from event staging and concert venues to satellite communication truck and trailer staging. On a daily basis, it is home to +/-47 paid parking spaces for visitors as well as a point of trash collection for upper Main Street businesses. While the area has served a purpose, it is believed to have a higher calling. The proposed design concept for this area (see Exhibit 1/2) creates a seasonal destination attraction and multipurpose anchor for the top of Main Street intended to draw pedestrian energy to the area and enhance the businesses surrounding it. The concept begins by covering the surface parking with a deck structure effectively creating a plaza level more closely matching the elevation of Main Street. Parking access would remain from Swede Alley. On the Main Street plaza deck, the concept is anchored by a 60' x 110' refrigerated ice skating rink and two support buildings. The north support building would house the ice rink equipment storage and skate rental and the south building could include public restrooms, concessions, information, storage and potentially a small office or retail space. The south building acts as the signature, architectural gateway to Main Street from the south and ceremonially completes the extension of the two story Main Street building façade. This building is conceptually articulated as a two-story “flat-iron” structure responding to the acute angle created by the intersection of Main Street and Swede Alley.

The remaining elements of the concept include a streetside viewing plaza for the ice rink and a central gathering plaza. Consistent with other plaza concepts, this plan would also include water features/warming stations at both plazas as well as large LED screens on both buildings allowing for viewing of movies, concerts, sporting events or other broadcasts. The design process should evaluate and be sensitive to access and views to and from the adjacent restaurant/brew pub including the second level outdoor patio. The architectural character of these structures should be historic in nature and substantial in materials to create a long-standing and iconic structure for Main Street.



Exhibit 1 – Brew Pub Lot Concept Plan

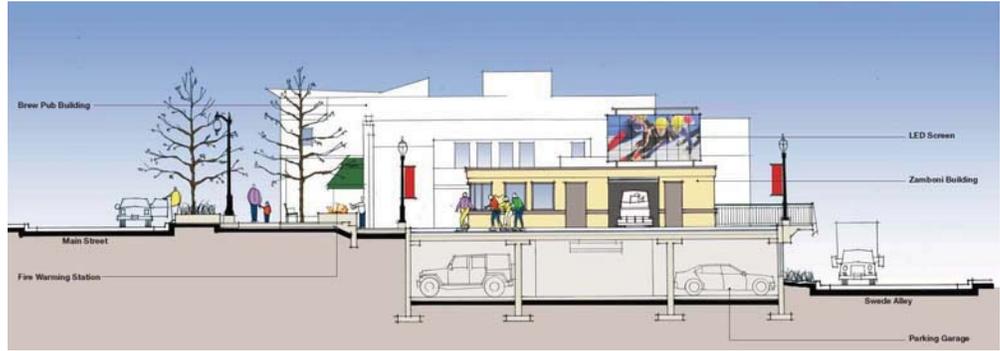
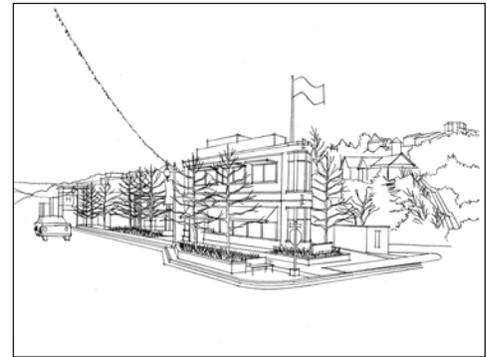


Exhibit 2 – Brew Pub Lot Concept Plan Section

"I am happy to see more and more ideas come through the pipe. We have to do something to stay fresh and competitive. We need to consider kids and what they want to do on the street."

Comment from Public Open House



Existing Brew Pub Lot and Sketch of Building on Corner



Overlay Sketch of Brew Pub Lot

Miners Park

Miners Park is a well known location for Main Street visitors and provides a centrally located pedestrian space which currently includes public restrooms, small event stage, mining artifacts, public art and pedestrian seating. The space functions well for informal daily use, however elements are aging and the arrangement of components limits its flexibility to host events.

