



**PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
May 24, 2023**

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

MEETING CALLED TO ORDER AT 5:30 PM.

1. ROLL CALL

2. MINUTES APPROVAL

- 2.A Consideration to Approve the Planning Commission Meeting Minutes from April 12, 2023
[PC 04.26.2023 Minutes](#)

3. PUBLIC COMMUNICATIONS

4. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

5. CONTINUATIONS

- 5.A **Parcel ASR-1 - Meadows Drive Trailhead & Parking Area Conditional Use Permit** - The Applicant Proposes to Construct a Hard-Surfaced Parking Area with Greater than 5 Parking Spaces at The Meadows Drive Trailhead. PL-23-05575. (2 mins.)

(A) Public Hearing; (B) Continue to a Date Uncertain

[Continuation Staff Report](#)

6. REGULAR AGENDA

- 6.A **2200 Monitor Drive (Holiday Village Apartments) and 2776 Kearns Boulevard (Parkside Apartments) – HOPA Affordable Master Planned Development and Conditional Use Permit** – The Applicant Proposes Redevelopment of the Holiday Village and Parkside Apartments to Construct 317 Affordable Units in the Residential Development Zoning District and Frontage Protection Zone Overlay. The Planning Commission Will Review the Applicant's Proposed Sustainability Elements and Parking Management Plan.

(A) Public Hearing; (B) Continuation to June 28, 2023

[HOPA Affordable Master Planned Development Staff Report](#)
[Exhibit A: Updated Plans](#)

Exhibit B: Arborist Evaluation
Exhibit C: Holiday Village and Parkside Parking Study
Exhibit D: Draft HOPA Parking Management Plan
Exhibit E: Letter from Kensington Investment Company

6.B

Land Management Code Amendments – Lot Combinations – The Planning Commission Will Review a Pending Ordinance on Lot Combinations for Residential Development in the Historic Residential – 1, Historic Residential – 2, Historic Residential Low – Density, and Historic Residential Medium Zoning Districts.

(A) Public Hearing; (B) Continuation to July 12, 2023

Lot Combination Staff Report
Exhibit A: Pending Ordinance
Exhibit B: Ordinance No. 90-17
Exhibit C: December 1, 1995 City Council Staff Report
Exhibit D: Ordinance No. 95-65

7. WORK SESSION

7.A

Land Management Code Amendments – Steep Slope and Excavation Standards – The Planning Commission Will Review Steep Slope and Excavation Standards for the Steep Slope Conditional Use Permit, Sensitive Land Overlay, and Master Planned Development Reviews. PL-23-05657

Steep Slope Criteria Staff Report

8. ADJOURN

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the Planning Department at 435-615-5060 or planning@parkcity.org at least 24 hours prior to the meeting.

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

Planning Commission Agenda Item Report

Meeting Date: May 24, 2023

Submitted by: Levi Jensen

Submitting Department: Planning

Item Type: Minutes

Agenda Section: MINUTES APPROVAL

Subject:

Consideration to Approve the Planning Commission Meeting Minutes from April 12, 2023

Suggested Action:

Attachments:

[PC 04.26.2023 Minutes](#)



**PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
APRIL 26, 2023**

COMMISSIONERS IN ATTENDANCE: Chair Laura Suesser, John Kenworthy, Vice Chair Sarah Hall, Bill Johnson, Christin Van Dine, John Frontero

EX OFFICIO: Gretchen Milliken, Planning Director; Rebecca Ward, Assistant Planning Director; Alexandra Ananth, Senior City Planner; Virgil Lund, City Planner; Olivia Cvetko, City Planner; Jaron Ehlers, City Planner; John Robertson, City Engineer; Mark Harrington, City Attorney

1. ROLL CALL

Chair Laura Suesser called the meeting to order at approximately 5:30 p.m. She confirmed the presence of all Commissioners, with the exception of Commissioner Henry Sigg, who was excused.

Chair Suesser reported that immediately prior to the meeting, the Planning Commission conducted a site visit at 2200 Monitor Drive, the Holiday Village Apartments Affordable Master Planned Development and Conditional Use Permit ("CUP").

2. MINUTES APPROVAL

There were no minutes for approval.

3. PUBLIC COMMUNICATIONS

There were no public communications.

4. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

Planning Director, Gretchen Milliken reported that Staff did not have any communications for this meeting.

There were no communications or disclosures made by the Commissioners.

5. CONTINUATIONS

- A. Parcel ASR-1 - Meadows Drive Trailhead & Parking Area Conditional Use Permit- The Applicant Proposes to Construct a Hard-Surfaced Parking Area with Greater than 5 Parking Spaces at The Meadows Drive Trailhead. PL-23-05575.**

City Planner, Virgil Lund reported that Staff recommended the Planning Commission conduct a public hearing on this item and continue the public hearing and consideration of the proposed Conditional Use Permit to construct a trailhead parking area at the Meadows Drive Trailhead to May 24, 2023.

Chair Suesser opened the public hearing. There was no public comment. Chair Suesser closed the public hearing.

MOTION: Commissioner Van Dine moved to CONTINUE Parcel ASR-1 – Meadows Drive Trailhead to May 24, 2023. Commissioner Hall seconded the motion.

VOTE: The motion passed with the unanimous consent of the Commission.

- B. Parcel PCA-103-A-X - McLeod Creek Trailhead & Parking Area Conditional Use Permit - The Applicant Proposes to Construct a Hard-Surfaced Parking Area with Greater than 5 Parking Spaces at The McLeod Creek Trailhead. PL23-05574.**

Planner Lund reported that Staff recommended the Planning Commission open a public hearing on this item and continue the public hearing and consideration of the proposed Conditional Use Permit to build a trailhead parking area at the McLeod Creek Trailhead to May 24, 2023.

Chair Suesser opened the public hearing. There was no public comment. Chair Suesser closed the public hearing.

MOTION: Commissioner Hall moved to CONTINUE Parcel PCA-103-A-X – McLeod Creek Trailhead to May 24, 2023. Commissioner Kenworthy seconded the motion.

VOTE: The motion passed with the unanimous consent of the Commission.

6. REGULAR AGENDA

- A. 958 Woodside Avenue – Plat Amendment – The Applicant Proposes to Combine Two and One-Half Lots in the Historic Residential (HR-1) Zoning District. PL-23-05561.**

City Planner, Olivia Cvetko, reported that the applicant proposed to combine 2 ½ traditional 25' x 75' lots from the Snyders Addition to create a single lot in the Historic Residential – 1 (“HR-1”) District. There is currently a non-Historic home built on the Lot over existing Lot lines. Graphics were presented depicting the lot as well as a survey showing the lot, deck, and the location of the existing lot lines. She stated that the non-Historic structure was constructed over the lot lines in 1972. The proposed lot will meet the requirements outlined for this zone and would total 4,687 square feet. The proposed lot width will be 62.5 feet. The existing Building

Footprint is 913 square feet. If the lots were combined, the Code would allow a single-family home of up to 1,801 square feet in size.

Planner Cvetko also presented images of the existing streetscape and stated that the surrounding homes provide the context in terms of structure size. An additional graphic showed the proposed lot as well as the surrounding lots where Plat Amendment Subdivisions were approved previously. The lots outlined in green on the graphic were in a similar situation as the present applicant.

Chair Suesser asked about the other half of the 2 ½ lots that sought to be combined. Planner Cvetko reported that the owner to the south owns the other half lot. It was noted that the Kaiser Family owns the northern portion of the half lot and the neighboring property owner owns the south half of the half lot.

On behalf of the applicants, Martina Nelson, PLS from Park City Surveying reported that the Derr Family owns property outlined in green on the graphic and ownership is by deed. The Derr Family owns Lot 22 and half of Lot 21. Ownership was not the result of a Plat Amendment. These are platted lots and parts of lots, so the Derr's home straddles a lot line and is non-compliant. They do not have to do anything until they want to remodel or construct an addition.

Planner Cvetko indicated that Staff found good cause for the Plat Amendment in that it will support development that is consistent in scale, character, and use as the surrounding neighborhood. It will also create consistency in the streetscape and serve as a transition between the single-family homes and the adjacent condominiums. She added that the Plat Amendment will resolve an existing non-conformity as the current structure was built over two lot lines. She noted that the Historic zoning character will be retained and this lot will be subject to Historic Design Guideline review. No public street, right-of-way, or easement will be vacated or amended as part of the Plat.

Staff recommended the Planning Commission hold a public hearing, and consider forwarding a positive recommendation for the City Council's consideration on May 25, 2023, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as set forth in the Draft Ordinance.

Chair Suesser asked Staff to address the non-conforming building height of the current structure. Planner Cvetko explained that the HR-1 District calls out a 27-foot maximum building height and this building was constructed in 1972 with a height of 32 feet. Planner Cvetko highlighted Condition of Approval 5 in the Draft Ordinance which stated that no construction or remodel could increase the non-conformity. If new construction or additions were sought, the owner would have to adhere to the 27-foot building height requirement.

Chair Suesser observed that the structure is not historic and wondered if there was any scenario where the owners could keep the 32-foot building height if they remodel. Director Milliken explained that if the owner does not increase the non-conformity, they could potentially do an interior remodel; however, if there was a request to do anything that would expand the non-conformity, the owner would have to meet the building height restriction and bring it into compliance.

Commissioner Van Dine commented that the owner cannot expand upon the roofline and as long as any remodel is under the roofline, it would be permissible. Director Milliken added that

because the existing home is existing non-conforming, anything that will expand the home in any way, even if they were to add an addition that was underneath, would be considered an expansion of the non-conformity and require the owner to bring it into compliance and lower the roof line to meet the 27-foot requirement.

Chair Suesser wanted it to be clear that if the owner expands the home at all, either in terms of the building footprint or the roofline, the building would have to be brought into conformity. Director Milliken explained that currently, the home is existing non-conforming. If the owners were to expand the existing home, the entire home would need to meet the current Code. Chair Suesser indicated that if the home remains at its current square footage of around 900 square feet, the roofline could remain intact.

In response to an inquiry, Planner Cvetko stated that Condition of Approval 5 provides that if the home is expanded, it will have to comply with the Code at the time the application was submitted or at the time of Building Permit issuance. Commissioner Hall referenced Condition of Approval 8 which addresses this issue as well. Chair Suesser noted that an 1,800-square-foot home is typically on a single historic lot as opposed to 2 ½ lots. Planner Cvetko confirmed that the maximum building footprint for the proposed new lot would be 1,800 square feet. Commissioner Johnson noted that if they left it at 2 ½ lots, the allowed building footprints would total 2,111 square feet; however, by combining the lots, the allowed building footprint would be limited to 1,800 square feet.

Chair Suesser commented that the size of the home that could potentially be constructed on the new lot was out of proportion with the Historic District and would go against what the Code requires in terms of encouraging the combination of lots. She wanted to see a restriction on the size of the home that could be built on the 2 ½ lots so that it would be in scale with the Historic District. She considered the adjoining properties that have fairly large building footprints. Planner Cvetko explained that Condition of Approval 8 specifically calls out that the owner cannot exceed the maximum building footprint of 1,801 square feet.

Commissioner Kenworthy agreed with Chair Suesser that ultimately if there was a 4,500-square-foot home, it would not conform to the neighborhood. He explained that they have been addressing this issue in applications for over one year and it never came up as part of the Land Management Code ("LMC") amendments being reviewed by the Commission. He wanted to get a consensus going forward to include it in the LMC amendments so that they do not have to see many more of these types of applications. He reiterated that he did not find this to conform to the Old Town Neighborhood and Historic District. Commissioner Johnson was open to that suggestion and felt it was worth discussion. Commissioner Hall agreed.

Director Milliken commented that this issue was on the list of LMC amendments and noted that there was quite a bit of analysis required. They brought the issue before the Historic Preservation Board, who provided feedback. They also received good feedback from community members as well. She stressed that the proposed solutions were not easy and could not specify when they would come back before the Planning Commission.

Chair Suesser asked if the maximum building footprint was based on 2 or 2 ½ lots. Planner Cvetko indicated that it is based on lot width, which is 2 ½ lots.

Chair Suesser felt that the Planning Commission could come up with a compromise and restrict the building footprint to a home that will sit on two lots rather than including the extra half lot,

which goes beyond what the Code recommends in terms of lot combinations. She felt that might be a way to keep the house smaller. Planner Cvetko stated that the maximum building footprint for a 50-foot wide lot in this zone is 1,519 square feet.

Commissioner Johnson asked if the applicant would be willing to limit the building footprint to 1,519 square feet. Chair Suesser added that she would also request that the applicant center the building on the 2 ½ lots; otherwise, there might be a lot of pavement added on for a driveway. She would like to see this restriction so they do not get a house that would be outsized for this District.

Surveyor Nelson did not want to speak for the applicant but surmised that the applicant's son, Matt Kaiser, who was present on behalf of the owners, would request what would be allowable under the LMC as it currently exists. If the applicant would not be willing to deal, then the Commission could deny the application and the applicant would then have to wait one year to re-file the application. Surveyor Nelson noted that the applicants were not asking for anything special; rather, they were simply asking for what was allowable under the current LMC. Chair Suesser noted that the Code does not specifically encourage combinations of 2 ½ lots.

Surveyor Nelson was aware of the conversations of the Planning Commission on this issue. As she interpreted the Code, the maximum lot Area of 18,750 square feet could be a combination of up to ten typical Old Town lots. Referencing subsections (C) and (D), the Code might present a conflict in that it encourages size and scale while also encouraging combinations of typical Old Town lots. Chair Suesser interpreted subsection (D) as speaking to 25' x 75' Lots and encouraging combinations of those sized lots rather than anything larger. Surveyor Nelson interpreted the Code as allowing a combination of two Old Town Lots. In this situation, the applicant owns 2 ½ lots and it goes back to the process of deeding property from one landowner to another and being able to sell half of a platted lot. Chair Suesser agreed, which was why she interpreted subsection (D) as stated above and felt that encouraging the combining of two lots conflicts with the provision that encourages keeping the character and scale of the Historic District. Surveyor Nelson understood Chair Suesser's positions.

Surveyor Nelson reiterated her assumption that the applicant would request what is allowed in the current LMC and not be constrained by less than what was allowable in the Code. On behalf of the applicant, Matt Kaiser agreed and specifically referenced the house that was just built next door to this property. He stressed that they planned on building something that would be very appropriate and they would like to be able to use the property.

Surveyor Nelson commented that the house next door is located at 962 Woodside Avenue on the corner of Woodside Avenue and 10th Avenue. Planner Cvetko added that it was the north neighbor, mistakenly labeled 950 Woodside Avenue in the Staff Report. It was noted that 962 Woodside Avenue is on two Lots.

Chair Suesser noted that a larger home was built on 962 Woodside because two lots were combined. Not the applicant wants to combine 2 ½ lots and enlarge the building footprint. She felt this showed how they were moving away from the historic character in the Historic District.

Commissioner Kenworthy noted they had been talking about this for one year and Staff received input from the Historic Preservation Board. The public has a lot of problems where the LMC conflicts with the General Plan. He felt that 90% of the time, the General Plan gets it right but the LMC does not reflect the overarching commitment to Old Town, to Park City's historic

values, and to primary residents. He stressed that the conversation on this issue should not be delayed and asked Staff to commit to bringing this aspect of the Code back to the Commission. Commissioner Kenworthy questioned how many more of these they will have to address that are in direct conflict. He stressed that historic preservation is what makes Park City different than any other city. Commissioner Kenworthy commented that there is a large wealth gap, and they need to clean it up. He was not interested in hearing why this had to be delayed and wanted a set date.

Chair Suesser interpreted LMC Section 15-2.1 to not entitle the applicant to an 1,800-square-foot building footprint and did not feel that the Code encourages combining 2 ½ lots. She felt that restricting the building footprint was not outside the Commission's authority and based on subsections (C) and (D), she felt it would be wise to restrict the Building Footprint to 1,519 square feet.

Commissioner Hall asked Staff to share LMC Section 15-2.2-3, which is the Lot and Site Requirements section. Her plain reading of the LMC was that the Code specifically outlines how lots are to be combined in HR-1 and allow for widths of greater than 100 feet. Commissioner Hall's interpretation was that the LMC allows lot combinations and there was a formula for how it was to be accomplished. She also agreed with Commissioner Kenworthy's comments and felt that they should not have 200-foot-wide single-family residences. While the Code might allow it, the chart needs to be updated to place a cap.

Chair Suesser interpreted the chart as referencing existing lot combinations. Commissioner Hall submitted that it reflected that an owner could have a lot combination with a lot width greater than 100 feet and also provided a formula for calculating the Building Footprint. Chair Suesser commented that the Commission's authority was in allowing the lot combination, which is how they could control the character of the Historic District.

Commissioner Johnson asked to see where the 10-foot Snow Storage Easement would be located as well as the existing off-street parking being used for the residence. He asked if there was an Active Transportation Plan for the sidewalk going down Woodside and if this application would affect it in any way.

Planner Cvetko was unsure if there was a plan for this section of Woodside Avenue. She pointed identified the end of the paved road and noted that there was quite a bit of land between where the paved road ends and the parcels begin. She also identified the location of parking that has been used for this property since the 1970s. Planner Cvetko believed that the proposal would not impact active transportation. She acknowledged that the Snow Storage Easement was not called out on the exhibit. Surveyor Nelson stated that that was an oversight and would include the 10-foot Snow Storage Easement.

Commissioner Frontero struggled with the conflict in the Code and interpreted the Code to not necessarily encourage lot combinations. Even if the Code were interpreted the way it was being interpreted by the applicant, he felt it only applied to 25' x 75' lots and did not encourage combinations of half lots. He felt that the Code technically only allows 25' x 75' lot combinations. He agreed with Chair Suesser and was more willing to allow a combination of the two lots and not allow the half lot to be used for additional building. He would be in favor of the maximum square footage based on the two-lot combination.

Commissioner Van Dine agreed that this issue needs to be the top priority for LMC Amendments. She struggled with the concept that this application is the one to not be processed consistent with those processed previously. While she acknowledged that the Commission did not like the prior applications, she felt that if this were appealed the Code would be interpreted the way the Commission has consistently interpreted it over the years.

Chair Suesser noted that lot combinations of 2 ½ lots are rare. Commissioner Van Dine responded that the Commission has processed several lot combinations and struggled with taking the position that this application was the one that broke the camel's back. Chair Suesser reiterated that the 2 ½ lots make this application unique. Commissioner Van Dine did not disagree but interpreted the Code as encouraging lot combinations to decrease the density in these areas. Instead of two houses with a larger building pad, they would decrease the overall building footprint.

Commissioner Kenworthy stated that as a property rights advocate, he did not see the harm in taking two lots and conforming them to the Old Town scale they were trying to protect. Commissioner Van Dine did not disagree but noted that was not what the applicant requested. Commissioner Kenworthy felt that was an option for the applicants when dealing with awkward sizes. Commissioner Van Dine was in favor of processing the application as submitted. Commissioner Hall agreed and stated that many times she votes for things that comply with Code even though she does not like them. She noted that Commissioner Kenworthy was correct in that they have been saying for the last year that they do not like this Code, yet it has not been changed. When an application complies with the Code, they have to process it. Chair Suesser commented that it depends on how they interpret the Code.

Chair Suesser opened the public hearing.

Angela Moschetta commented that she knows the applicant's sister and stated that Mr. Kaiser's sister would say that her opposition to this application was not personal but consistent with how she keeps showing up to matters like this. She takes issue every time someone proposes a lot combination, Plat Amendment, or zone change especially in Old Town because they never sought to preserve the existing square footage of a home. Even when a house is designated as historic, applications are pursued so that people could build bigger and better and get more equity out of their property. Ms. Moschetta stated that these applications often displace year-round renters or turn properties into nightly rentals. With respect to Commissioner Van Dine's comments regarding consistency in terms of application of the Code, she understood how that could raise an issue. She requested that the Commission look at what is within their control since that would be how they condition this project.

While the applicant's representative stated that the applicant was only seeking what is allowed by the LMC, Ms. Moschetta stated that Utah is a conditional use state and how approvals are conditioned is not always the same. She noted they have seen people offer to build trails or schools, support commercial, or re-route roads. Ms. Moschetta wanted to see someone include meaningful Conditions of Approval that will protect the integrity of Old Town where the Code has failed. In addition to limiting the building footprint and possibly even square footage, they could also condition an approval that would limit nightly rentals. She agreed with the comments of Commissioner Kenworthy and Chair Suesser regarding the LMC Amendments on this issue. Ms. Moschetta questioned how many more times they will have to see things get hung up because of bureaucracy. If they cannot get this done, she wanted to go on the record and make

an appeal for a moratorium. She suggested prioritizing what is needed while putting development on hold since soon there will be no old houses left.

Ms. Moschetta mentioned Chair Suesser's suggestion of placing the house in the middle of the combined lot. She felt there might be unintended consequences when considering the direction they might take the LMC Amendments and the vision they pursue for Old Town. Old Town was intended and remains intended to function as a City Center and she stressed that they have to look in a direction that will be less car-centric. She expressed concern that if the house were placed in the center of the combined lot to prevent a giant parking pad, they would also prevent the ability to do something like the Missing Middle Ordinance in Salt Lake City, or an Accessory Dwelling Unit ("ADU"). If they had a 12-½ foot wide section that could potentially hold a tiny house or something affordable, that would be a great opportunity. Ms. Moschetta stated that as she continues to push for maximum density and multi-family homes that will still be compatible in terms of architecture in Old Town, she felt they needed to remain open to everything.