The proposed design concept for Miners Park (see Exhibit 3) builds off the success of the park elements but rearranges them in a way which provides greater function and flexibility for daily use and events. The plan proposes to relocate the public restrooms to the southeast corner adjacent to the street sidewalk allowing more convenient access and eliminating crowd disruption during events. By relocating the restrooms, the west side of the park becomes highly functional for amenities nestled into the hillside including a stage highlighting the mining artifact in the northwest corner and the introduction of a large fireplace and water wall in the southwest corner. The latter element drives the notion of Miners Park becoming the “family room” of Main Street. By placing these elements as described, they are highly visible from Main Street and the stage projects performances to the east, therefore filling the street with music. Consistent with the other proposed plazas, a water feature/warming station is strategically located at the street entry to the park. This can be enjoyed by passersby as well event visitors simultaneously. Through reconstruction, the restrooms and fireplace structures can be utilized to eliminate any internal grade changes therefore creating a more flexible plaza space for events and event seating.

It has also been recommended to utilize the wall of the adjacent building (Crosby Collection Building) for display or placement of a larger LED screen to help animate the space through movies, broadcasts or information. Historical issues should be further investigated to determine feasibility of this concept.

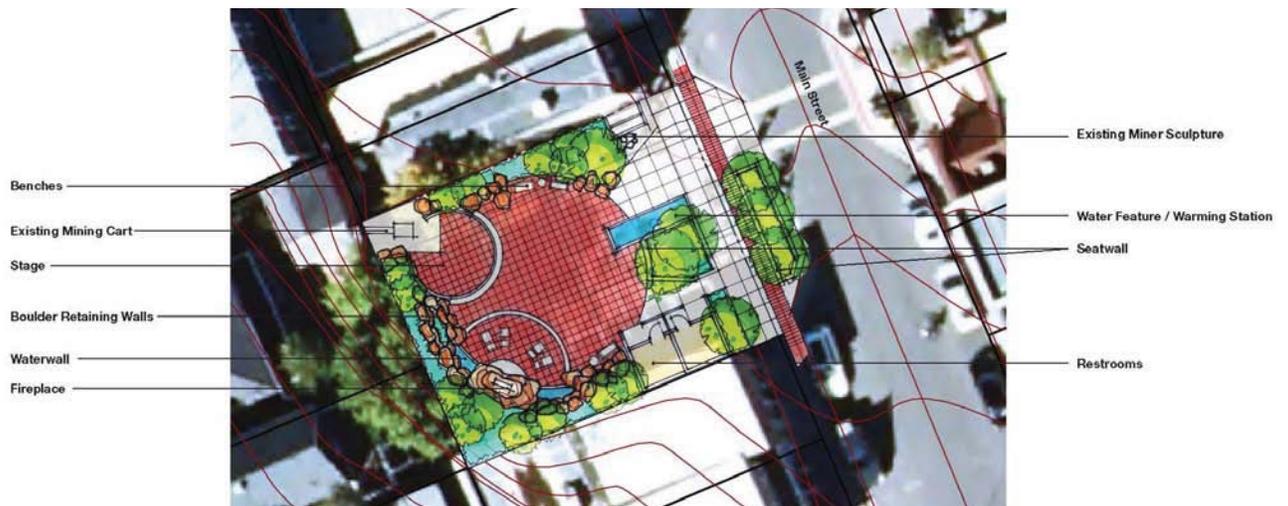


Exhibit 3 – Miners Park Concept Plan



Trolley Turnaround/Coalition Park

Currently, the Trolley Turnaround/Coalition Park area is underutilized and consists of a vehicular turnaround and open lawn area with landscaping. The vehicular turnaround is no longer utilized by the trolley and provides staging area during events such as the Silly Market (vendors) and Sundance (taxi staging). The west half of the area is passive with minor daily use by local area residents. A portion of this site is restricted use due to conservation easement and likely the primary reason that no major improvements have been made. This area also acts as a regional trailhead providing direct access to Poison Creek Trail and the Rail Trail.

The proposed design concept for this area (see Exhibit 4) consists of a streetside plaza for use during street festivals and events including a multipurpose area at the intersection of Main St./9th Street which could act as a stage area during these and other events. The stage could be set up facing the street during street closures for larger crowds or face west to the plaza for events while maintaining open street circulation. Other plaza features include the primary plaza area for multipurpose activities anchored on the west end by an interactive water feature and on the east end by a public restroom facility and trailhead. The streetside plaza transitions into the main plaza with a seasonal water feature/warming station. Additional features discussed for this area include public art and play elements from bouldering to a replica façade of historic Main Street as a climbing structure and family photo opportunity.

Based on preliminary review for compliance of conservation easement requirements by PCMC legal department, it appears some revisions will be required through the final design process. This process will need to confirm existing property ownership and easements and review and approval by Summit Land Conservancy will be required. Revisions will likely create a more passive and natural design.



Exhibit 4 – Trolley Turnaround/Coalition Park Concept Plan

Additional Pocket Parks and Plazas

Additional pocket parks and plazas should be considered as long term elements of the “bread crumb trail” including the China Bridge Pocket Park. Enhancements and upgrades of existing spaces also should be considered within this strategy including east and west side pedestrian access and pass-throughs, Schreurs Centennial Park and Marriott Summit Watch Plaza.



Schreurs Centennial Park



Marriott Summit Watch Plaza



Bear Bench/Claimjumper Pass Through



Dolly's/Museum Pass Through

Public Restrooms

Comfort and convenience are critical to a meaningful and memorable Main Street experience and public restrooms play a key role. Currently, there are public restrooms at Miner’s Park and the Transit Center, however it is clear that additional facilities are needed. As previously discussed, additional public restrooms are being recommended and integrated into this proposal at The Brew Pub Lot and The Trolley Turnaround/Coalition Park as part of a trailhead. While these locations provide much needed facilities at the top and bottom of Main Street, it is also recommended that public restrooms be considered near The Kimball Art Center and in the China Bridge parking structure at 4th Street. Combined, these recommendations would provide evenly spaces and strategically located facilities to meet a basic but critical human need.

Pedestrian Enhancements (Streetscape)

Streets, curbs, sidewalks, lighting and furnishings in Old Town play a critical role in the overall image, quality and character of the area. These elements will continue to age and with age comes deterioration and need for replacement. A primary goal of this study is to prepare basic design standards for replacement of these elements when required and/or approved. The recommendations presented herein focus primarily on the sidewalks and related amenities such as lighting and furnishings. In addition, it is recommended to improve the existing bulbouts an crosswalks for improved pedestrian safety, seating and seasonal uses.



Exhibit 5 – Sidewalk Treatment

Sidewalks

Recommended sidewalk standards are based on a section defined by three distinct zones – 1) Street Zone, 2) Travel Path Zone and 3) Building Zone (see Exhibit 5). The Street Zone is defined as a constant width of 3' behind the street curb and gutter and functions as an organizational zone for all streetscape elements including street lights, trash receptacles, parking meters, historic canopy columns and furnishings where desired. This zone is recommended to be paved with unit pavers if snow melt is incorporated or stamped colored concrete or granite unit pavers without snow melt. The Travel Path Zone is dedicated to pedestrian travel and should be maintained at a constant 5' width or greater and remain clear of any obstructions. It is recommended that this zone be paved with standard, heavy broom finished concrete with tooled joints.