There was no further public comment. Chair Suesser closed the public hearing.

Surveyor Nelson stated that from a Land Surveyor's point of view, this is a piece of property and they got to where they are in Old Town from people buying pieces and parts of Snyders Addition lots and Park City Subdivision lots that were 25' x 75' in size. They are at a crossroads between having a house on a property that was approved by the Building Department and constraining the property owner. Surveyor Nelson felt this was a question of equity in that the applicant has 2 ½ lots in Old Town, and the LMC states that the applicant can do what they have sought to do. She questioned whether this applicant should not be approved because the City is at a tipping point. Surveyor Nelson reiterated that pieces of land have been purchased, transferred over time, and built upon with approved City Building Permits; now the Planning Commission was in the unenviable position of deciding to go forward with what they would do.

Applicant Kaiser stated that he loves the neighborhood and that it was his intention to make this his full-time home. He understood that they were reducing density by having additional setbacks on all sides. The property across the street is also on 2 ½ lots and was developed on one lot, and then 1 ½ lot. It seemed crowded with high density. He understood that the lot combination request was possible and while he understood the pushback, the intention was to build something that fits in with the neighborhood and to use the home as their primary residence. Applicant Kaiser could not speak to the Code, other than what he was told and understood could be allowed. They hoped to use the land they have owned for many years for themselves and not for development.

Commissioner Johnson understood that if this property gets developed, it will be for the applicant's primary residence. He asked if they could add a Condition of Approval restricting nightly rentals if the property is redeveloped. Chair Suesser felt they could condition the application with that restriction but did not feel that should be in lieu of the oversized lot.

Commissioner Johnson asked the applicant if he would be open to a Condition of Approval restricting Nightly Rentals if the applicant redeveloped the property. He also asked if the applicant would be willing to split the difference between the Building Footprint formula and a Maximum Building Footprint of 1,600 square feet with the development being centered on the lot. Applicant Kaiser did not feel he was in a position to negotiate these issues. He felt he was given good information regarding what would be possible and before he agreed to anything, he

would need to speak to a lawyer and an architect. He appreciated the question but did not understand the ramifications of entering into such an agreement.

Senior City Attorney, Mark Harrington sought to clarify procedural issues and noted that this application was not for a Conditional Use Permit ("CUP"). Rather, it was for a Plat Amendment and the two processes have entirely different standards. The standard for a Plat Amendment is good cause and no harm as well as the zoning requirements, as outlined in the Staff Report. Notwithstanding the intent language or encouragement language, an applicant could apply for something that complied with the zoning district. He noted the debate on the interpretation of some of those sections.

Regardless of where the Commission lands on these issues, City Attorney Harrington stated it would be qualified by the good cause and the no harm standard of the Plat Amendment. The Commission could condition an approval based on findings related to the good cause and no harm standard. He stressed that while the Commission cannot just say they no longer want any lots over 50 feet in the entire zone, the Commission could determine that lots over 50 feet do not meet the standard or a building pad size pursuant to the formula did not meet the standard if it could be shown why.

City Attorney Harrington explained that typically they looked at things of a factual nature, such as incompatibility based on streetscape, zoning area sizes, and any other condition that might cause harm from setbacks or off-street parking. He noted they usually encourage taking a careful look at those factual reasons and not just a change in policy of what is considered too big. He felt this could help the Commission frame it's review as it explores applicable Conditions of Approval. He stated they should be grounded in why the Commission might find it to be incompatible by fact. If they do not have those facts or feel that they were not substantially evaluated, the Commission could ask for further evaluation of those items. He noted that one factor might be the number of other lot combinations with half or partial lots in this area.

In terms of issues like nightly rentals, if it were a permitted use in the zone, the Commission would need an affirmative fact basis by which that was being triggered by the standard of review of good cause and no harm. In other words, they would have to delineate why something that is allowed in the zone would be bad for this particular property. City Attorney Harrington advised that as the Commission looked at the Conditions of Approval, they must also look for the basis to tie them back to the record, or alternately they could ask for additional information.

Chair Suesser suggested that there was no good cause to allow a maximum building footprint over 1,519 square feet because the Code specifically encourages combinations of historic lots of 25' x 75' and not half lots. She felt that for this reason, the Plat Amendment proposal failed, and a plausible counter to that would be a smaller footprint appropriate for two combined lots, not 2 ½ lots. Surveyor Nelson requested to take the temperature of the Commission since rather than a denial, the applicant would request a continuance to work with Staff, the City Attorney, and the applicant's team. City Attorney Harrington clarified that there would be no approval or denial; rather, the Commission would provide a recommendation to the City Council. Surveyor Nelson did not want to risk denial and wanted to come to a solution. Chair Suesser felt that more visuals of the streetscape up and down the block would be helpful in evaluating this application.

Commissioner Johnson commented that based on LMC Section 15-2.3(E) and the formula, he felt this application would be in conformance; however, he would move to continue the item so that the Plat Amendment Exhibit correctly showed the snow storage locations. He would also ask the applicant to look at a compromise to the square footage based on other feedback from the Commissioners.

Commissioner Kenworthy would like to see more information on the compatibility and more photographs up and down the street. He lives on upper Woodside and is familiar with the area but would like to see photographs showing the block up and block down on Park Avenue and above Woodside Avenue. He reiterated that they needed to clarify this so they do not have these conflicts within the Code and the goals in the General Plan. Commissioner Kenworthy recommended this item be continued.

Commissioner Hall did not require further information as she was very familiar with the area. She stated there was a huge mass across the street from this property with multiple duplexes that takes up a much larger footprint. She also noted other large Lots in the area. Commissioner Hall stressed that this application complies with the Code and while they have continually stated that the Code should be changed, as it stands this application complied with the existing Code. She added that the proposal will be compatible with the property across the street. While there are other examples of 25-foot wide lots, this property would not be singularly the largest structure. She reiterated that while she would like to cap it, they cannot arbitrarily decide to do so with an applicant who has already submitted an application.

Chair Suesser expressed her belief that her position is not arbitrary and felt she had been consistent in her interpretation of the Code on Lot Combinations. Commissioner Hall noted there was a formula for how to combine Lots up to 100 feet, which she felt was telling the public that they would be allowed to combine Lots pursuant to the formula. Chair Suesser interpreted that section of the Code as applying to lots that have already been combined and not lots that were being combined. She reiterated that she was not being arbitrary.

Commissioner Van Dine agreed with Commissioner Hall's comments. She spent a lot of time before this meeting looking at the home and the surrounding structures and was ready to move forward with the application.

Surveyor Nelson respectfully disagreed with Chair Suesser's interpretation of the Code. While she understood Chair Suesser's interpretation of subsection (D), she pointed out that the Table showed $1\frac{1}{2}$ lot widths. She imagined that one-third of the properties in Old Town are combinations of lots and halves of lots, so to achieve the pure 25-foot combination would be very difficult and leave remnant lots which neither surveyors nor the City wants.

Commissioner Frontero reiterated that he did not interpret the current Code as contemplating half lots. He felt that the Code encouraged single-family development on combinations of 25' x 75' lots. While they could combine the $2\frac{1}{2}$ lots, he was opposed to allowing building on the $2\frac{1}{2}$ lots.

Commissioner Hall stated that the examples on the width were based on the formula and the Code just referenced the lot area. She felt that the Code envisions all sorts of random lot sizes in Old Town.

Chair Suesser noted that the text in the section specifically referenced encouraging single-family development on combinations of 25' x 75' lots. She felt that clearly discouraged combining random-sized lots. While the Table provided the square footage and dimensions, it did not articulate the intent of the provision.

Commissioner Kenworthy understood both sides of the argument and found the Code to be confusing. He asked Staff how many 10,000-square-foot single-family homes were approved using the same formula. He felt that every application that comes before them will result in the approval of a 10,000-square-foot home, which was unacceptable. He proffered that based on the Table if an owner can find a certain number of lots to combine, the Planning Commission would have to approve 10,000-square-foot houses in Old Town. That was not what anyone wants as they will not take away the magic of Old Town. Chair Suesser added that the entire Code must be applied. Director Milliken asked how Commissioner Kenworthy arrived at the 10,000-square-foot home, to which he replied that would be the result of combining more lots.

Director Milliken explained that the formula was put in place so that the larger the lot, the more proportionally smaller house that could be constructed. Commissioner Kenworthy argued that it would not stop someone from building a 10,000-square-foot home if an owner has enough lots. He considered the additional density argument to be accurate and stated that the entire neighborhood was based on these sizes. They had to be clearer and address it in the LMC.

Commissioner Hall noted that the Code states that there is a maximum square footage of 4,500 square feet; therefore, even with the formula, there was a cap in the preamble of this section. Commissioner Kenworthy asked how many 4,500-square-foot houses they wanted in Old Town. Commissioner Hall had requested this discussion for a long time and it needs to be on their Agenda. She wanted to process this application and put the issue on the next Agenda as a Work Session item to discuss this formula. She stated they have this same conversation every time they process these types of applications.

Chair Suesser felt that Commissioner Hall was only applying the provisions of the chart to this application rather than to all of the sections of the Code, even those that are contradictory. Commissioner Van Dine stated it was an issue of interpretation and felt that the Code allows for the combinations of lots with this chart that supports the different interpretation. She stressed that they need to either continue this item or move forward with a vote since this issue will come back for a more detailed evaluation.

MOTION: Commissioner Johnson moved to CONTINUE 958 Woodside Avenue – Plat Amendment to a date uncertain. Commissioner Kenworthy seconded the motion.

VOTE: Commissioner Johnson–Aye; Commissioner Kenworthy–Aye; Commissioner Frontero–Aye; Commissioner Van Dine–Aye; Commissioner Hall–Nay. The motion passed 4-to-1.

Surveyor Nelson reported that they would provide the Commission with better streetscapes. She noted that she would be happy to weigh in on the future discussions surrounding the LMC Amendments as there are not just half lots. The properties include strips of five-foot portions of lots and perhaps a Surveyor's input could help facilitate the discussions.

Commissioner Hall stressed that it is not fair to the public to have what the Commission has deemed to be inconsistent or confusing Code. Director Milliken reported that Staff will prioritize these Amendments. She added that they brought these issues up during a Work Session

before the Historic Preservation Board which was in favor of lot combinations. They felt that the formula and the strict Historic District Design Guidelines would keep the houses to a smaller scale.

Chair Suesser mentioned the homes that went in at the top of A Street this past year and how they were oversized and out of character with the rest of the neighborhood. The homes passed the Historic Design Review process. She expressed concerns with what was getting approved and stated that things were not as consistent with the Historic nature as they used to be.

Commissioner Johnson sought clarification from the other Commissioners that if they were to call out a Condition of Approval for a 10-foot Snow Storage Easement, it should be depicted on the attached image. He was uncomfortable adding it later. It was noted that the Commission provided a recommendation and minor adjustments could be included since there would be Council discussion and another opportunity for a public hearing. Staff would incorporate those changes following the Commission discussion.

Chair Suesser agreed with Commissioner Johnson that the application should include that information.

B. Huntsman Estates – Plat Amendment – The Applicant Proposes to Amend Plat Note 3 to Clarify the Building Envelope and Limits of Disturbance Shown on the Huntsman Estates Plat. PL 23-05540.

Chair Suesser noted this item was continued and removed from this meeting's Agenda.

Director Milliken indicated that the applicant requested the next available date, which would be May 10, 2023. Senior City Planner, Alexandra Ananth confirmed and advised that the Commission should open a public hearing and then continue it to May 10, 2023.

Chair Suesser opened the public hearing.

Angela Moschetta sought confirmation that she would be able to provide public comment at the continued hearing on this item. Chair Suesser confirmed that was the case.

Deb Rentfrow understood that the applicant asked for a continuance after the Staff Report was issued. Therefore, the applicant failed to provide the appropriate notice pursuant to the LMC and the item was to be placed on the next Planning Commission Agenda. In light of the last discussion with regard to LMC Amendments, Ms. Rentfrow hoped there would be time during the next meeting for those discussions as well.

There was no further public comment. Chair Suesser continued the public hearing to May 10, 2023.

MOTION: Commissioner Hall moved to CONTINUE Huntsman Estates - Plat Amendment to May 10, 2023, along with the public hearing. Commissioner Johnson seconded the motion.

VOTE: The motion passed with the unanimous consent of the Commission.

C. 2200 Monitor Drive (Holiday Village Apartments) and 2776 Kearns Boulevard (Parkside Apartments) – HOPA Affordable Master Planned Development and Conditional Use Permit – The Applicant Proposes Redevelopment of the Holiday Village and Parkside Apartments to Construct 319 Affordable Units in the Residential Development Zoning District and Frontage Protection Zone Overlay. PL-22-05473 and PL-23-05511.

David Levine, Executive Director of Mountainlands Community Housing Trust (“MCHT”) was present with Assistant Planning Director, Rebecca Ward. Director Levine thanked those who attended the site visit and noted that there were a number of good interactions with residents many of whom were long-term residents. He understood that this meeting would be a follow-up to the March 29 meeting and would provide the Commission with more information and updates on the project.

Director Levine highlighted that they proposed a redevelopment to keep the 122 households currently at the project and move them into new, upgraded energy-efficient units on site. He noted that these households were not paying more than 30% of their income towards their rent and that would continue in the new development. He added that they were also looking to add 195 units as additional affordable housing for local workers and community members earning no more than 50% of the Area Median Income (“AMI”). The other ideal feature of the Redevelopment Plan was the variety of housing that would be provided. Applicant Levine stated that this would address the spectrum of housing needs that would include studios to three-bedroom units. He felt this would also go a long way in meeting the needs of the population and the various housing needs.

Assistant Director Ward reported that the project proposes to increase the affordable units on the Holiday Village site, where there were currently 80 units. The applicant proposed 217 units on this site. In terms of the Parkside Apartments, Assistant Director Ward stated there were currently 42 units and the proposal would increase that to 100 units. As part of the project, the applicant proposed to create seven separate lots out of the 7.4-acre site, which will help with phasing of the project through seven potential phases of development. Assistant Director Ward reported that the project proposes a shared underground parking structure with access from Monitor Drive. The proposed phasing would allow for resident relocation.

For the introductory Work Session on March 22, 2023, Assistant Director Ward reported that there was initial Planning Commission input on the site design, parking, and traffic. There were additional requests regarding the current tenants and their transit and parking needs, as well as maximum occupancy. Assistant Director Ward indicated that the Planning Commission visited the site just prior to this meeting, which was open to the public. She stated that the discussion for this meeting will focus on the design changes and a broad overview of the Traffic Impact Study. Since there was a third-party consultant reviewing the applicant’s Traffic Impact Study, more specific details on traffic were scheduled for June 28, 2023. She advised that the City Engineer and a representative from Hales Engineering were present at this meeting to answer initial questions.

Assistant Director Ward added that the Parking Study and Management Plan would be presented at tonight’s meeting. There would be another public hearing on May 24, 2023, that would focus on sustainability, including the Significant Vegetation evaluation. She noted that the applicant was working on an Arborist Report. The May 24 meeting would also include

continued follow-up on the Parking Study and Management Plan discussion. Another public hearing was to take place on June 28, 2023, and focus on traffic and the Affordable Master Planned Development (“AMPD”) and CUP criteria.

Assistant Director Ward reported that since the March 22 meeting, the applicant made a few substantive changes to the Site Plan. She noted that the Site Plan initially presented to the Planning Commission had access points to the underground parking garage from both Monitor Drive and Kearns Boulevard. That has been altered so that there would be one access point to the underground parking garage from Monitor Drive. In addition, the applicant included a proposed vehicle turnaround area along Kearns Boulevard and some street-level parking in that location. She also noted that Buildings G and F were initially proposed to be four floors and the applicant had lengthened the building footprint and reduced the height. Therefore, all of the buildings on site were proposed to be three stories.

Assistant Director Ward stated that the applicant would present the updates to pedestrian and bicycle connectivity internally and also within the neighborhood. She explained that the applicant worked on reconfiguring some of the Building Footprints to help with east/west and north/south connections on the site. The applicant also incorporated some of the input regarding preserving the streetscapes along Monitor Drive and moving some of the mechanical equipment and elevator shafts to the interior of the project.

Assistant Director Ward also reported that the applicant submitted and highlighted some of the walking and biking distances from some of the services, schools, and grocery stores to show what would be in proximity to the site. She noted that the Planning Commission requested clarification on the common space square footages and stated that the Staff Report outlined the total square footages. The applicant proposed a total of 15,220 square feet of enclosed common space.

With regard to the Commission's request for a comparison of current open space versus what was being proposed, Assistant Director Ward stated that because of the street-level parking, the total landscaped area of the current site was around 130,000 square feet. With the underground parking and even with the increased building footprint, the proposal would still have approximately 116,000 square feet of open space, which would exceed that required by the Code. She recalled the Commission's request for clarification on the current apartment layouts and how they would change and noted that the layouts were included in the Staff Report.

Assistant Director Ward stated that there was a third-party consultant who would review the applicant's Traffic Impact Study. The discussion on traffic was scheduled for June 28, 2023. The initial study indicated that there would be some opportunities to employ some Transportation Demand Management strategies that might come into play with the Parking Study and Parking Management discussion as well. She explained that AMPDs were required to meet the parking standards of the Code. For this project, the Code would require 330 parking spaces whereas the applicant proposed 268 parking spaces. She expressed that the Planning Commission could reduce the parking requirement if:

- There was available parking in the right-of-way;
- A Parking Agreement with a property within 1,000 feet of the perimeter;
- If there was transit within ¼ mile of the site;

- If onsite parking was provided for motorcycles or scooters;
- If the bike parking exceeded Code requirements; and
- There was a resident car share.

Assistant Director Ward stated that the applicant's Parking Management Plan outlined proximity to transit, parking for motorcycles and scooters, and bicycle parking that exceeds the new Code requirements for both bike racks and enclosed bike storage within the underground parking structure and interior storage in some units. She added that the applicant outlined the potential for a resident car share.

With regard to the Parking Management Study, the applicant proposed one vehicle per unit, which would result in 317 vehicles. They have requested further information on the potential car share program including any incentives for users of the car share without having a vehicle parked on site, or who have no vehicle and rely on transit. She mentioned Electric Vehicle Charging Stations and noted that the sustainability discussion would take place in May; however, the applicant's proposal would far exceed what is required for charging stations not just by installing conduit, but actually installing the charging stations. She reported that 54 of the 268 parking spaces were proposed to be Electric Vehicle Charging Stations. Staff requested additional information from the applicant on how that would work.

Assistant Director Ward stated that Staff recommended the Planning Commission open a public hearing, continue the public hearing to May 24, 2023, and provide the applicant with input on the Site Design updates, the Parking Management Plan, and anything the Commission would like addressed in the Sustainability discussion scheduled for May. In addition, if the Commission had questions specific to the Traffic Impact Study that it would like to address for the June meeting, she reminded that the City Engineer and a representative from Hales Engineering were present to answer questions.

On behalf of the applicant, Craig Elliott, AIA from Elliot Workgroup, stated that they tried to get everything into this presentation that they were asked to provide and acknowledged that there would be many little things that would be adjusted as they work toward the final submittal. He asked if the Commission had any specific questions they would like to address. They also have additional renderings that show the modifications for the elevators and the break of Building G.

Commissioner Hall asked if the applicant wanted to respond to any of the questions posed at the site visit. Architect Elliott stated that MHCT had been talking with many residents already, but there were a number of residents who attended the site visit that he had not spoken with. He noted that a number of residents who attended did not have vehicles, and they were less concerned about parking and the building as opposed to their access to the bus line. He reported that a number of people asked him about balconies and the desire to have them in the units, which surprised him. He stated there would be balconies in a majority of the units. He also noted there were questions about the types and sizes of the units and whether residents would keep the same unit size. He stated that MCHT was planning on people having the same size units as they have now, but noted that the residents would go through the requirements that would determine what they could rent.

Architect Elliott commented that the people he spoke with were pleased and noted that for many it was their first meaningful exposure to the project. He spoke with four residents who have

lived there for over 20 years and they were positive about the project and the upgrades it would provide.

Chair Suesser noted that she saw a lot of balconies on the Holiday Village units. Architect Elliott recalled that the one-bedroom units did not have balconies, and felt that what looked like balconies might have been stair landings. It was noted that the upstairs units all have balconies.

Commissioner Van Dine felt that having the current data on traffic and parking would be useful. She referenced the comment that many of the residents do not have vehicles and she would like to see the numbers, as well as which of the current residents were using transit, cars, and parking. She noted that during the site visit at 4:30 p.m. the parking lot is empty yet they hear from residents that they sometimes have to fight for parking. She would like to understand how parking is being used now because to some extent they would expect the same types of people would occupy the new units, and perhaps it would be targeted more towards teachers and those who would participate in the local communities. This would provide the Commission with information to work with going forward.

Architect Elliott advised that MCHT obtained some background data and while he did not have the specific numbers with him, he was aware they could be provided. He stated that the big picture number was that approximately 10% of the residents did not sign up for parking and it was believed that a number of people who signed up for parking did not have vehicles. He expressed confidence that more than 10% of the residents do not currently drive. He noted that in the winter months, the parking count is reduced due to snow storage. Additionally, he noted that they were fairly confident that there was other parking going on the lot currently that might be associated with other places. They do not really know how to calculate that, but he surmised that Hales Engineering might be able to determine what that actually looked like.