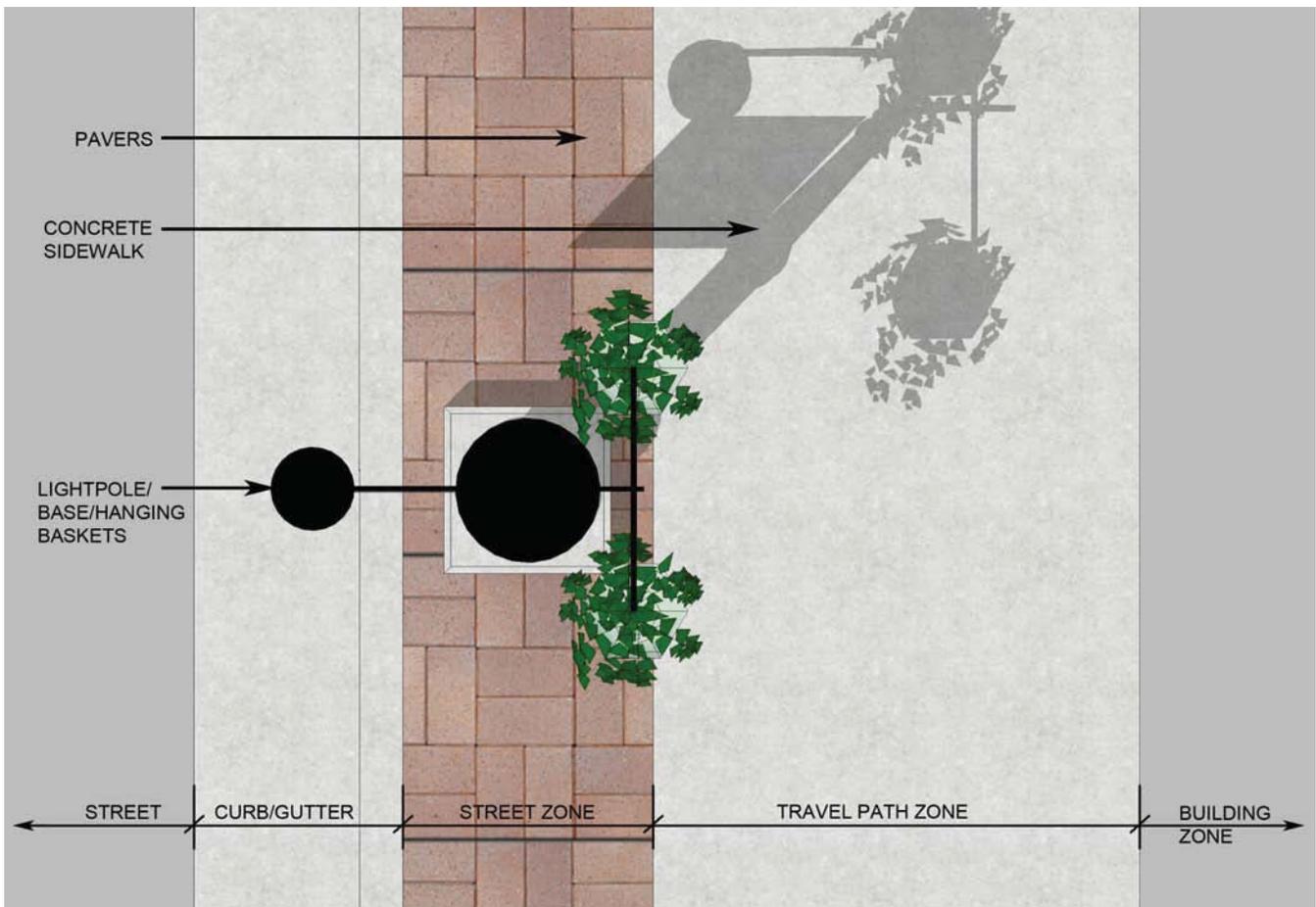


Exhibit 5 – Sidewalk Treatment

Bulbouts

Several bulbouts were constructed as a result of the 1998 Downtown Action Plan including pedestrian pass through areas at Bistro/Café Terigo/Miners Park and the Bear Bench/Claimjumper. These areas provide opportunities to improve pedestrian safety by defining and narrowing crosswalks, increase seating or outdoor dining and softening the street with additional landscaping or public art. Through this study process, the HPCA explored potential opportunities to add new bulbouts along Main Street but concluded that additional bulbouts at this time would not significantly improve the pedestrian experience or the economic vitality of the area.

It is recommended that the existing bulbouts be redesigned and renovated to look at alternatives to the raised concrete planters and create more flexible pedestrian spaces. The height of the existing planters and maintenance of related plant material is in question and causes safety concerns during winter months due to snow storage. Should renovation of these existing bulbouts be successful, additional locations may be considered to improve pedestrian safety at strategic areas.

For purposes of this study, the design concept sketches for the bulbouts show a consistent design treatment with raised seatwall and planting bed as the primary use of the bulbout providing additional seating and introduction of plant material for shading, color and texture. However, alternative uses for each bulbout such as outdoor dining, public art or bicycle parking should be the result of strategic discussions with adjacent property/business owners. In most cases, proposed bulbout locations occur where there are currently no parking zones defined by painted red curbs. A few locations recommend removal of on-street parking but occur where significant pedestrian benefit can result such as pre and post event plaza at The Egyptian Theater (see Exhibit 9) or a crosswalk and seating plaza at Town Lift/Marriott Summit Watch stairs. Through public input, the painted red curb zones were found in some cases to be important service vehicle or drop-off zones. This should be considered a significant factor in the evaluation and implementation phase on a case by case basis.

“It’s great that we’re trying to improve amenities on Main Street but, I think we should focus on finding things that will DRIVE people to Main Street. Such as events and activities and items on can only get on Main Street.”

Comment from Public Open House



Streetscape Furnishings

Lighting

Lighting is a very important element to the safety and success of the area and the historical character of Main Street. Street lighting in the Historic District should be maintained to the District requirements. Street lighting along Main Street but outside the Historic District (north of Heber Avenue) should be consistent with the light fixture within the Historic District to maintain visual continuity. As sidewalk replacement occurs along Main Street, it is recommended that a decorative pole base be added to the street lights. This element will minimize damage to the light pole base and add the ability to include electrical outlets and decorative features such as a logo or date stamp to celebrate the district history. Should additional bulbouts be implemented at key traffic intersections along Main Street, additional street lights should be considered to raise the level of pedestrian safety in those areas.

“Main Street should be regarded and protected as historical sacred ground. It should be the shining star that all of those that visit will see and remember.”

Comment from Public Open House

Street lighting along other streets in the area should be consistent and are recommended to match the fixture style located at the Transit Center. Implementing a standard throughout the area will simplify ongoing maintenance while adding uniformity to light levels and visual appearance.

Holiday lighting is an integral part of the seasonal character of Historic Park City. Currently the holiday lights along Main Street are powered through cooperation with individual businesses. To allow for coordination of the lights it is recommended that electrical outlets/power be integrated into the street light poles or pole bases as the street light poles are replaced or upgraded.

Furniture

Benches and trash receptacles are critical to the overall success of the pedestrian experience. Currently, there is an eclectic mix of these items throughout the area that have been implemented over time and, in fact, add to the charm and character of Historic Park City. It is recommended to standardize the bench and trash receptacles in public areas and plazas, but also continue to encourage business owners to add benches outside their shops to continue the eclectic appeal. Standard benches and trash receptacles throughout the public areas will simplify maintenance, trash removal and add a unifying element to the pedestrian environment. Through the implementation of new plazas and renovation of existing plazas, these standards should be applied as well as emphasizing built-in (seat walls/seat steps) or specialized seating alternatives that may be custom to these areas. This will encourage use of public art or interpretive elements that add to the character or theme of the area.

Bike racks should be added to new or existing public plazas or pocket parks to further encourage pedestrian mobility throughout Historic Park City. These can be consistent with the city standard bike rack or provide additional public art opportunities to diversify the racks and add to the visual charm and character of the area.