Commissioner Hall agreed that with the underground parking, more parking would be preserved year-round because they would not have the snow storage issue. She assumed the underground parking would be gated for the residents. Architect Elliott advised there would be a management system put in place. He added that a resident asked if they would have cameras in the garage, and he stated the expectation was that there would be cameras that will help enforce the parking requirements.

Chair Suesser learned from the residents during the site visit that the property instituted a one-vehicle-per-unit policy, and that some people did not have a car while others had more than one car. Continuing with that policy would result in 317 cars for the proposed development.

Architect Elliott explained they proposed 84 studio apartments that are not currently on site. Historically, for the affordable studios he has worked on, they used ½ stall per studio unit, and that has been shown to be relatively successful in conjunction with a Parking Management Plan. The applicant's proposal would put the parking requirement at 275, whereas the applicant proposed 268 parking spaces.

Chair Suesser also suggested that if the adjacent Wells Fargo commercial building had excess parking for the temporary use of the residents during construction, then perhaps MCHT could negotiate more permanent overflow parking in that structure. She felt that would be helpful to the applicant getting to the requested reduced parking. Architect Elliott commented that this would make a lot of sense in a mixed-use application. He was aware that a meeting was

scheduled. Chair Suesser noted that the residents expressed very specific concerns about parking and she felt that would provide a lot of comfort if they knew they could utilize the adjacent commercial parking for overflow or guest parking.

Commissioner Kenworthy stated that he and City Engineer John Robertson had a conversation about the use of the City Report on the Traffic Study Standards so they could have some consistency with intersections and road capacity requested by him and Commissioner Henry Sigg months ago. Commissioner Kenworthy added that it was critical that they get to a standard so that all applications have this standard and they do not see the variations. He wanted the applicant to make sure that their Traffic Study was in sync with the City's report.

With regard to the Site Plan and the AMI, Commissioner Kenworthy liked that it was presented up front. He asked why they reduced the buildings from four stories to three stories. He felt this was such a perfect location for them to provide as many desperately needed units as possible on this site. Architect Elliott responded that there was a balance, and the four-story building with the required step back would take all of the structural loads out of alignment on the upper level. He provided the example of Building F, which was originally proposed to have seven units on the top floor. It would be significantly less expensive to add two units to the ground floor and stack three units. In this configuration, they would lose only one unit, and the impact on the site would be relatively minimal.

If they were to add a fourth story on all buildings, they would need a second story of underground parking, or they would have to build a large parking structure that they would cover with green space, which would be extremely expensive. Architect Elliott explained that the sweet spot was that it was less expensive to split Building G and put everything in three stories than it would be to build it in four stories. He added that there would also be Fire Codes that would go with it as well. For a four-story building, they would require a fire lane adjacent to the building that would allow for a ladder truck to reach the top floor, and they would be limited in terms of what could be located near the fire lane. It would also put more drive surface on the property.

Commissioner Kenworthy noted they would have rooftop areas instead of four floors. Architect Elliott explained that they showed one rooftop area on Building F, but would revise that for the final submittal and put a small enclosure with a kitchen, lounge, and some dining, and also an outdoor terrace. They feel that would be the right location for a rooftop area when they looked at the overall site and how it would work.

Commissioner Kenworthy commented it would be a wonderful amenity. He also complimented the applicant on the proposed courtyards and play yards. He liked and appreciated that the applicant addressed AMIs right off the bat, and noted that on some of the projects they had to fight tooth and nail to the end, while for others they were not even allowed to talk about it. Commissioner Kenworthy applauded the applicant's transparency with the community in this regard and felt the community would fall in love with this project. He mentioned the 54 Electric Vehicle Charging Stations and wondered if that would be sufficient given where the country was headed in terms of electric vehicles. Architect Elliott acknowledged it was an interesting problem, and felt that the commitment to install the 54 Charging Stations up front was significant. Commissioner Kenworthy agreed it was a great start, but noted it would not be there in five years if they hit anywhere near the goals that the country and the State were looking for.

Architect Elliott understood and offered that they needed to work with the power company to ensure that the transformers would be large enough. Commissioner Kenworthy also felt that the proposal was light on bike storage. Architect Elliott noted that was in their submittal, and he stated he had recently spent some time looking at bike storage. He found some bike storage that was double-stacked and easy to operate. He felt they would propose more than what they have shown in the current submittal.

Commissioner Kenworthy next turned to the issue of occupancy. Architect Elliott explained there was Code occupancy and operational occupancy. He felt the applicant was talking about two per bedroom. Commissioner Kenworthy noted they would like to have one per unit and a bonus for that. Architect Elliott reported that technically there would be 468 beds, so occupancy would be calculated by doubling that number. The maximum occupancy would therefore be around 930 to 940 residents.

Commissioner Kenworthy returned to the issue of bicycles and wanted to see a better balance. He noted that Cascadia was coming back before the Commission and he was anxious to see how they suggested transforming it into a car-less community. He felt there was no way that 75 bicycles for 1,000 residents would work for him. He wanted to see how it would work in towns that had become successful in transitioning to a pedestrian way of life. Architect Elliott mentioned that they also proposed storage in the units, and a majority would have the ability to store a bike outside their unit. They were working through the elements, and he offered to count those as well. He stressed that he did not have an issue with increasing bike storage and noted that it was a relatively inexpensive part of a project and was very impactful.

Commissioner Van Dine asked if they could cover the outdoor storage and mentioned the new LMC amendments that pushed for covered outdoor bike parking. Architect Elliott stated they could look at that, and noted there were interesting bike coverings on the market that were relatively inexpensive and easy to install.

With regard to childcare, Commissioner Kenworthy felt they had to be more creative and think outside the box. He suggested the applicant look at possibly combining some of the centers in the project to provide for childcare. With 1,000 residents, there would be single mothers that would need childcare. Commissioner Kenworthy stressed that this would be a very special project for the City, and he hoped the City supported the applicant. He felt there must be some financing and creative ways to create a space for childcare, even if they had to sell off that space and then subsidize the employment in the space so they could offset the astronomical cost of running these daycare facilities. Commissioner Kenworthy said that they would have a village with children and parents who have to be on-site, and this would help out those parents who could devote time to working in the daycare facility. He stated that increasing taxes was not the answer; rather, the answer was to get creative and work together. He felt they could work together to create a solution for the community.

Commissioner Kenworthy did not want to hear about video management of the property for 1,000 and wanted the applicant to advise how many on-site managers they would have for this project. He did not want the police force to serve as the manager of these buildings. City Hall should listen to the opinions of the local police when they have a 500 or 1,000-bed facility and reiterated that it could not be managed by video. He stressed that the management must be on site, with people who could see things and help out. He mentioned some creative solutions, such as free rent to a police officer as long as he parked his car out front. By having on-site management, the project would then not become a burden to the police and first responders.

Architect Elliott stated that from a design perspective, they would have an on-site management office space adjacent to the entrance to Building A, which is the first building going in. His reference to cameras was in response to an elderly woman's concern about safety in the parking garage. Commissioner Kenworthy hoped that on-site management would be available 24 hours per day.

Architect Elliott noted that they did a lot of work for PC Tots, and could lay out the options for what that might look like. He noted there would certainly be space where they could accommodate something like that. Commissioner Kenworthy added they could get the resources from the village to be part of the childcare on-site. Applicant Levine supported the ideas about childcare and felt it was a solid idea for improving the community. He advised that he has looked at different funding sources to make that happen, and he has used those before in other locations.

Commissioner Frontero referenced the discussion on childcare and tied it back to the decision to remove the fourth floor from Buildings G and F. He wondered if the applicant would consider adding the fourth floor for open space that could accommodate something like childcare and other amenities. Architect Elliott could not provide a response and stated they would have to look at that possibility. He felt there was space in the existing buildings to accommodate the other amenities they were discussing. He noted that they had to find the balance between site density, cost, parking, and all of those pieces.

Commissioner Hall added that she has two children and was acutely aware of the lack of childcare in the City. She mentioned the solution at Studio Crossing to allow childcare as an allowed use. She commented that this was a wonderful project, and that she would not want to delay it because of another added community benefit. She would like to pencil in a space and have it as an allowed use so the applicant would not have to come back to obtain a CUP. Architect Elliott stated that would be very helpful.

Commissioner Frontero felt that was a nice incentive to encourage childcare. He raised the possibility of building a fourth floor for amenity space, including childcare, because he was trying to understand the cost distinction between building stackable units versus open space. He noted that the original application called for 319 units, with fourth floors on Buildings G and F. The current submittal split Building G, but he noted that the elimination of the fourth floors only resulted in a net reduction of two units to 317 total. Architect Elliott confirmed and explained that they removed the seven units from the fourth floors and extended the building lengths by one unit. They could add two units on either side of the hallway on each floor, resulting in six units. By extending the length of the building by one unit, they could pick up six units and only lose one of the seven units from the fourth floor.

Commissioner Frontero echoed the comments of the other Commissioners and expressed excitement about this project. He felt it would be a really nice project for the community.

Commissioner Johnson recalled his comment during the last meeting about making an area for the senior disability City bus and asked if the bus would be able to use one of the aboveground spaces or the hammerhead. Architect Elliott stated the bus could use the hammerhead on the Holiday Village side, and use the loop on the Parkside side.

Commissioner Johnson felt this was important, especially as the Commission looked at the requested parking reduction and felt this would be a huge benefit for the residents who would live at this project. He also echoed the comments about expanding the bicycle storage. He asked to see a visual of the Monitor Drive view. The Commission was shown a rendering of the visual.

Chair Suesser was unclear as to whether there were connected paved paths throughout the complex. Architect Elliott stated there would be a continuous paved path throughout the site. He added that they had not yet completed the landscaping design of the pathway that would go east/west, and he saw that as being more robust. He noted the layout and location were close to being in the right place. There would be a north/south path that would run behind Buildings B and E that would go through the entire site. They believed they would need a meandering path between Buildings G, A, C, and D. The expectation was that people would be able to easily move throughout the site and it would be ADA compatible. He added that there would be a lobby in Building B that would go all the way through from the courtyard to Monitor Drive. They were working with the Transit Department in locating a bus shelter on Monitor Drive, and have it located right off the lobby in Building B. He noted that someone in Building A or C could go through the Building B lobby and straight to the bus shelter. In addition, they envisioned the pathway from Building F as going across and out to Monitor Drive. He commented that Staff worked with them to get a better interactive experience for the residents.

Chair Suesser mentioned that she was thinking about kids on bikes as well.

Commissioner Hall asked if the bus stop would only be on one side. Architect Elliott stated that currently, there was an uncovered bus stop in that location. There was also another bus stop on the other side of the street on Monitor Drive, but he did not know how frequently that was serviced.

In response to an inquiry, he felt that they might not have a full cutout in that location due to the width of Monitor Drive. They were trying to pull the sidewalk off of Monitor Drive closer to the building to allow them to put the bus shelter in place. They were still working on this concept and would bring more details back to the Commission.

There was discussion about the renderings of the views presented to the Commission. Commissioner Johnson noted that the elevator shaft was moved to the east side, and the stairwell was moved back. Architect Elliott stated they struggled with moving the elevator, but they were able to put the stair at the entry to reduce the impact. They were still looking to see if they could remove the heights of those stairs but there are Code requirements for roof access.

Commissioner Van Dine commented liked the fact that they pulled back the sidewalk so that the snow would not be plowed onto the sidewalk where all the residents would be coming out.

In response to an inquiry, Architect Elliot stated they were currently showing the width of that sidewalk at approximately six feet. If the Commission wanted to include it as a bike path, they might want to make it closer to eight feet wide, which they would have room to accommodate.

It was noted by Commissioner Van Dine that there is a bike lane the length of Monitor Drive.

With regard to the turnaround on the Kearns Boulevard side, Commissioner Van Dine asked if the applicant gave any thought to adding some short-term 30-minute parking or other types of

surface parking. Architect Elliott stated that currently, they show 12 spaces; however, they could easily put these spaces on the south side in the 100-foot Setback off of the turn. He stated they could also add more surface parking along that section and increase it from 12 to 20 spaces. Commissioner Van Dine felt that would be a helpful option if the Commission struggled with parking for this project.

There was discussion regarding providing the option to expand surface parking should it be desired at a later point, without having to come back and go through a full year of the process. Architect Elliott stated they could show it as a dashed area for potential future parking. Commissioner Johnson liked that idea.

Commissioner Johnson noted that the Hales Study referenced Richardson Flat as a potential option for parking off-site, with a shuttle to the project. Architect Elliott stated they had discussed that as an option. He also noted they discussed putting a transit center on-site, although he understood the project site would likely not be an appropriate place because there were already two well-used bus stops. He commented that off-site parking was not unreasonable. Chair Suesser did not feel that the off-site parking at Richardson Flat was very realistic.

Commissioner Johnson supported the design and understood the need to remove the Significant Vegetation on the north side by the Church because of the utilities. He stated the Significant Vegetation issue was difficult because there were a lot of old pine trees that needed to be removed. He noted that this development would fill a huge need in the community, so he saw the benefit of removals in certain areas. He assumed the Landscape Plan would have a Water-wise replacement, but he would like the applicant to consider a community greenhouse, outdoor garden, and potentially a composting facility for this community. He expressed that while they would be removing Significant Vegetation, they would add a healthier lifestyle for the community.

Architect Elliott offered that there was a spot in front of Building F that could potentially be used that might encroach slightly into the Frontage Protection Zone ("FPZ"). He stated they also looked closer to the High School property to the north, but that would be on the wrong side of the buildings. It was noted that a greenhouse could be put in the FPZ Zone with Planning Commission approval and could be built up to 30 feet to the street right-of-way. Commissioner Johnson felt that a greenhouse might be a good way to mitigate the removal of trees. Commissioner Van Dine commented that the applicant was proposing to replace a lot of the removed trees. It was noted that an arborist report was submitted.

Commissioner Hall echoed many of the comments of the other Commissioners lauding the project. She noted it would be a huge project with a huge community benefit. Not only did she like the intention of the project, but she also stressed that it was very Code compliant in this first iteration, which made it easy for the Commission to process. She noted that the applicant was exceeding the Open Space minimum requirement, and felt that provided an opportunity to carve out some more covered bike storage. She felt that would be an easy trade.

Commissioner Hall liked the Parking Management Plan and felt that the site was so unique in terms of its connection with transit that it would foster an easy lifestyle for the residents. She observed that currently, she did not see cars parked everywhere there, which demonstrated that the residents might be already using transit or some seniors are not driving. She felt they could arrive at a solution to not overpark the site and encourage alternative modes of transportation.

Commissioner Hall wanted to see a wide sidewalk along Monitor Drive. She would also like to see 100% of the parking spaces with the Electrical Vehicle conduit and recalled that although it was expensive to actually place the Electric Vehicle stalls, it was inexpensive to lay the conduit.

With regard to the left turn out and the transit, she was concerned that at the Kearns Boulevard access, there was one lane in and one lane out. She felt that the person exiting could trap right-turning traffic behind them. Architect Elliott stated that the applicant did not control the access on Kearns Boulevard. Because that was part of the neighboring commercial property, this design connected to the place they were allowed to connect. He was not sure how else they could approach this access way, noting that they tried to look at other solutions. Architect Elliott added that one of the reasons they eliminated the parking garage access off of Kearns was to reduce any of the conflicts on the street.

Commissioner Van Dine also wanted to see some sort of community garden. She liked the elimination of the fourth story and the height reduction, even though it would have been allowed per the Code. Commissioner Van Dine expressed gratitude for the applicant undertaking this project and felt this would be a great project.

Chair Suesser asked about what was contemplated for the common space in the buildings in addition to the childcare previously discussed. Applicant Levine noted there would be washers/dryers in every unit. They had not thought through uses like a gym and noted they were thinking more of a program space. He stated that half of the current residents were designated either seniors and/or disabled, so they could look at partnering with community providers to activate those spaces with programs that would target the residents. He confirmed that those spaces would not be available for commercial uses.

Applicant Levine thanked Staff for helping define the project and move it forward. He stated that they learned a lot from the residents and noted that the residents were very interested in improving their lived experience at the site, and that was the goal.

Chair Suesser opened the public hearing.

Dick Grannis thanked the Commission for everything they do for the City. He reported that he lives across the street from the Holiday Apartments and they just learned about the details of this project two days ago. They all support affordable housing and recognize what a tremendous effort the Mountainlands group, the Staff, and the Commission have put into this application. He and his neighbors expressed a number of concerns regarding the cars, parking, and traffic, and what would happen to the character of the neighborhood with this project. He hoped that the feedback would be constructive to the process.

With regard to parking and the number of cars, Mr. Grannis noted the applicant proposed 317 units and 268 parking spaces, which would mean that 49 units would not have a parking space. He felt this would be a lot because many of these units were up to three bedrooms, so there would be more than one car per unit. He felt the number of parking spaces was not enough. He reminded that he has lived across the street from this site for many years and knows the traffic patterns. Mr. Grannis understood that these parcels were zoned Residential Development ("RD"). Assistant Director Ward corrected a typo in the Staff Report and confirmed that these parcels were located in the RD Zone.

Mr. Grannis raised the issue of neighborhood compatibility. He referenced LMC 15-2.13-1 that the purpose and goals of the RD District were to preserve natural open space. Like the neighbors across the street, he wondered what it would look like with a wall of three-story buildings. This project would not preserve the open space. He mentioned that currently, the frontage was very pleasing and inviting and does not look like apartments. More than half of the frontage is currently open space. He mentioned that the proposed frontage would cut the open space down to about a quarter resulting in a major loss of open space from the street.

Mr. Grannis relayed that the neighbors did not see how this would meet the goal of preserving open space because what they would see would be mostly buildings. He commented that it would take many years for the trees that are planted to be large enough to conceal the buildings as shown in the illustrations. Another purpose of the zoning district was to be in harmony with residential neighborhoods. Mr. Grannis stated that they are a residential neighborhood, and the neighbors felt clearly that this would take away a significant aspect of the residential neighborhood that currently exists. He commented that another goal of the zoning district was to minimize impacts of the automobile. He asked at the site visit how many parking spaces there were currently in the lot along Monitor Drive, and no one could provide a definitive answer. He was told 40 spaces and 80 spaces. Mr. Grannis commented that the applicant proposed to put in at least 268 spaces, which would increase the number of cars by something four to six times.

The increased volume of cars going in and out of the driveway on Monitor Drive was scary for the neighbors. He wondered what would happen to those traveling east on Kearns Boulevard wanting to turn left onto Monitor Drive. Mr. Grannis stated that another problem with increasing the number of cars, especially when Kearns Boulevard is jammed due to Sundance or skiing, was that people would travel north on Monitor Drive to Little Kate or Lucky John to get to SR-224. He was part of the Holiday Ranch Homeowners' Association ("HOA"), which consists of 100 homes, most of which are on Little Kate and Lucky John. The HOA was just coming up to speed on this and the residents were already very concerned about the increased traffic, especially along Lucky John. The remedy would be to have some of the vehicles exit on Kearns Boulevard instead of having everything come out onto Monitor Drive.

Mr. Grannis addressed density and stated that the number of people this project would bring took the neighbors aback. Currently, there are 200 to 250 residents and this project will result in up to 1,000 residents. He emphasized that this is a residential neighborhood and he was astonished at the number of people. This project will not harmonize with the neighborhood. He relayed that some of the neighbors commented that the buildings would be so tall that they would create a lot of interior shade during sunset, which would not be ideal for the children. In addition, the current buildings go east/west so that the bedroom windows do not face the street. Under the new proposal, there would be two large buildings facing the street and roughly 50 windows per building. Speaker Grannis expressed there would be 100 windows facing the street that would be lit up at night causing light glare to pedestrians walking along the street and it would be awkward for the residents of the buildings. He added that three-story buildings were daunting, and there would likely be solar panels on top that would add another 8 feet to the height.

Mr. Grannis stated that they have had problems with the existing families and provided the example of a vandalized mailbox. He has had kids set up a hammock in their trees and smoke marijuana and cigarettes. He raised issues of privacy, safety, and security. Someone advised him that the Traffic Study was done on a Saturday morning and he would encourage the Study to be done during the weekdays because the traffic patterns are totally different.

Angela Moschetta was a huge fan of the project and was impressed with some of the creativity that emerged during tonight's discussion. She felt it was great that the applicant was able to make decisions regarding efficiency and reducing height in certain areas by expanding the width and only losing two units. She loved Commissioner Johnson's suggestion of a community garden and greenhouse and appreciated Commissioner Hall's suggestion of making daycare an allowed use now to simplify things later.

Ms. Moschetta expanded on Commissioner Van Dine's comments about the anecdotal claim that people do not use or need cars. She suggested that everyone, including the applicant, really make an effort to shift how they look at these things, specifically car use and car dependency, and how they plan for these things. She mentioned that she had essentially stopped driving in Park City, and she was referred to in *The Park Record* as "Angela Moschetta who walks and takes a bus everywhere." As transit continued to become more robust, she made the decision to give up her car, and she is not the only one.

Ms. Moschetta offered that when they look at affordable housing, the biggest issue is the declining workforce. They cannot keep people employed at the school, and there are not enough daycare providers. She added that they struggle to provide housing for the City's transit operators and the resort and service economy. When they look to prioritize housing for those who work in certain disciplines, they might offer to prioritize affordable housing for those who are willing to give up their car.

With regard to concerns about illegal street parking, Ms. Moschetta did not feel that was too hard to figure out. They could implement parking permits through the City that they could easily verify with the County. Rather than continuing to prioritize people who are dependent on cars, she suggested prioritizing people who do not prioritize vehicles and who were willing to commit to other modes of transportation in exchange for the opportunity to live where they work.