Public Art

Public art is a key element to the existing fabric of Historic Park City. The collection of public art works along Main Street and throughout the area is impressive. Every opportunity should be explored to expand this collection as well as integrate creative expression in new construction. Pocket parks, plazas, sidewalk enhancements and bulbouts should be required to integrate public art through the design process. It is also recommended that an interpretive program be established to discover and highlight this collection. This could take the form of a scavenger hunt or passport program for children and families.

Signage/Wayfinding/Information Kiosks

In any tourism based environment, a quality, convenient and legible signage and wayfinding program is crucial to the overall experience. Through this study, it was determined that additional signage is desired, however further study is required to determine an overall strategy and needs assessment. It is also recommended that information kiosks be upgraded to electronic facilities. These can become powerful sources of information for visitors, business and locals.

“We need more marked crosswalks in Swede Alley especially between commercial and the parking garage to control drivers who think they are on the freeway.”

Comment from Public Open House





Priorities and Cost Estimates

Priorities

Through public outreach and extensive discussion, it is the recommendation of the HPCA Board to adopt this study as a comprehensive and unifying plan for Historic Park City Improvements where all elements are treated with equal importance to be completed strategically over a period of time. The HPCA will work with PCMC staff to develop a phasing strategy for these improvements based on available funding and in concert with related infrastructure improvements. Based on HPCA membership surveys and public open house comments, the following outline suggests an order of importance to the membership.

1. Public open space, pocket parks and plazas
2. Sidewalk replacement and enhancement
3. Heating of sidewalks and/or gutters
4. Additional improved pedestrian safety and sidewalk expansion

When considering the addition or renovation of open space, pocket parks and plazas, the general consensus of the HPCA membership in order of importance to Main Street is as follows:

1. Plaza over surface parking at Brew Pub Lot with attraction such as an ice rink
2. Renovation of Miners Park
3. Lower Main Street community park (9th/Main/Park Ave)

These priorities are the result of six months of study, six (6) HPCA Infrastructure Committee meetings, four (4) HPCA Board Meetings, numerous meetings with city staff, two (2) public open houses and the annual HPCA Membership meeting.





Cost Estimates

Based on meetings with PCMC Staff, the following preliminary budget estimates for construction of improvements have been identified. These estimates are based on proposed design concepts for 1) the Brew Pub Lot, 2) the Trolley Turnaround/Coalition Park, 3) Miners Park, 4) Main Street sidewalk improvements and 5) potential bulb-out locations. This information is provided to City Staff in order for them to begin including these items within their capital improvement requests leading up to the next fiscal budgeting cycle.

Improvement Item	Budget Estimate
1) Brew Pub Lot	\$2,750,000
a. South Building (Flatiron Bldg)	\$500,000
b. Ice Rink	\$700,000
c. Plaza deck/Amenities/Other	\$1,550,000
2) Miners Park	\$575,000
3) Trolley Turnaround/Coalition Park	\$1,200,000
4) Main Street Sidewalk Improvements	\$200/LF
a. Cost is per lineal foot and includes demolition, new sidewalk paving (average 9' width - 6' concrete, 3' pavers), renovated street lights with new concrete bases, furnishings (benches, trash receptacles). Cost does not include any utility work, snow melt system or curb and gutter replacement (assumes curb and gutter would be replaced with street improvements).	
b. There is +/-6,000 lineal feet of sidewalk along Main Street (3,000 lf each side). Should all walks be removed and replaced at \$200/lf = \$1,200,000.	



These estimates are intended for budgeting purposes only. Final construction costs will be dependent on final item programming and construction market conditions. Estimates do not include soft cost such as surveying, design, engineering and administrative. Estimates do not include snow melt systems. Further study is recommended to determine feasibility and costs associated with snow melt systems, energy use and offsetting savings to traditional snow removal methods.

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