Megan McKenna stated that she is a Housing Advocate for the Housing Resource Center at Mountainlands. She was very supportive of this project and agreed with Ms. Moschetta's comments. She was excited about the potential of this project to really change how they look at moving around the City. She offered to extend the services of the Resource Center to help educate and engage the public and the community, specifically the neighboring community, to help address their concerns. She noted the residents were excited about the redevelopment, and she encouraged the neighbors to get to know their neighbors in this project.

Chair Suesser commented that she would like to see feedback from the current residents on how often they use the bus located right outside the development and why they do not use the bus. This could help with improving the bus routes and schedules from that project.

Commissioner Hall noted that because more than half of the current residents were seniors or disabled, then they were likely using other modes of transportation provided to them without a vehicle. She felt getting all of that information would be helpful as they process the parking.

Commissioner Kenworthy asked if there would be a solar component to these buildings. Architect Elliott stated they expected to use PV panels and the buildings would be single-metered, so they would be able to put it through the whole property to reduce the overall cost and operations. He stated they would include the solar on the next renderings for the Commission to review.

Commissioner Johnson observed that the proposed buildings along Monitor Drive will be 28'6" in height. He suggested it might be good to provide a comparison with the existing buildings to narrate the height difference. He commented that the solar panels would be within the Code maximum of eight feet for mechanical, so the highest it could be would be around 36 feet.

Architect Elliott commented that they were already under the Code height, so the issue was really just making sure there was fire access to the roof. They would show that in coming renderings, and would also show the model of the existing buildings overlaid on the proposed buildings to show the difference in heights.

Commissioner Johnson added that there was a 25-foot setback but the right-of-way goes into the property. From the curb edge, they were close to 55 feet. Architect Elliott stated they would actually be set back from the existing buildings and would make sure that was clear during the next presentation.

Chair Suesser asked if some of the significant vegetation along Monitor Drive could be saved. Architect Elliott responded that some could be saved, and they were trying to figure out which ones could be saved. Some of the ones that would be the easiest to save were in the worst quality position and he understood it was directly related to salt on the roads.

Assistant Director Ward noted that the Parking Management Plan recommended 265 to 271 parking spaces and the applicant was working to get information on transit and the number of tenants who have vehicles. She stated that the Traffic Impact Study was based on the 268 number for cars, so as the applicant continued to evaluate the current conditions on-site, they needed to address whether there could be incentives for not having a car on-site or using transit. She asked if there was a baseline or a range that the Commission would like the Traffic Impact Study to consider and whether there was a consensus on the extent of the reduction the Planning Commission would consider for parking. Commissioner Hall stated that a significant parking reduction could be warranted given the specifics of this project, especially with the many seniors and disabled residents and the data to support those who currently reside there.

Chair Suesser leaned more toward the one car per unit policy because that is what they have in place now, and they hear frequently that only about half of the residents would continue living in the new project. They might have more families and single persons with cars.

Chair Suesser reiterated that she was leaning more toward 317 as the safe zone. She noted a lot of feedback from the affordable housing projects in town that parking was a hurdle and struggle, and created a lot of tension in the community. They were trying to foster a nice community here, and sometimes implementing drastic parking reductions created a lot of tension among neighbors. She understood that the next generation might be inclined to not have cars, and she liked the idea of prioritizing people who would be willing to give up their cars. However, in terms of a safe number, she favored one car per unit.

Commissioner Johnson noted there are major parking problems in affordable housing but he felt the applicant was thinking outside the box, and he liked the idea of an off-site parking option. He noted families would move into the three-bedroom units and would have more than one car, and that would be a struggle. He stressed that people in affordable housing need their cars. He referenced an article about affordable housing at The Canyons where people were parking at Ecker Hill Park-and-Ride and their cars were towed. As far as on-site parking, he supported a

reduction if they have other options. Commissioner Hall noted the applicant negotiated parking during construction, and felt there could be a lot of creative solutions that could be explored.

Commissioner Hall noted that one of the critical priorities was overhauling transit and transportation, which would be in line with trying to implement some of these creative solutions, especially given the wonderful location of this project.

Commissioner Kenworthy stated they have a huge parking problem in the City and they have to solve it. It had to be addressed not only for this project but also for housing throughout the community. They need to have a holistic solution. He would disagree that Richardson Flat was ideal. He suggested they make it a priority and allow these projects to go forward with the comprehensive transit and parking solution. With the redevelopment of this area, they should put this as a priority so that these other projects could go forward and not intrude on the neighborhoods. Saying that they would figure it out later did not work for him or the neighbors. He stressed there was no enforcement, so they need to find a solution.

Assistant Director Ward stated that they were working with 268 for the Traffic Study and they could work with that baseline. They would also continue to work with the applicant to get the Parking Management Plan updated to reflect that the demand of the project would be 268. Commissioners Johnson, Hall, and Van Dine agreed.

Assistant Director Ward noted the applicant did not request the full parking reduction available under the AMPD; rather, the applicant requested a 19% reduction. Given the specifics and what the applicant initially proposed as detailed in the Staff Report, Commissioner Hall believed the applicant could achieve a successful transportation and parking situation with the reduction. She mentioned micro transit and shuttles and noted they gave parking reductions in Upper Deer Valley because they provided on-site shuttles to take people into town. In terms of not only reducing parking and having it be workable for the town, but it would also alleviate some of the issues raised by the neighbors, because if they reduce the number of parking stalls, then they are reducing the number of cars on the road.

Chair Suesser commented that this restriction was being imposed on one community of people, and was not incentivizing others in town to walk, bike, or use transit. She stressed that parking was a huge issue for affordable housing, and was very burdensome on that community. She would prefer to see a one-car-per-unit approach.

Commissioner Hall noted that it was not just what they think would work given this Parking Management Plan, but also what the consultant advised was needed to incentivize AMPDs. They would increase AMPDs if they actually incentivized people consistent with what the consultants advised. She was excited that developers were finally coming to the table.

Chair Suesser suggested discussing the wiggle room with the developer while understanding that it was problematic for these communities to have the reduced number. While they were incentivizing these projects, they still needed to make sure they were meeting the needs of these communities.

Commissioner Johnson stated that if the applicant could speak to prioritizing people without cars he felt they might be able to get there. Chair Suesser did not know how they could manage 59 fewer stalls.

Commissioner Van Dine expressed that if the applicant provided the data to support the reduction, then they could consider it. Commissioner Kenworthy agreed, and looked forward to Cascadia coming back before the Commission to discuss these issues. He looked at what had happened in the past year since they changed the AMPD, and referenced Deer Valley, Studio Crossing and this project, with over 725 units with the AMPD, and 8 or 9 others in discussion. He stressed that they were doing well with housing, but they were not doing well with transportation and parking. Housing, transportation, and parking go hand in hand, and they must solve it on a community level.

MOTION: Commissioner Hall moved to CONTINUE the public hearing and 2200 Monitor Drive to May 24, 2023. Commissioner Van Dine seconded the motion.

VOTE: The motion passed with the unanimous consent of the Commission.

7. ADJOURN

MOTION: Commissioner Hall moved to adjourn.

The meeting adjourned at approximately 8:45 p.m.

Planning Commission Staff Report



Subject: Parcel Number ASR-1
Application: PL-23-05575
Author: Virgil Lund, Planner I
Date: May 24, 2023
Type of Item: Conditional Use Permit

Recommendation

(I) Open a public hearing, and (II) continue to a date uncertain to allow the Applicant additional time to submit updated materials.

Description

Applicant: Park City Municipal Corporation
Trails and Open Space Department

Location: Parcel Number ASR-1, Meadows Drive Trailhead

Zoning District: Recreation and Open Space (ROS)

Adjacent Land Uses: Residential, Recreation, Open Space

Reason for Review: Planning Commission reviews and takes Final Action on parking areas with five (5) or more spaces in the Recreation and Open Space Zoning District¹

CUP	Conditional Use Permit
ECPO	Entry Corridor Protection Overlay
FPZ	Frontage Protection Zone
LMC	Land Management Code
ROS	Recreation and Open Space
ROW	Right-of-Way
SLO	Sensitive Land Overlay

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

Summary

The Applicant proposes to construct a Hard-Surfaced Parking Area with 20 parking spaces at the existing Meadows Drive Trailhead within the Recreation and Open Space (ROS) Zoning District.

¹ LMC § [15-2.7-2\(C\)](#)

Planning Commission Staff Report



Subject: 2200 Monitor Drive
(Holiday Village Apartments)
1776 Kearns Boulevard
(Parkside Apartments)
HOPA Affordable Master Planned Development

Applications: PL-22-05473 and PL-23-05511

Author: Rebecca Ward, Assistant Planning Director

Date: May 24, 2023

Type of Item: Affordable Master Planned Development &
Conditional Use Permit

Recommendation

(I) Review the sustainability, Significant Vegetation, and parking management plans for the HOPA Affordable Master Planned Development and Multi-Unit Dwelling Conditional Use Permit, (II) conduct a public hearing, and (III) continue the public hearing to June 28, 2023.

The Applicant proposes:

- Subdividing four Parcels totaling 7.4 acres into seven Lots
- Building a shared underground Parking Structure for the project
- Redeveloping the Holiday Village Apartments (80 existing affordable units) with 217 affordable units
- Redeveloping the Parkside Apartments (42 existing affordable units) with 100 affordable units
- Constructing the project in phases to allow for resident relocation

Description

Applicant: Mountainlands Community Housing Trust (MCHT)
Elliott Workgroup, Applicant Representative

Location: 2200 Monitor Drive (Holiday Village Apartments)
1776 Kearns Boulevard (Parkside Apartments)

Zoning District: Residential Development
Frontage Protection Zone Overlay

Adjacent Land Uses: Church to the north
Park City School District Campus to the east
Park Meadows Plaza Subdivision to the south
Holiday Ranchettes Subdivision to the west

Reason for Review: The Planning Commission reviews, conducts a public hearing, and takes Final Action on Affordable Master Planned Developments¹ and Conditional Use Permits²

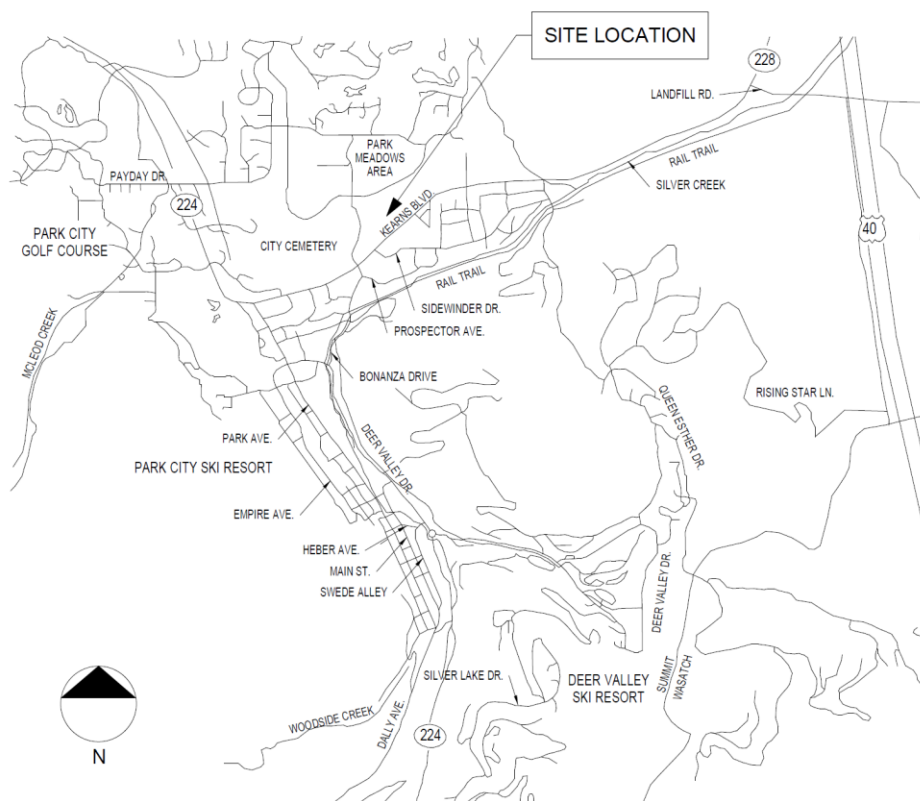
AMPD Affordable Master Planned Development
CUP Conditional Use Permit
LMC Land Management Code

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

Background

The Applicant proposes the HOPA Affordable Master Planned Development (AMPD) and Multi-Unit Dwelling Conditional Use Permit (CUP) to redevelop 7.4 acres—Parcels PCA-2-2302 and PCA-2-2306 (Holiday Village Apartments) and Parcels PCA-2-2307 and PCA-2-2307-A (Parkside Apartments)—north of Kearns Boulevard and east of Monitor Drive, shown on the Applicant's Vicinity Map below:

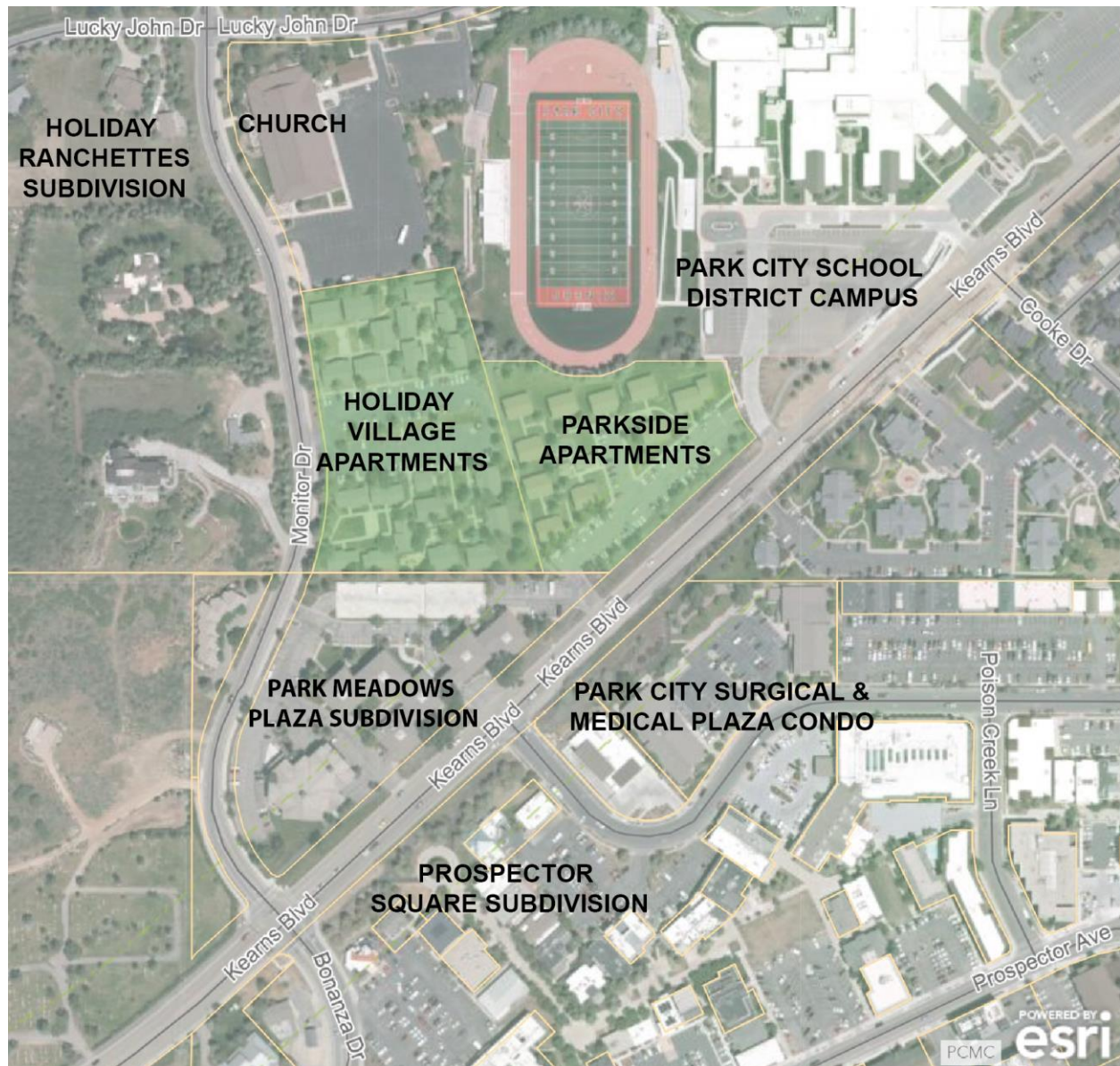
VICINITY MAP



¹ LMC [§ 15-12-15\(A\)\(5\)](#)

² LMC [§ 15-12-15\(6\)](#)

The image below, taken from the City's Parcel Viewer, highlights the HOPA AMPD acreage in green:



The Planning Commission reviewed the HOPA AMPD on the following dates:

- March 22, 2023 – work session ([Staff Report and Exhibits](#), Item 6A; [Minutes](#))
- April 26, 2023 – site visit; public hearing ([Staff Report and Exhibits](#), Item 5C; [Audio](#))

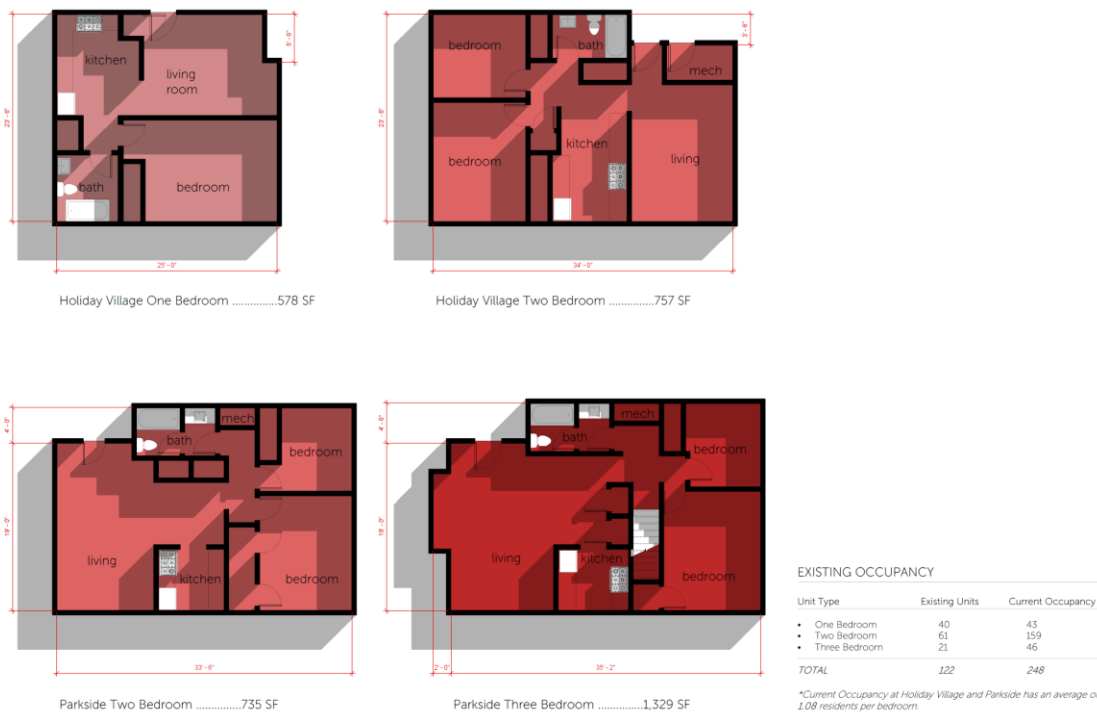
This staff report focuses on the Applicant's proposed sustainability, Significant Vegetation, and Parking Study and Parking Management Plan. On April 19, 2023, the Applicant submitted [a Traffic Impact Study](#) prepared by Hales Engineering. The City Engineering Department hired a third-party consultant to review and provide input on

the Applicant's Traffic Impact Study. Evaluation of the Traffic Impact Study and full AMPD and CUP criteria is scheduled for Planning Commission review and public hearing on June 28, 2023.

In response to Planning Commission input, the Applicant submitted the following:

- Covered outdoor bike parking and increased indoor secure bike storage (Exhibit A, AMPD-005), see Analysis Section III
- Potential additional street-level parking spaces within the Frontage Protection Zone (Exhibit A, AMPD-005), see Analysis Section III
- Enhanced pedestrian connections (Exhibit A, AMPD-005), see Analysis Section III
- Height comparison between existing and proposed buildings (Exhibit A, AMPD-022)
- Sustainability requirement comparisons of existing and new units (Exhibit A, AMPD-018.1), see Analysis Section I
- Occupancy numbers for the project

The Applicant's Unit Plans include current occupancy for the Holiday Village and Parkside Apartments:



Additionally, the Applicant provided the following:

Here are the estimates for HOPA occupancy based on the statewide LIHTC occupancy data from Utah Housing Corporation (includes more than 430 projects statewide).

Unit Type	Average Household Size Utah LIHTC	Current # Units HV/PS	Current Occupancy HV/PS	# HOPA Units	Estimated Occupancy HOPA
Studio	1.06	0		84	89
One Bedroom	1.09	40	43	108	118
Two Bedroom	1.79	61	159	99	177
Three Bedroom	2.56	21	46	26	67
Four Bedroom	2.86	0		0	0
Five Bedroom	5.50	0		0	0
TOTAL		122	248	317	451



Studio427 SF



One Bedroom Unit.....600 SF



Three Bedroom Unit.....1125 SF



Two Bedroom Unit.....837 SF

OCCUPANCY PER UTAH HOUSING CORPORATION

Unit Type	Average Household Size Utah LIHTC	Proposed Units	Estimated Occupancy
• Studio	1.06	84	89
• One Bedroom	1.09	108	118
• Two Bedroom	1.79	99	177
• Three Bedroom	2.56	26	67
TOTAL		317	451

*Noted that the majority of the proposed units will have fewer bedrooms than the existing buildings, and most of the larger households already live in the existing buildings.

The Applicant further says: *Note that 451 residents is only slightly higher than the number of bedrooms proposed at 447 (w/studios counting as .75 bedroom), or 1.01 residents per bedroom. The data is well supported by current occupancy at Holiday Village and Parkside Manor, which has 1.08 residents per bedroom. Also the majority of new units planned will have fewer bedrooms than the current buildings, and that most of the larger households already live in the current buildings.*

Analysis

(I) The Applicant submitted updated sustainability plans.

LMC [§ 15-6.1-12\(J\)](#) requires AMPDs to incorporate best planning practices for sustainable development, including water conservation measures and energy-efficient design and construction, per the Residential and Commercial Energy and Green Building program and codes adopted by the Park City Building Department in effect at the time of the Application, with Energy Star qualified products for appliances.

The Applicant evaluated existing site materials and provided a comparison with proposed material in an updated Exhibit A, AMPD-018. Additionally, on April 24, 2023, the Applicant met with Park City's Sustainability team to review their plans. The Applicant proposes the following:

- Installing 54 Electric Vehicle Charging Stations for 20% of the parking stalls
- Constructing all-electric buildings
- Installing windows specifically designed for the mountain climate with performance of R-5 to R-9
- Exceeding exterior wall insulation requirements of R-17 by installing R-23 that incorporate at least 25% recycled content
- Creating bioswales to collect and remove pollutants from stormwater runoff
- Being solar PV ready
- Promoting a car-free community (Exhibit A, AMPD-018.1)

The Sustainability team also recommends the Applicant consider an Energy Use Intensity (EUI) that is less than 25 for the living spaces to significantly lower utility bills. The Applicant will have a third-party energy consultant during design development and construction document phases and is willing to explore an EUI that is 25 or less at that time.

(II) The Applicant submitted an arborist evaluation of Significant Vegetation.

LMC [§ 15-2.13-10](#) requires protection of Significant Vegetation during development. Significant Vegetation includes large trees six inches in diameter or greater measured four and one-half feet above the ground, groves of smaller trees, or clumps of oak and maple covering an area fifty square feet or more measured at the drip line. The property owner must demonstrate the health and viability of all large trees through a certified arborist. The Planning Director may require mitigation for loss of Significant Vegetation consistent with LMC § 15-5-5(N), the Water Wise Landscaping code.

LMC [§ 15-5-5\(N\)](#) requires at least 50% of the landscaped area to be Water Wise Landscaping with non-invasive drought tolerant plants and minimal irrigation. Landscaping plans must identify existing Significant Vegetation. If Significant Vegetation is determined to be unhealthy and/or unsafe, under Site-Specific review conducted by the Forestry Board and Planning Director in conjunction with a CUP and AMPD, it may be replaced with equivalent landscaping in type and size.

On May 10, 2023, the Applicant submitted an evaluation of the Holiday Village and Parkside Apartment trees, completed by Arbor+ (Exhibit B). The evaluation concludes “roughly 30% of the Spruce trees were in decline or completely dead due to IPS Beetle (Bark Beetle). There were signs of high influx of IPS in the area with a row of Spruce trees that were dead at Park City High School as well as other surrounding properties in the area.”

Additionally, the Applicant submitted a site plan showing existing and proposed trees:



The Applicant proposes removing 104 trees, treating four trees, and planting 102 new trees, including Serviceberry, Amur Maple, Colorado Spruce, and Aspens. On May 4, 2023, the Forestry Board reviewed the Applicant's proposal and recommends the following:

- Remove trees impacted by the Bark Beetle as soon as possible and prior to beginning construction
- Select salt tolerant trees and filters to protect vegetation near areas proposed for snow storage
- Include landscaping phasing plan in the project phasing plan to ensure new vegetation is established
- Establish a three-year review after final project completion to evaluate the health and viability of new vegetation

The Applicant is supportive of removing trees impacted by the Bark Beetle site wide as part of Phase 1 construction. Staff will continue to work with the Applicant to demonstrate Significant Vegetation is replaced with equivalent landscaping in type and size, with Water Wise replacements where appropriate, and for compliance with Water Wise Landscaping and Wildland Urban Interface standards.

(III) The Applicant submitted a Parking Study and Parking Management Plan and proposes 268 parking spaces, reducing the parking requirements by 62 spaces, a 19% reduction.

LMC [§ 15-6.1-9\(A\)](#) requires AMPDs to comply with Off-Street Parking requirements. LMC [§ 15-3-6](#) *Parking Ratio Requirements for Specific Land Use Categories* outlines the following for Multi-Unit Dwellings:

Unit 1,000 square feet or less	1 space
Unit greater than 1,000 square feet and less than 2,000 square feet	1.5 space
Unit greater than 2,000 square feet	2 spaces

No units greater than 2,000 square feet are proposed for the HOPA development. The Applicant proposes 317 units requiring the following parking:

Building	Unit Square Footage	Required Parking
Building A	< 1,000 square feet = 40 units > 1,000 square feet = 5 units	47.5 spaces
Building B	< 1,000 square feet = 39 units > 1,000 square feet = 5 units	46.5 spaces
Building C	< 1,000 square feet = 26 units > 1,000 square feet = 6 units	35 spaces
Building D	< 1,000 square feet = 55 units > 1,000 square feet = 5 units	62.5 spaces
Building E	< 1,000 square feet = 31 units > 1,000 square feet = 5 units	38.5 spaces

Building F	< 1,000 square feet = 50 units > 1,000 square feet = 0 units	50 spaces
Building G	< 1,000 square feet = 50 units > 1,000 square feet = 0 units	50 spaces
Total Required Parking		330 spaces

LMC [§ 15-6.1-9\(B\)](#) establishes Planning Commission discretion to evaluate a reduction to AMPD parking requirements if the Applicant:

- Demonstrates parking reductions materially increase the feasibility of the proposed AMPD
- Submits a parking and traffic study completed by a third party selected by the City
- Demonstrates that the proposed AMPD sufficiently addresses the parking demand for the project

On April 19, 2023, the Applicant submitted the Park City Holiday Village & Parkside Parking Study (“Parking Study”) prepared by Hales Engineering for Planning Commission review pursuant to the requirements in LMC [§ 15-6.1-9\(C\)](#) (Exhibit C). The Parking Study concludes in part “[a]n estimated 20% reduction in the parking requirement was calculated based on the development being nearby existing and planned transit facilities, having more than twice the required bicycle parking stalls, having carshare parking stalls, and having motorcycle parking stalls” and “[a]n additional 5% buffer was used to convert the parking demand to a recommended parking supply.”

On May 15, 2023, the Applicant submitted a draft HOPA Parking Management Plan (Exhibit D). The Applicant proposes the following:

Stage #3- Permanent Parking Plan

- All underground parking spaces will be assigned, and tenants will have to keep their vehicles registered with management. No household will be allowed to store more than one car onsite.
- The project will be marketed as ideal for local workers and their families who use transit and active transportation instead of cars.
- MCHT will keep two separate waiting lists for households with and without cars and allow people to get on both lists. If their name comes to the top of the “no car” list, they have the option to accept the spot and get rid of their car if they choose.
- Optional surface parking in Frontage Protection Zone will be Conditionally Approved until the last building(s) are completed to give an additional parking option if the demand for parking is high enough.
- Paratransit and microtransit turnarounds will be located on the current Parkside side of the development.
- There will be indoor and outdoor (but enclosed) bike storage.
- Incentives as a Park City Bike Share pass will be given to residents without cars. MCHT will work with PCMC to incorporate bike share on site.
- The development will help the City to enhance the Monitor Drive bus stop to encourage further transit usage.

The Applicant's Parking Management Plan provides initial results from a survey of residents ("Applicant's preliminary survey"), as of May 12, 2023. The Applicant continues to collect survey information. To date, the survey had a $\frac{1}{4}$ response rate. Survey responses as of May 12, 2023, are included in the analysis below.

LMC [§ 15-6.1-9\(D\)](#) establishes six criteria for AMPDs greater than one acre that the Planning Commission may consider when evaluating an Applicant's request to reduce parking, outlined below:

(1) Parking in the Right-of-Way along the perimeter of the AMPD is available

Parking in the Right-of-Way is not available on Monitor Drive or Kearns Boulevard.

(2) A clear and irrevocable agreement authorizes AMPD residents to park in an off-Site Parking Area or Parking Structure that is located within 1,000 feet of the AMPD perimeter boundary

The Applicant does not propose parking for AMPD residents within 1,000 feet of the AMPD perimeter boundary.

(3) The AMPD is within $\frac{1}{4}$ -mile from a bus stop that includes a waiting shelter consistent with City standards

The Parking Study reduces parking requirements by 11% due to proximity of bus stops. According to the Applicant's preliminary survey, 75% of the survey respondents take public transit to access daily needs.

The Applicant is working with the Engineering Department to improve transit facilities to encourage transit use through the creation of a new bus shelter installation on Monitor Drive with amenities. Additionally, the Applicant revised their site plan to improve north-south and east-west connections, as well as to modify the sidewalk along Monitor Drive.

The Applicant provided an exhibit illustrating existing transit stops and routes proximate to the property:

(4) On-site parking is provided for motorcycles/scooters

The Parking Study reduces parking requirements by 1% due to 14 on-site motorcycle stalls in the underground parking garages. According to the Applicant's preliminary survey, two respondents use a scooter or motorcycle.

The Applicant's updated Underground Parking Exhibit shows 16 on-site motorcycle/scooter stalls (Building A: 7, Building B: 1; Building C: 1; Building E: 1; Building F: 5; Building G:1). The motorcycle/scooter parking stalls are proposed to also provide e-bike charging.

(5) Bicycle parking exceeds the requirements of LMC § 15-3-9

The Parking Study reduces parking requirements by 4% due to on-site bicycle parking. At the time the Applicant submitted a complete Application, LMC [§ 15-3-9](#) required the Applicant to install outdoor bike racks for 10% of the required Off-Street Parking. The parking requirement for the project is 330 parking spaces, so the outdoor bike rack requirement is for 33 bikes.

In addition to installing outdoor bike racks, the Applicant proposes to exceed the bike parking requirement by providing sheltered, securable bike parking for the project. The Parking Study provided a 4% parking reduction because the Applicant's original plan included bike parking for 74 bikes. According to the Applicant's preliminary survey, 25% of respondents bike to access daily needs.

The Applicant's revised submittal increased the number of bike parking provided on site by 68 and includes sheltered securable bike parking within each building, in the underground parking structure, and through outdoor sheltered, securable bike storage facilities, for a total of 142 bikes:

Building	Sheltered Securable Bike Parking
A	8
B	33
C	12
D	8
E	21
F	30
G	30
TOTAL	142

In addition to providing sheltered securable bike parking for 31% of anticipated residents, the Applicant is considering a Summit County Bike Share installation. Nearly half of respondents to the Applicant's preliminary survey expressed an interest in a bike share program.

Below are images provided by the Applicant showing examples of anticipated covered outdoor bike parking:



(6) The AMPD provides dedicated parking spaces for resident carshare vehicles

The Parking Study reduces parking requirements by 4% for at least four carshare vehicles for the site. According to the Applicant's preliminary survey, nearly half of the respondents expressed an interest in a car share program. At this time, the Applicant has not included a car share program in the Parking Management Plan.

Additional Parking Considerations

Parking in the Frontage Protection Zone

The HOPA AMPD is within the Frontage Protection Zone (FPZ). The purposes of the FPZ include preservation of Park City's scenic view corridors and the rural resort character of Park City's entry corridor and providing a significant landscaped buffer between development and highways.³ The FPZ requires a 100-foot Setback from the Right-of-Way line for properties along Kearns Boulevard.⁴

LMC [§ 15-2.20-4\(A\)](#) states "no Structure shall be allowed within thirty feet (30') of the nearest highway Right-of-Way." Construction Activity between 30 and 100 feet requires a Conditional Use Permit (LMC [§ 15-2.20-4\(B\)](#)). The Applicant proposes only a driveway within the FPZ. All Multi-Unit Dwellings are proposed to comply with the 100-foot Setback.

The Applicant proposes nine street-level parking spaces for Buildings G and F accessed from the Kearns Boulevard driveway. The Applicant revised their site plan to show a potential additional 20 parking spaces, increasing parking spaces from 268 to 288. The additional parking spaces would not trigger Conditional Use Permit review because they remain set back more than 30 feet from Kearns Boulevard. Staff highlighted the potential additional 20 parking spaces in green on the Applicant's Site Plan:

³ LMC [§ 15-2.20-1](#)

⁴ LMC [§ 15-2.20-2](#)



On April 26, 2023, a majority of Planning Commissioners supported 268 parking spaces for the HOPA AMPD and confirmed that the Applicant's Traffic Impact Study could be evaluated based on the 268 parking spaces. The Applicant's Parking Management Plan states "[o]ptional surface parking in the Frontage Protection Zone will be Conditionally Approved until the last building(s) are completed to give an additional parking option if the demand for parking is high enough."

Does the Planning Commission find a basis in record to condition the project to provide an additional 20 parking spaces accessed from Kearns Boulevard if the parking demand exceeds 268 parking spaces upon project completion?

Temporary Off-Site Parking During Project Construction

The Applicant proposes redeveloping the site in phases, constructing the first Multi-Unit Dwelling (Building A) on the 102-stall Holiday Village parking area, shown in the excerpt from the Applicant's Phasing Plan (Exhibit A, AMPD-006):



Phase 1 - (1 Year)

Secure Adequate Temporary Parking on and off Site for Current Tenants.

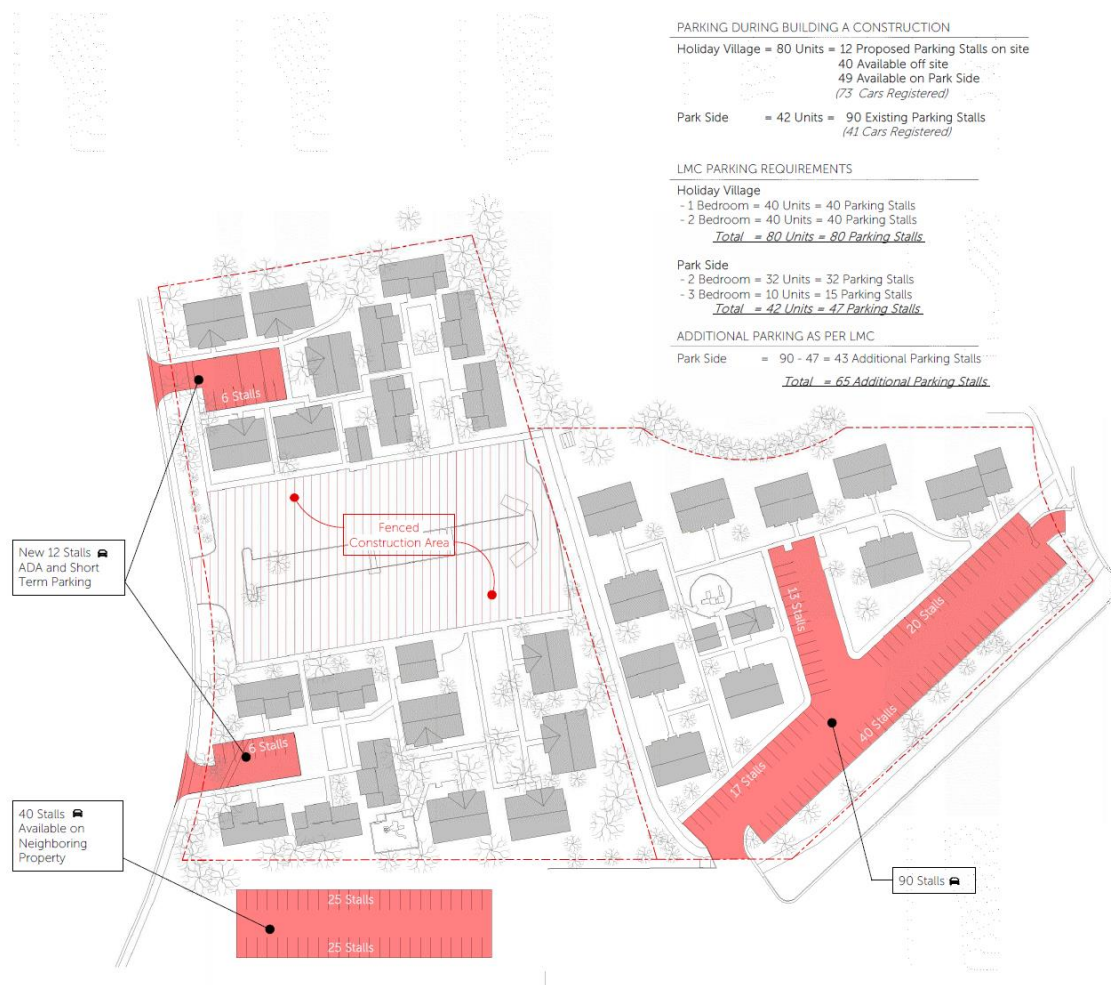
Build Building "A" in Current Holiday Village Parking Lot.

At Completion of Building "A" Move Current Tenants on the North side of the Holiday Village into "A".

The Applicant's Parking Management Plan outlines Stage 1 – Pre-Construction plans, requiring residents to register their cars to obtain a current car count. Stage 2 – During Construction, the Applicant proposes issuing HOPA parking stickers for registered cars only, towing unregistered cars (Exhibit A, AMPD-006.1 and Exhibit B).

The Applicant's Construction Parking Management Plan proposes temporary construction of 12 new ADA and parking areas within the plaza areas of Holiday Village Apartments, and providing additional parking at the Park Side Apartments, which has 90

parking spaces, but only 41 registered cars at this time.



Additionally, the Applicant obtained permission from Kensington Investment Company to rent 40 parking stalls in the Park Meadows Plaza parking structure to the south of the Holiday Village Apartments through 2024 (Exhibit E). Staff recommends the Applicant and Kensington Investment Company work to identify the total square footage leased as part of the Park Meadows Plaza, current parking counts, and potential shared parking evaluation to verify the 40 parking stalls in the Park Meadows Plaza are not required to satisfy on-site parking demand for that property.

The Applicant also proposes potential additional parking spaces within the FPZ during initial construction if needed to satisfy parking demand.

Is there additional information the Planning Commission requests to consider temporary parking during construction of Phase 1?

Department Review

The Planning Department, Engineering Department, and City Attorney's Office reviewed this report.

Exhibits

Exhibit A: Updated Plans

Exhibit B: Arborist Evaluation

Exhibit C: Holiday Village and Parkside Parking Study

Exhibit D: Draft HOPA Parking Management Plan

Exhibit E: Letter from Kensington Investment Company

Mountainlands Community Housing

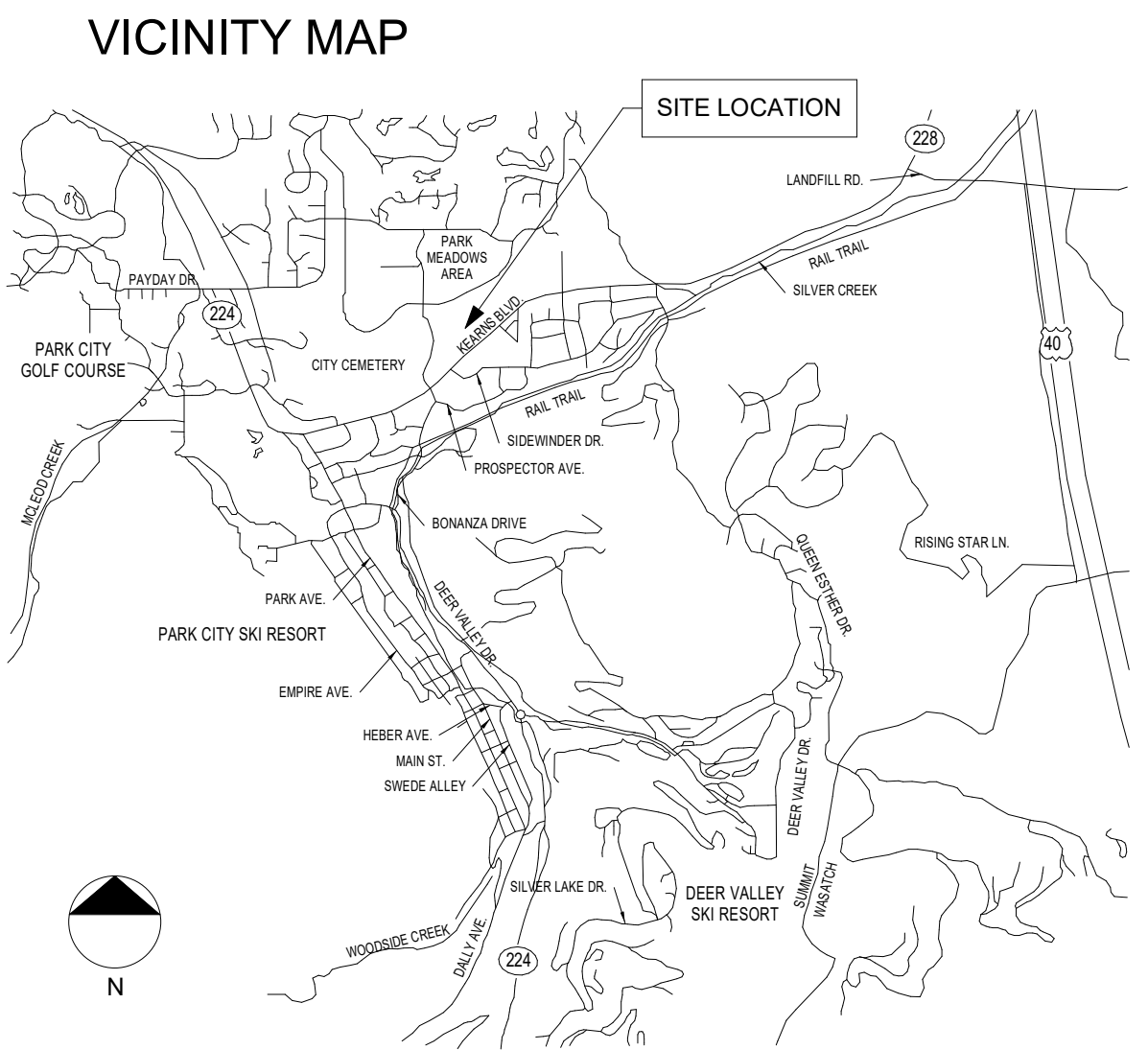
HOPA Affordable Housing - AMPD

2200 Monitor Dr. / 2776 Kearns Blvd., Park City, UT 84060

Affordable Master Plan Development

2023.05.12

EWG Project # 22-028



PROJECT CONTACT INFORMATION

OWNER	ARCHITECT
MOUNTAINLANDS COMMUNITY HOUSING 1960 SIDEWINDER DR. SUITE 107 PARK CITY, UTAH 84060 CONTACT: PAT MATHESON PHONE: 801.403.7747	ELLIOTT WORKGROUP, LLC 1441 WEST UTE BLVD. SUITE 100 PARK CITY, UTAH 84098 CONTACT: CARLA LEHIGH PHONE: 435.649.0092 EXT. 316
CIVIL ENGINEER	LANDSCAPE ARCHITECTURE
ALTITUDE ENGINEERING 1960 SIDEWINDER DR. SUITE 107 PARK CITY, UTAH 84060 CONTACT: BLADE MCINTIRE PHONE: 307.679.8620	ELLIOTT WORKGROUP, LLC 1441 WEST UTE BLVD. SUITE 100 PARK CITY, UTAH 84098 CONTACT: SID OSTERGAARD PHONE: 435.649.0092 EXT. 307
ELECTRICAL ENGINEER	TRANSPORTATION ENGINEER
VAN BOERUM & FRANK ASSOCIATES 330 S 300 E SUITE 200 SALT LAKE CITY, UTAH 84111 CONTACT: LEWIS WONG PHONE: 801.530.3148	HALES ENGINEERING 1220 NORTH 500 WEST, STE 202 LEHI, UTAH 84043 CONTACT: JOSEPH BROWNING PHONE: 801.766.4343

LMC ANALYSIS

Existing Zone
Residential Development (RD) District

Total Site Area
- Parcel 1: 0.80 Acres
- Parcel 2: 0.74 Acres
- Parcel 3: 0.74 Acres
- Parcel 4: 1.11 Acres
- Parcel 5: 0.60 Acres
- Parcel 6: 1.74 Acres
- Parcel 7: 1.16 Acres

Lot and Site Requirements

*** Density: 319 Affordable Units**
- Building A: 45 Affordable Units
- Building B: 44 Affordable Units
- Building C: 32 Affordable Units
- Building D: 60 Affordable Units
- Building E: 36 Affordable Units
- Building F: 50 Affordable Units
- Building G: 50 Affordable Units

*** Set Backs per LMC 15-6.1-7 & 15-2.13-2:**
Exterior Boundary: 25'
Proposed Interior Set Back: 10'
Accessory Buildings: 5'

*** Building Height:**
Per AMP (LMC 15-6.1): 45' with a 10' step back
Per RD (LMC 15-2.13): 28' with a 5' Screening Exception

*** Facade Variation per LMC 15-6.1-8**
Facade Length between 60' < 120' = Shift 10'
Facade Length 120' < = Shift 15'

*** Parking per LMC 15-6.1-9:**
Affordable Units
<600 SF = None
600-1000 SF = 0.5 Spaces per Unit
1000-2000 SF = 1 Spaces per Unit
>2000 SF = 1.5 Spaces per Unit

Market Rate Units
<600 SF = 0.5 Spaces per Unit
600-1000 SF = 1 Spaces per Unit
1000-2000 SF = 1.5 Spaces per Unit
>2000 SF = 2 Spaces per Unit

*** Open Space:**
Minimum twenty percent (20%)

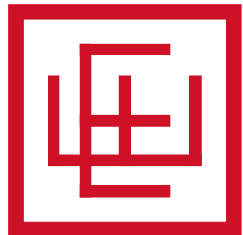
Total Building Areas
- Building A: 44,178 SF
- Building B: 41,349 SF
- Building C: 38,109 SF
- Building D: 47,083 SF
- Building E: 29,782 SF
- Building F: 45,302 SF
- Building G: 45,638 SF
Total.....291,185 SF

Unit Equivalents
- Building A: 44,798 SF / 2000 = 22.40 UE's
- Building B: 41,821 SF / 2000 = 20.91 UE's
- Building C: 38,945 SF / 2000 = 19.47 UE's
- Building D: 47,239 SF / 2000 = 23.62 UE's
- Building E: 30,001 SF / 2000 = 15.00 UE's
- Building F: 43,093 SF / 2000 = 21.55 UE's
- Building G: 45,588 SF / 2000 = 22.79 UE's
Total.....291,185 SF/2000 = 145.59 UE's



DRAWING INDEX

AFFORDABLE MPD			
AMPD-001	Cover Sheet	AMPD-014	Transportation
AMPD-002	Existing Conditions / Survey	AMPD-015	Walk/Bike Study
AMPD-003	Aerial View	AMPD-016	Photometric Plan
AMPD-004	Site Suitability Analysis	AMPD-017	Lighting Cut Sheet
AMPD-005	Site Plan	AMPD-018	Sustainability
AMPD-006	Phasing Plan	AMPD-018.1	Sustainability Req. and Comparison
AMPD-006.1	Parking Management Plan	AMPD-019	Public Outreach
AMPD-007	Grading Plan	AMPD-020	Underground Parking
AMPD-008	Utility Plan	AMPD-021	Unit Plans
AMPD-009	Landscape Plan	AMPD-021.1	(E) Unit Plans
AMPD-010	Site Plan - Trees	AMPD-022	(E) and (N) Building Height Analysis
AMPD-011	Snow Storage Calculation	AMPD-100	Building A - Floor Plans
AMPD-012	Open Space Calculation	AMPD-101	Building A - Roof Over Topo
AMPD-012.1	(E) Open Space Calculation	AMPD-102	Building A - Elevations
AMPD-013	Contextual Analysis	AMPD-103	Building A - Facade Variation
		AMPD-110	Building B - Floor Plans
		AMPD-111	Building B - Floor Plans
		AMPD-112	Building B - Roof Over Topo
		AMPD-113	Building B - Elevations
		AMPD-114	Building B - Facade Variation
		AMPD-120	Building C - Floor Plans
		AMPD-121	Building C - Roof Over Topo
		AMPD-122	Building C - Elevations
		AMPD-123	Building C - Facade Variation
		AMPD-130	Building D - Floor Plans
		AMPD-131	Building D - Roof Over Topo
		AMPD-132	Building D - Elevations
		AMPD-133	Building D - Facade Variation
		AMPD-140	Building E - Floor Plans
		AMPD-141	Building E - Floor Plans



ELLIOTT WORKGROUP

11/22/22
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Cover Sheet

AMPD-001

NORTHWEST CORNER OF SEC. 9,
TOWNSHIP 2 SOUTH, RANGE 4
EAST, S.L.B. & M.

NORTHEAST CORNER OF SEC. 9,
TOWNSHIP 2 SOUTH, RANGE 4
EAST, S.L.B. & M.

3110.86'

S89°55'57"W 5308.31'
(BASIS OF BEARING)

S0°00'00"E 775.84'



0' 20' 40' 80' 120'

Scale in Feet

1" = 40'

LEGEND



SUMMIT COUNTY MONUMENT AS NOTED

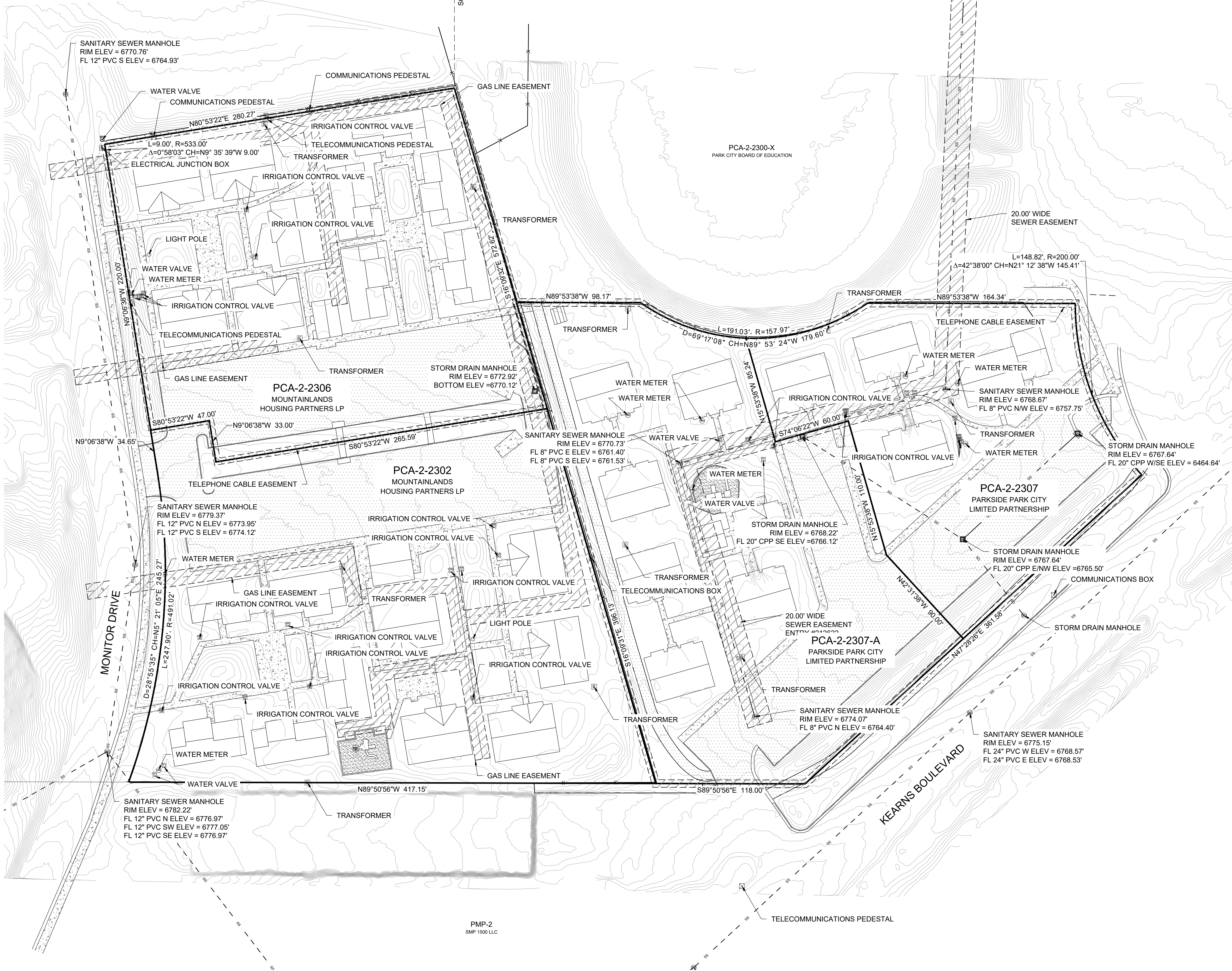
○ SET 24" REBAR AND CAP
MARKED 1070886

— LOT LINE

--- NEIGHBORING LOTS

- - - MONUMENT LINE

— FENCE (SEE SURVEY FOR TYPE)



PMP-2
SMP 1500 LLC

TELECOMMUNICATIONS PEDESTAL

PROPERTY SURVEY FOR MOUNTAIN LANDS

COMMUNITY HOUSING TRUST

LOCATED IN THE NORTHEAST 1/4 OF SECTION 9,

TOWNSHIP 2 SOUTH, RANGE 4 EAST, S.L.B. & M.

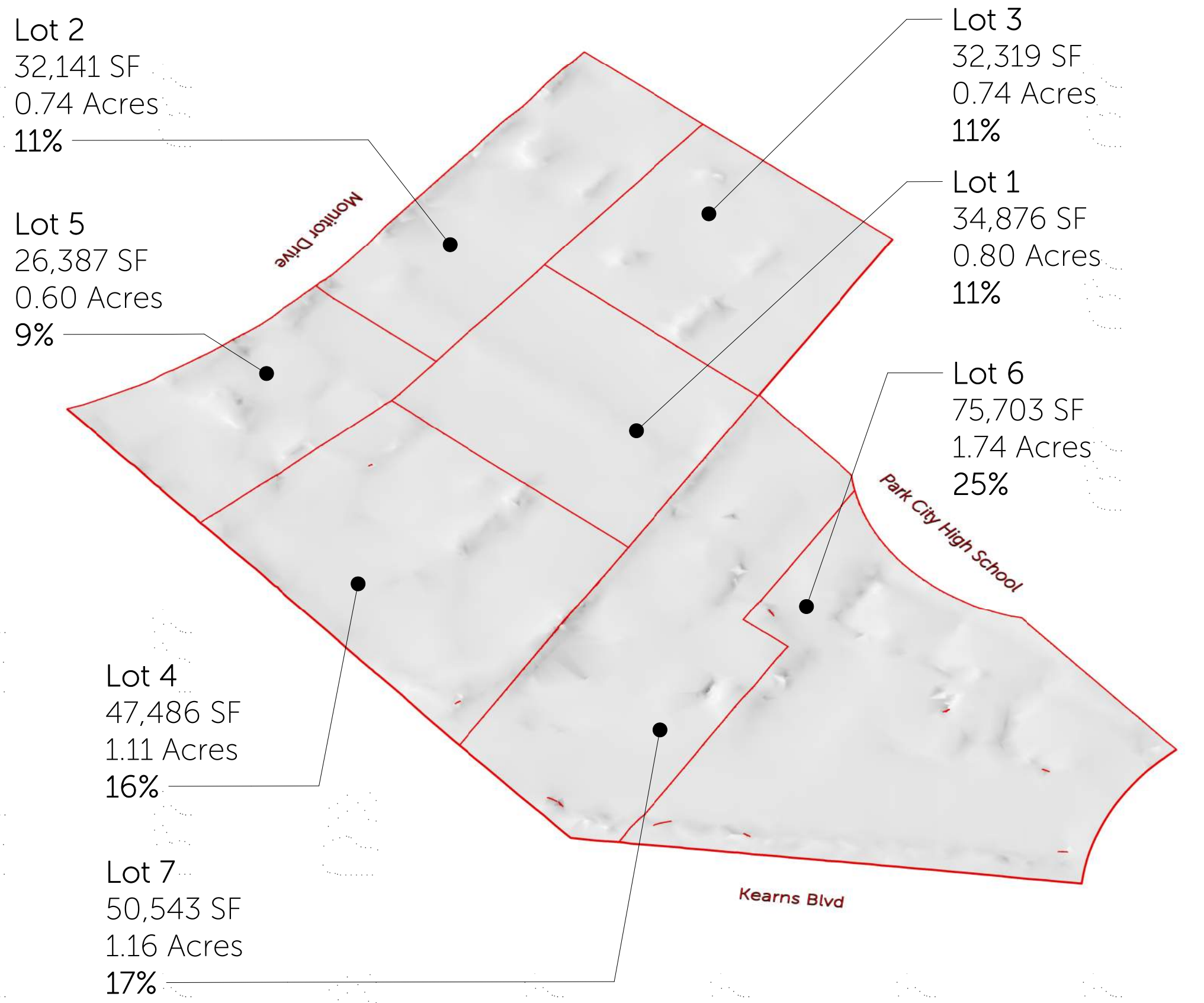


LAYTON SURVEYS LLC
Professional Land Surveying
(801) 463-7441 www.laytonsurveys.com CLEARFIELD, UT 84015

S2

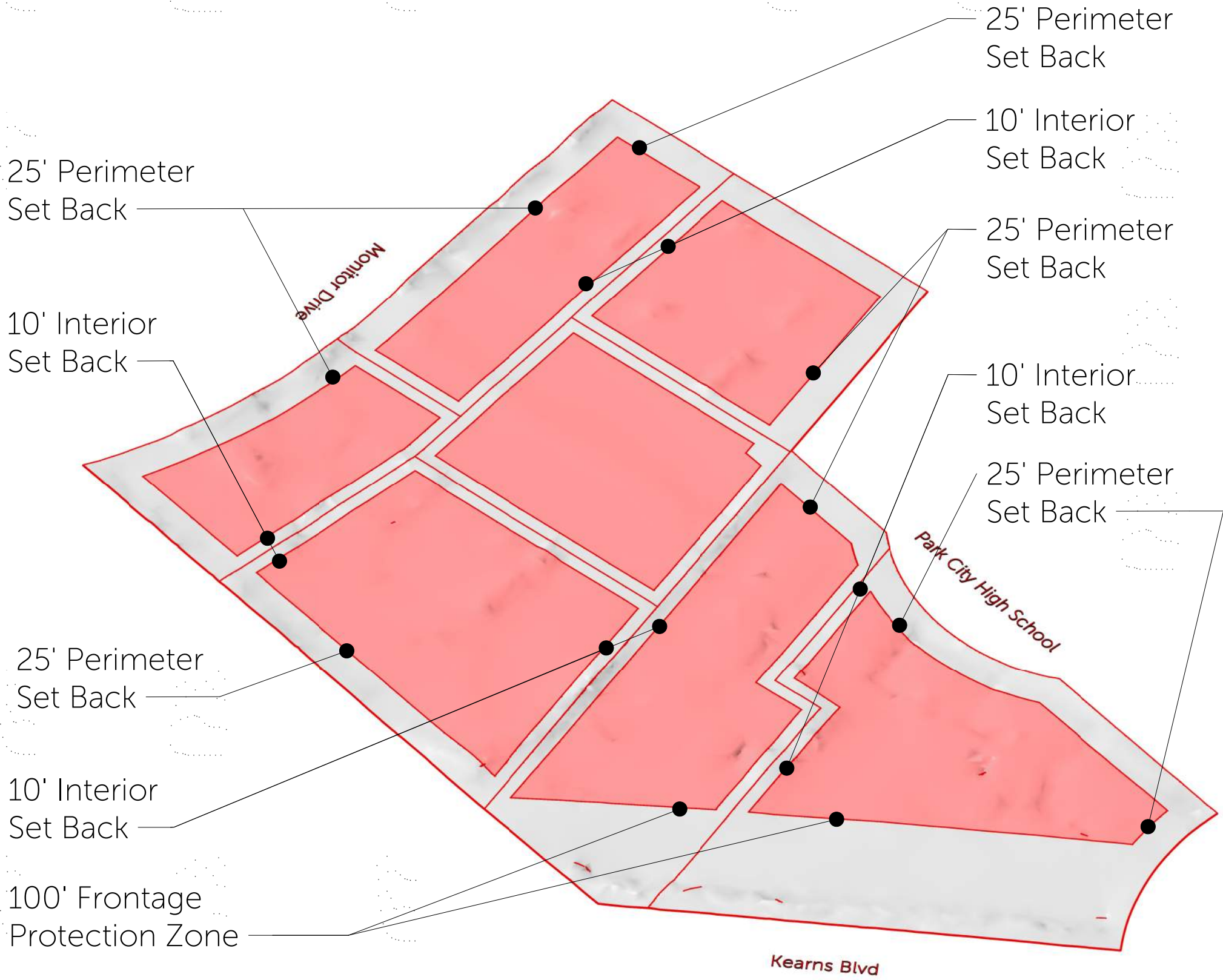
2





Property

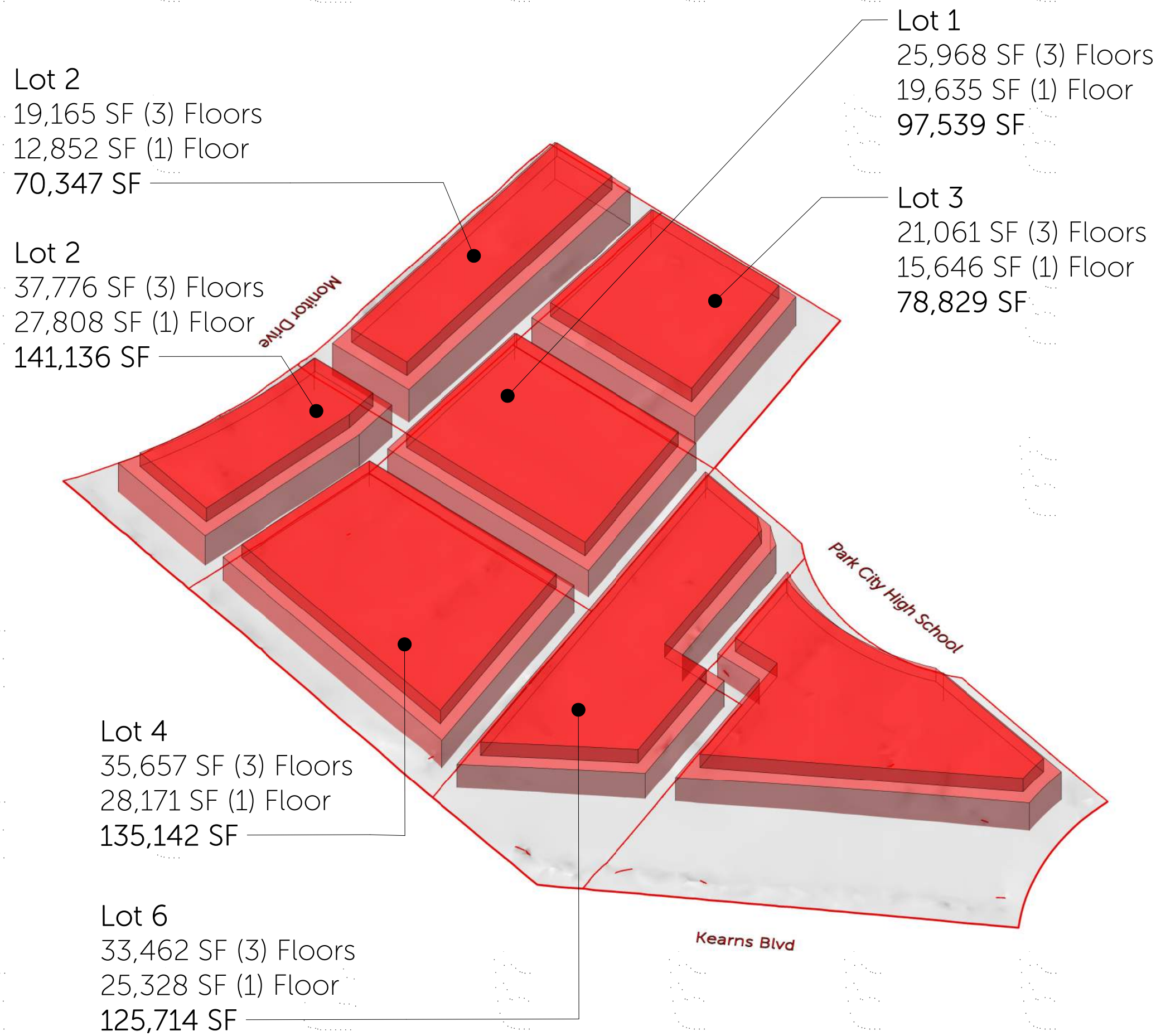
300,443 SQ FT = 6.89 Acres = 100%



Buildable Area

117,120 SQ FT = 39%

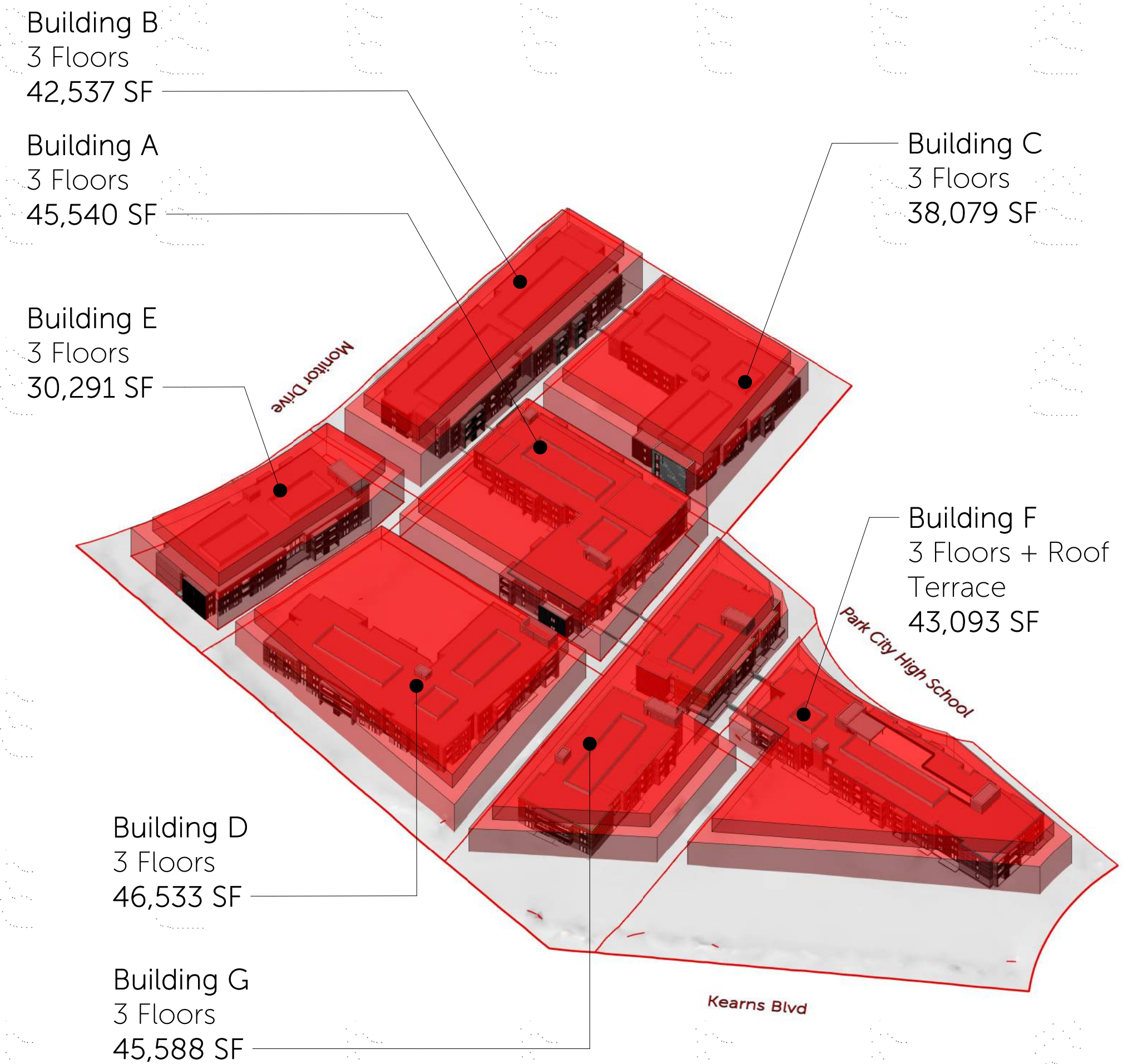
183,323 SQ FT = 61%



Buildable Volume

763,952 SQ FT

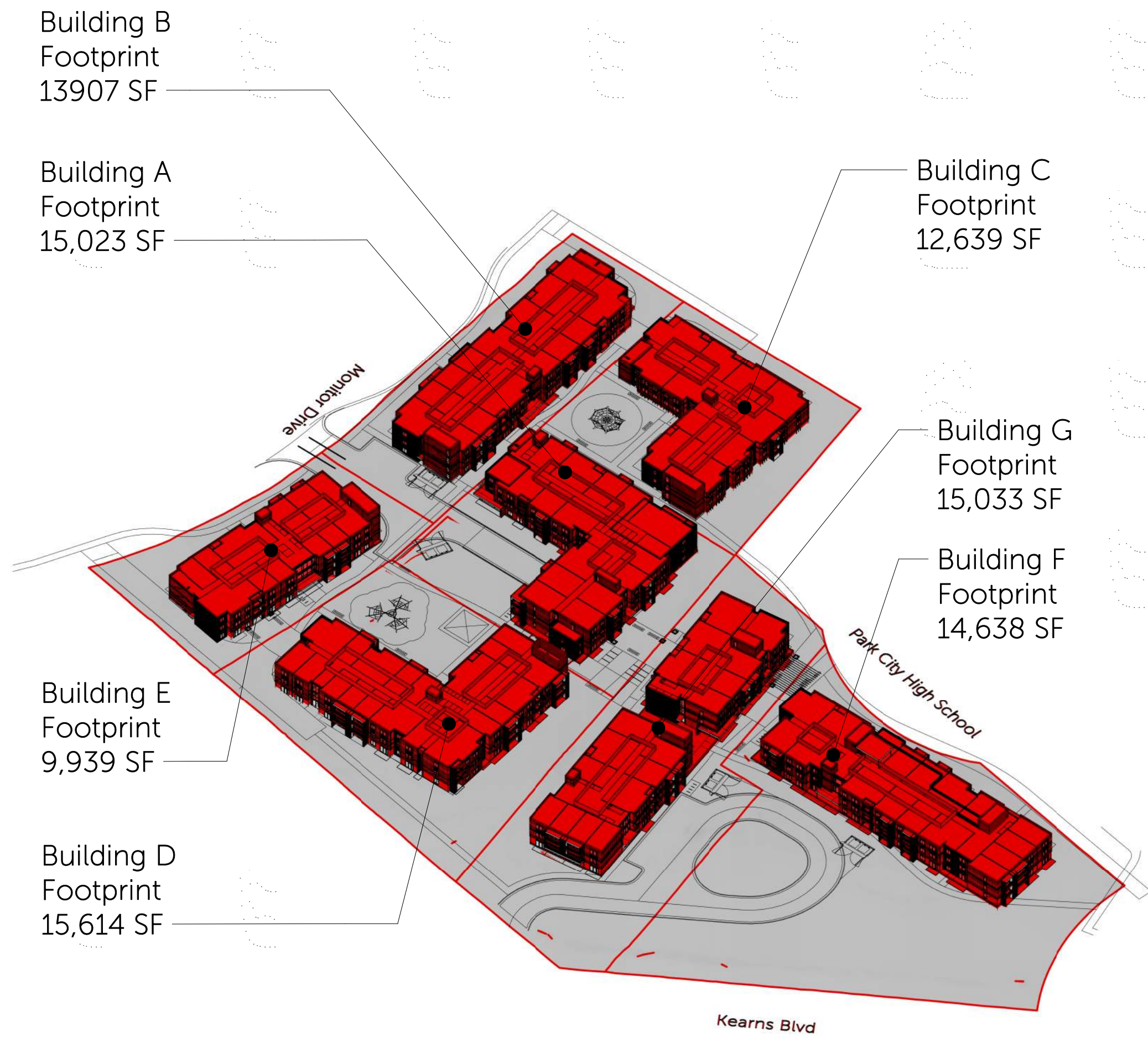
MAXIMUM DEVELOPABLE VOLUME



Proposed Buildings

297,076 SQ FT

PROPOSED BUILDING AREA

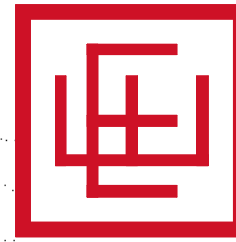


Proposed Open Space

128,010 SQ FT = 43%

78,115 SQ FT = 26%

94,318 SQ FT = 31%



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Site Suitability Analysis

HOPA
AMPD-004



Building C - Units
(2) [Unit Icon]
(24) [Unit Icon]
(6) [Unit Icon]
32 Total Units

Building C - Parking
(35) [Car Icon] RD District
(34) [Car Icon] Market Rate
(18) [Car Icon] Affordable housing
35 [Car Icon] Underground
(7) [Bike Icon]
(12) [Bike Icon]

Building A - Units
(26) [Unit Icon]
(14) [Unit Icon]
(5) [Unit Icon]
45 Total Units

Building A - Parking
(48) [Car Icon] RD District
(35) [Car Icon] Market Rate
(12) [Car Icon] Affordable housing
34 [Car Icon] Underground
(7) [Bike Icon]
(8) [Bike Icon]

Building F - Units
(12) [Unit Icon]
(20) [Unit Icon]
(18) [Unit Icon]
50 Total Units

Building F - Parking
(50) [Car Icon] RD District
(34) [Car Icon] Market Rate
(09) [Car Icon] Affordable housing
43 [Car Icon] Underground
(9) [Bike Icon]
(30) [Bike Icon]

Building B - Units
(27) [Unit Icon]
(12) [Unit Icon]
(5) [Unit Icon]
44 Total Units

Building B - Parking
(47) [Car Icon] RD District
(33) [Car Icon] Market Rate
(11) [Car Icon] Affordable housing
34 [Car Icon] Underground
4 [Car Icon] Surface
(8) [Bike Icon]
(30) [Bike Icon]

Building E - Units
(21) [Unit Icon]
(9) [Unit Icon]
(1) [Unit Icon]
(5) [Unit Icon]
36 Total Units

Building E - Parking
(39) [Car Icon] RD District
(24) [Car Icon] Market Rate
(6) [Car Icon] Affordable housing
25 [Car Icon] Underground
(5) [Bike Icon]
(21) [Bike Icon]

Building D - Units
(39) [Unit Icon]
(4) [Unit Icon]
(12) [Unit Icon]
(5) [Unit Icon]
60 Total Units

Building D - Parking
(63) [Car Icon] RD District
(41) [Car Icon] Market Rate
(11) [Car Icon] Affordable housing
44 [Car Icon] Underground
(9) [Bike Icon]
(6) [Bike Icon]

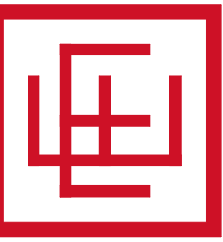
Building G - Units
(12) [Unit Icon]
(20) [Unit Icon]
(18) [Unit Icon]
50 Total Units

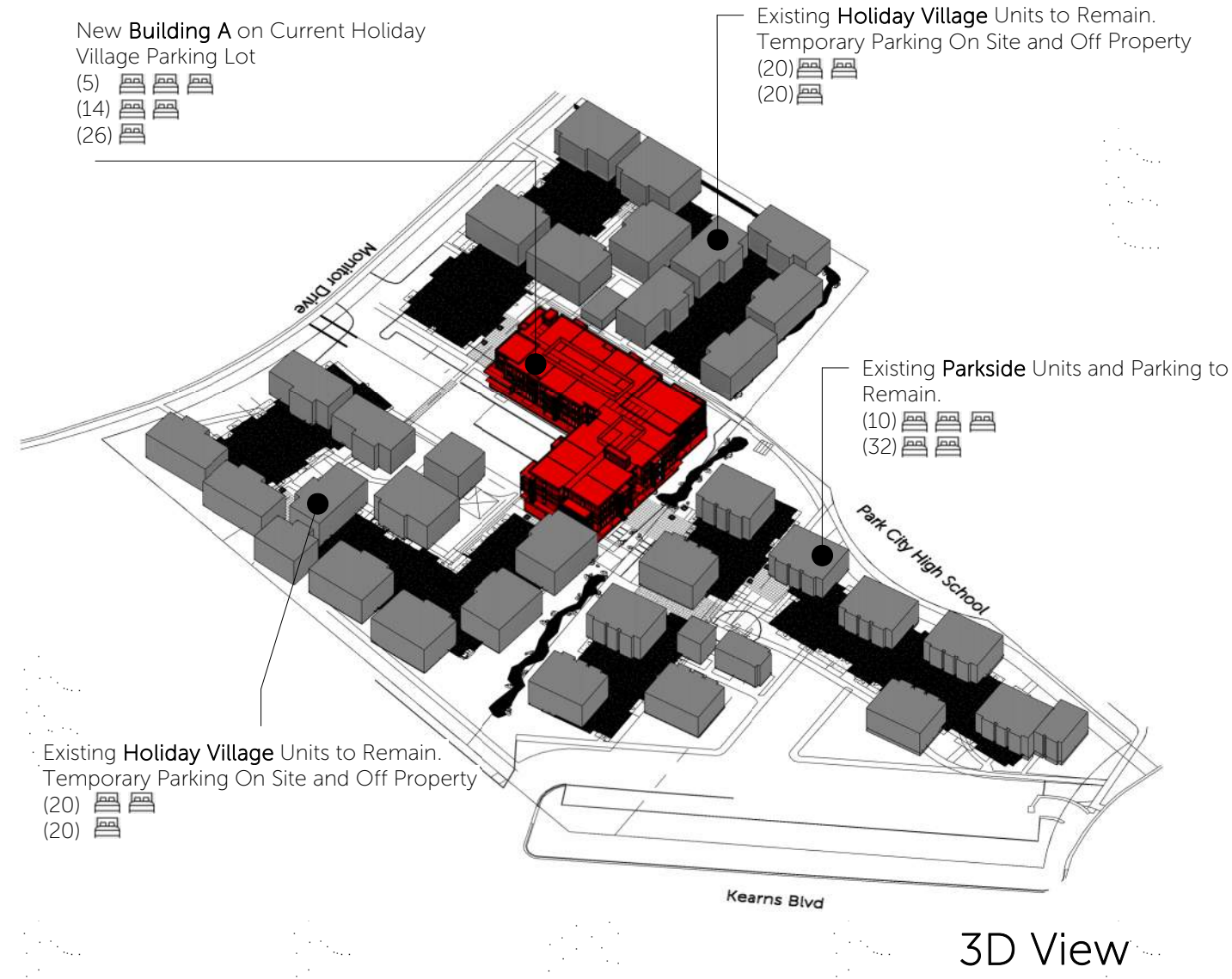
Building G - Parking
(50) [Car Icon] RD District
(34) [Car Icon] Market Rate
(09) [Car Icon] Affordable housing
41 [Car Icon] Underground
8 [Car Icon] Surface
(9) [Bike Icon]
(30) [Bike Icon]

Legend

- Property Line
- Set Back Line
- Underground Connection
- Studio Unit (427 SF)
- One Bedroom Unit (600 SF)
- Two Bedroom Unit (837 SF)
- Three Bedroom Unit (1125 SF)
- Required Parking Stalls per LMC 15-6.1-9 Table 1 (Market Rate & Affordable Housing)
- Proposed Parking Stalls per Building
- Electric Car Charging Stations Provided per Building as per LMC 15-3-11
- Proposed Sheltered Securable Bike Parking Stalls per Building (Minimum of 10% of Required Off-Street Parking Per LMC 15-3-9)

Total Units.....317
Total Stalls.....268



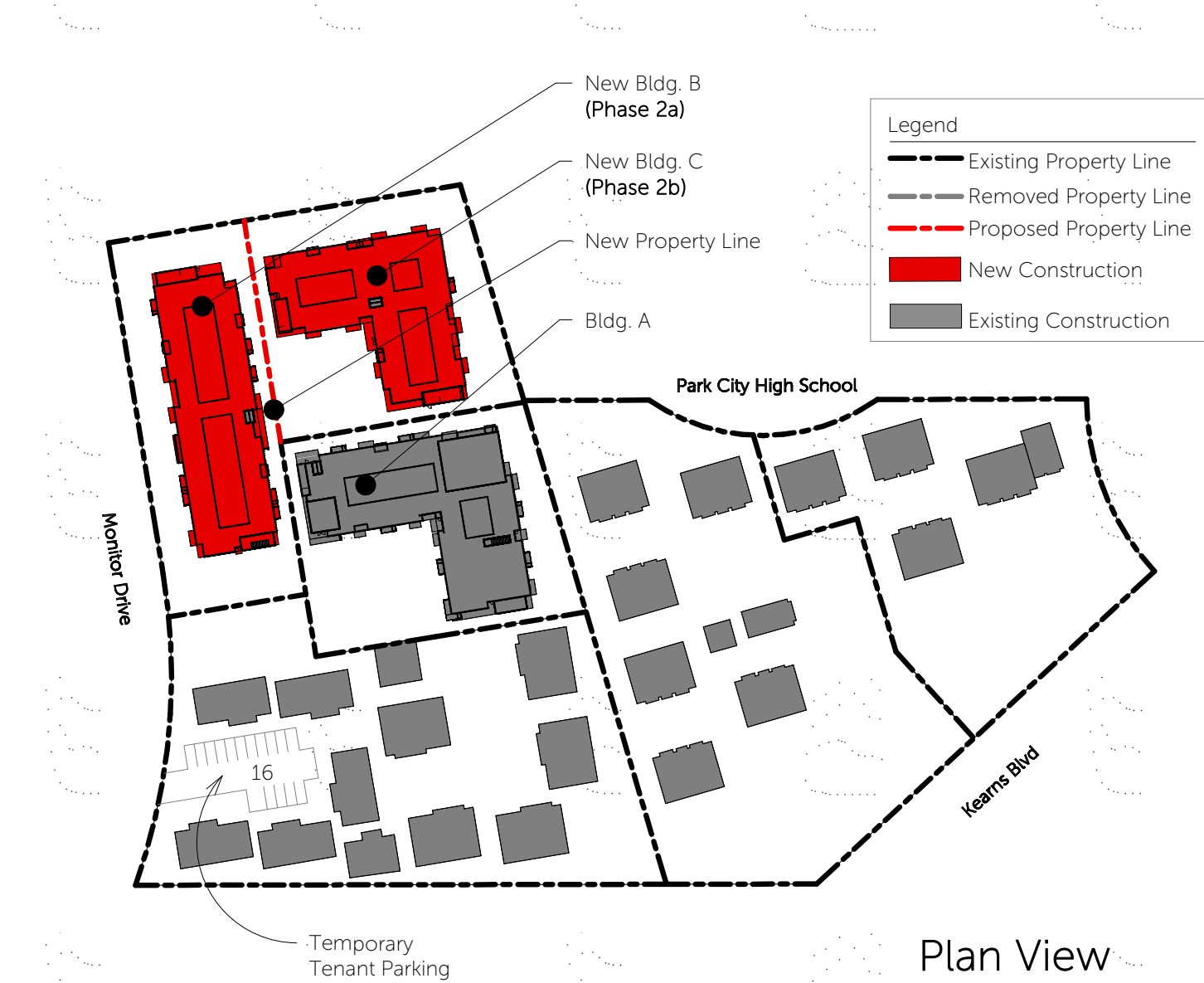
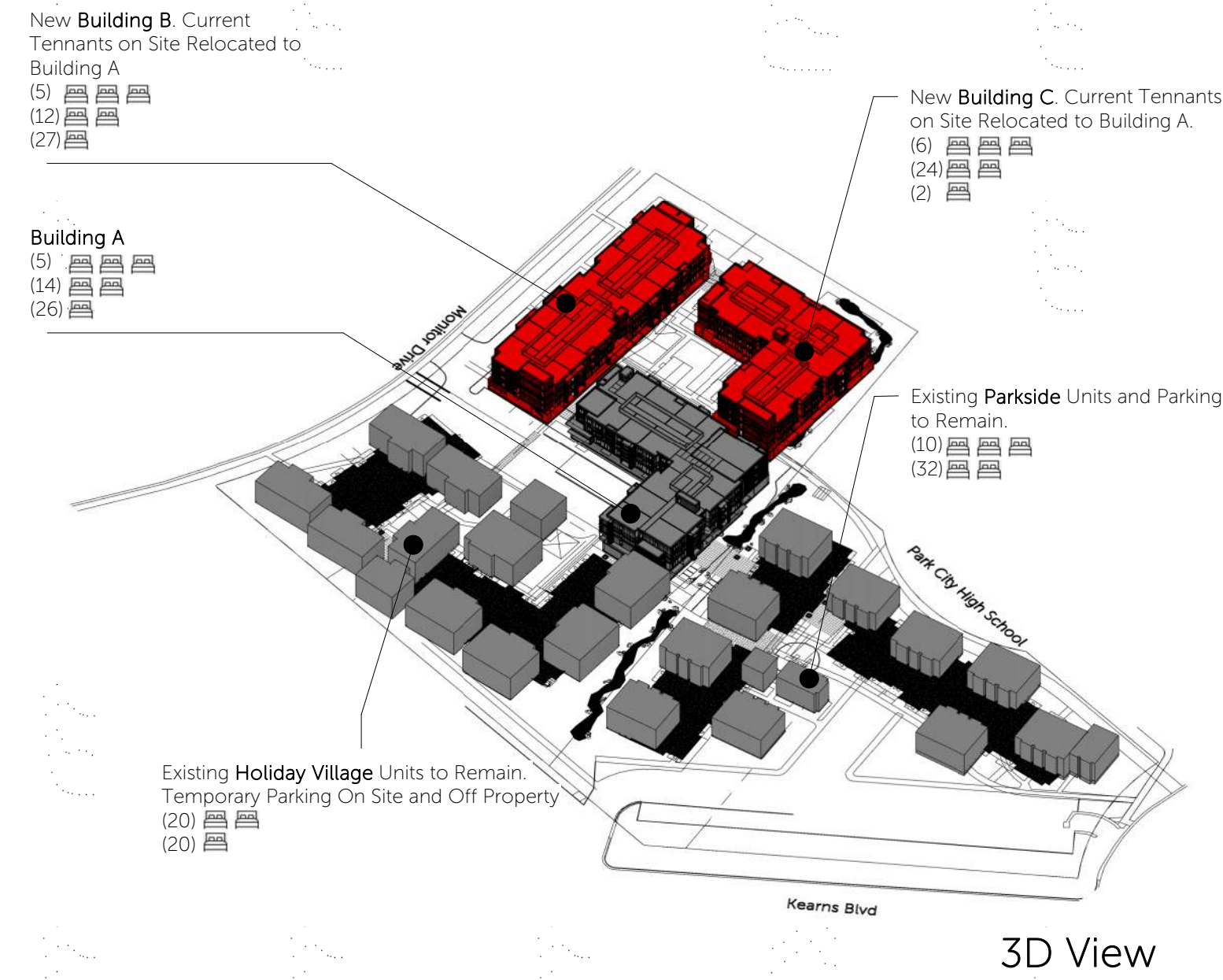


Phase 1 - (1 Year)

Secure Adequate Temporary Parking on and off Site for Current Tenants.

Build Building "A" in Current Holiday Village Parking Lot.

At Completion of Building "A" Move Current Tenants on the North side of the Holiday Village into "A".

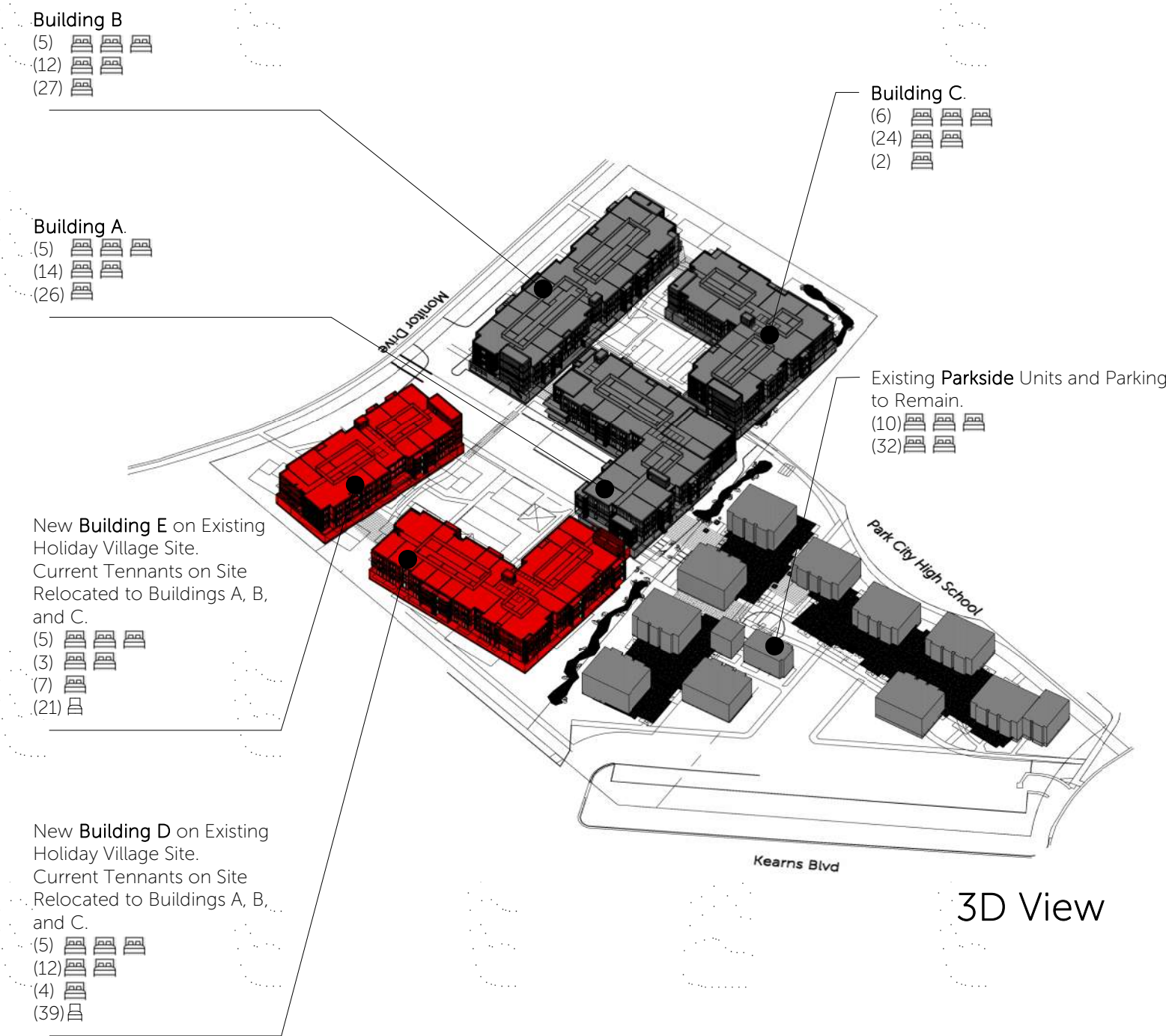


Phase 2 - (1.5 Years)

Demolish Current Units on North Side of the Existing Holiday Village (40 Units).

Build Building "B" as Phase 2a and Building "C" as Phase 2b, and Connect Underground Parking for Buildings "A", "B", and "C".

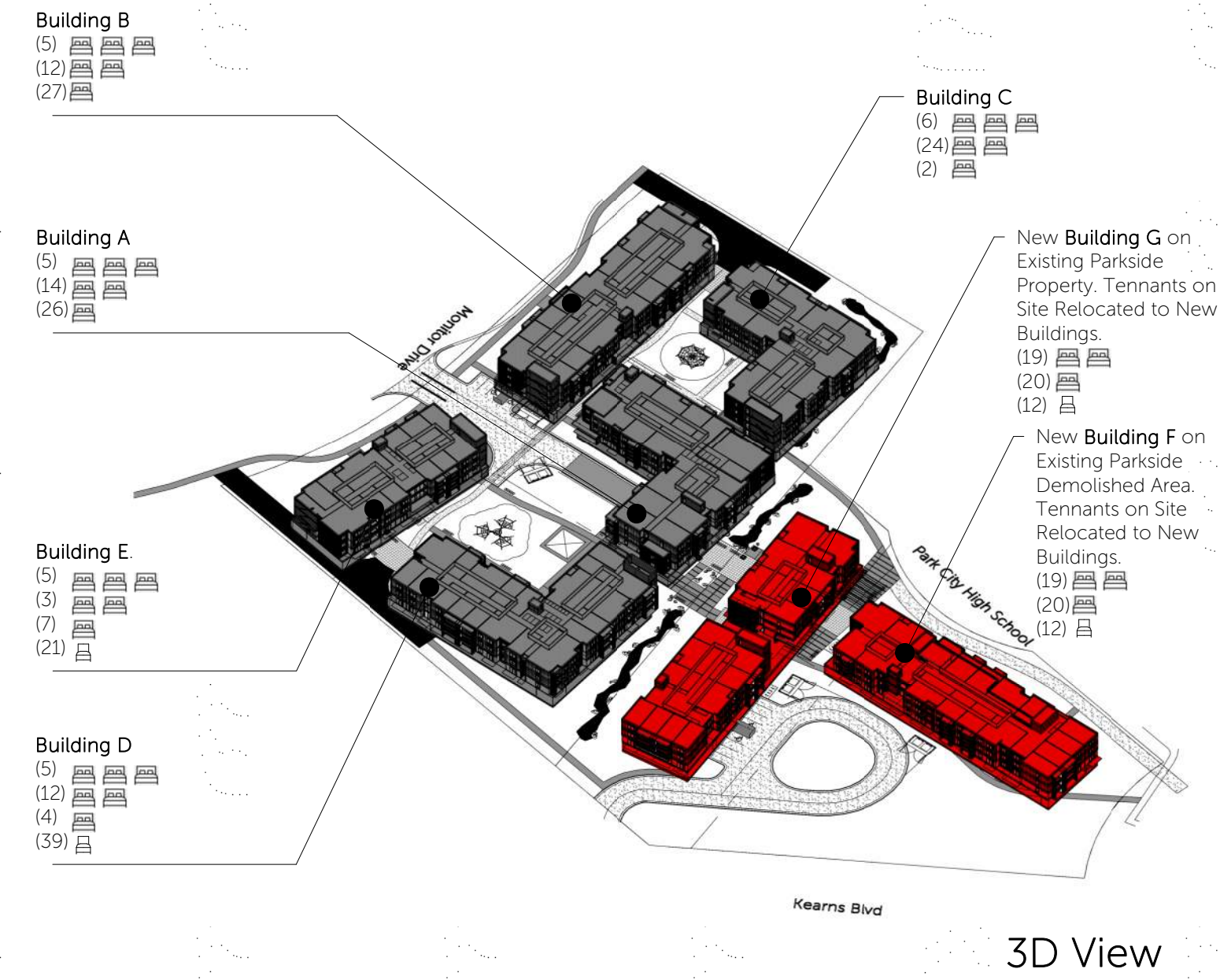
At Completion of Building "B" Move Remaining Holiday Village Tenants into Buildings "A" and "B".
At Completion of Building "C" Possibly Move All Parkside Tenants into Buildings "B", and "C".



Phase 3 - (1.5 Years)

Demolish Current Units on South Side of the Existing Holiday Village (40 Units).

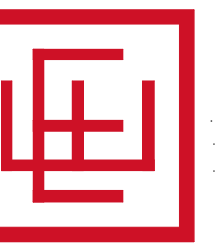
Build Building "D" as Phase 3a and Building "E" as Phase 3b, and Connect Underground Parking for Buildings "A", "D", and "E".

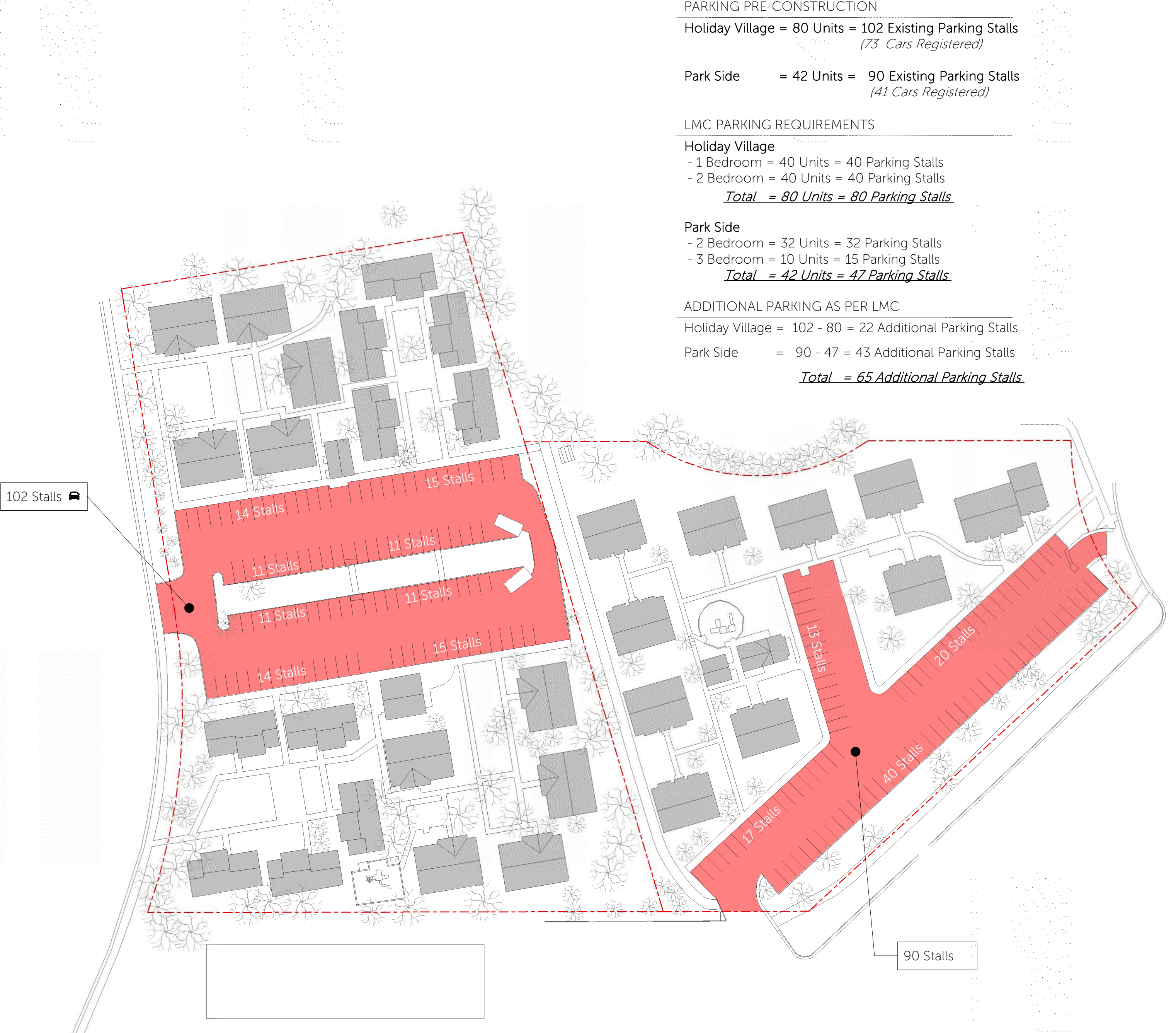


Phase 4 - (1.5 Years)

Demolish Current Units on Parkside (42 Units).

Build Building "F" as Phase 4a and Building "G" as Phase 4b, and Connect Underground Parking for Buildings "A", "F", and "G".





PARKING PRE-CONSTRUCTION
Holiday Village = 80 Units = 102 Existing Parking Stalls
(73 Cars Registered)

Park Side = 42 Units = 90 Existing Parking Stalls
(41 Cars Registered)

LMC PARKING REQUIREMENTS
Holiday Village
- 1 Bedroom = 40 Units = 40 Parking Stalls
- 2 Bedroom = 40 Units = 40 Parking Stalls
Total = 80 Units = 80 Parking Stalls

Park Side
- 2 Bedroom = 32 Units = 32 Parking Stalls
- 3 Bedroom = 10 Units = 15 Parking Stalls
Total = 42 Units = 47 Parking Stalls

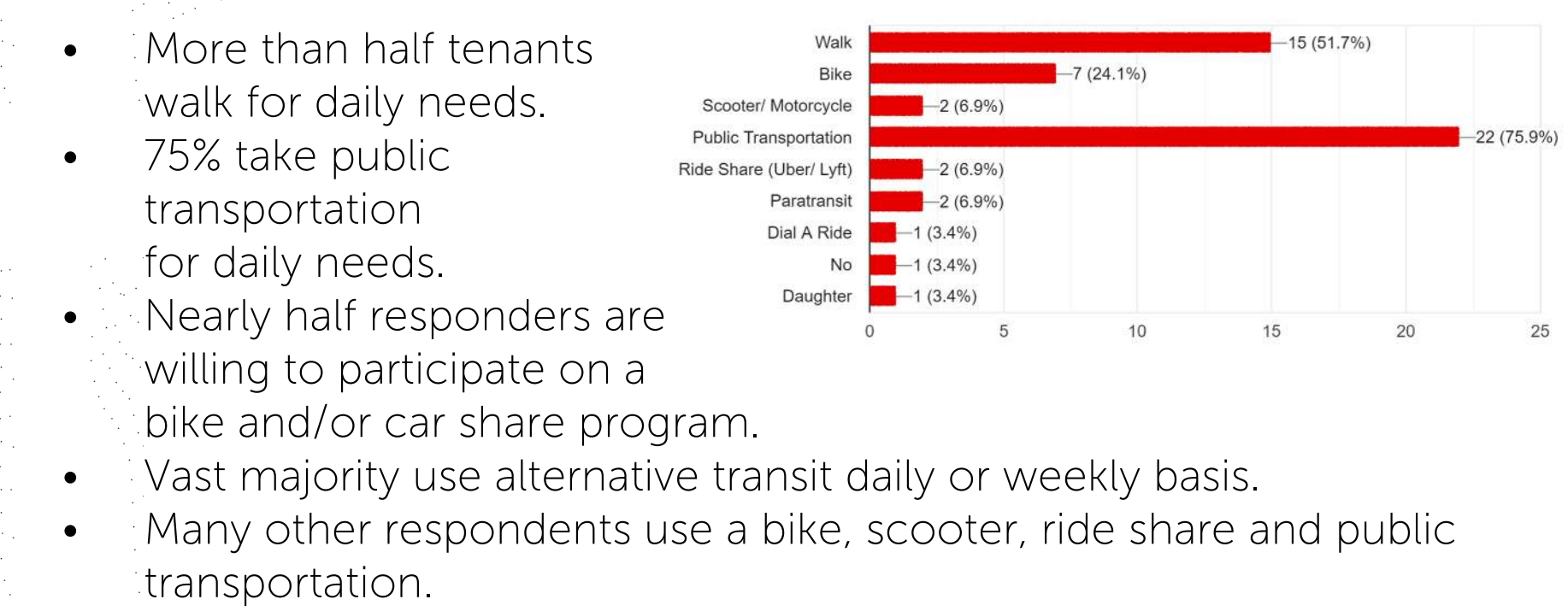
ADDITIONAL PARKING AS PER LMC
Holiday Village = 102 - 80 = 22 Additional Parking Stalls
Park Side = 90 - 47 = 43 Additional Parking Stalls
Total = 65 Additional Parking Stalls

Stage #1- Pre-Construction
Existing tenants have been asked to register their cars to obtain current car count.

Results	# Spaces Available	# Units	# Bdrms	# Cars Registered
HV N =	51	40	60	37
HV S =	51	40	60	36
PS =	90	42	96	41
Totals	192	122	216	114

MCHT is collecting additional survey information from current HOPA residents to get more information regarding their current transportation methods, habits and usage. Results as 5/12/2023 are summarized below.

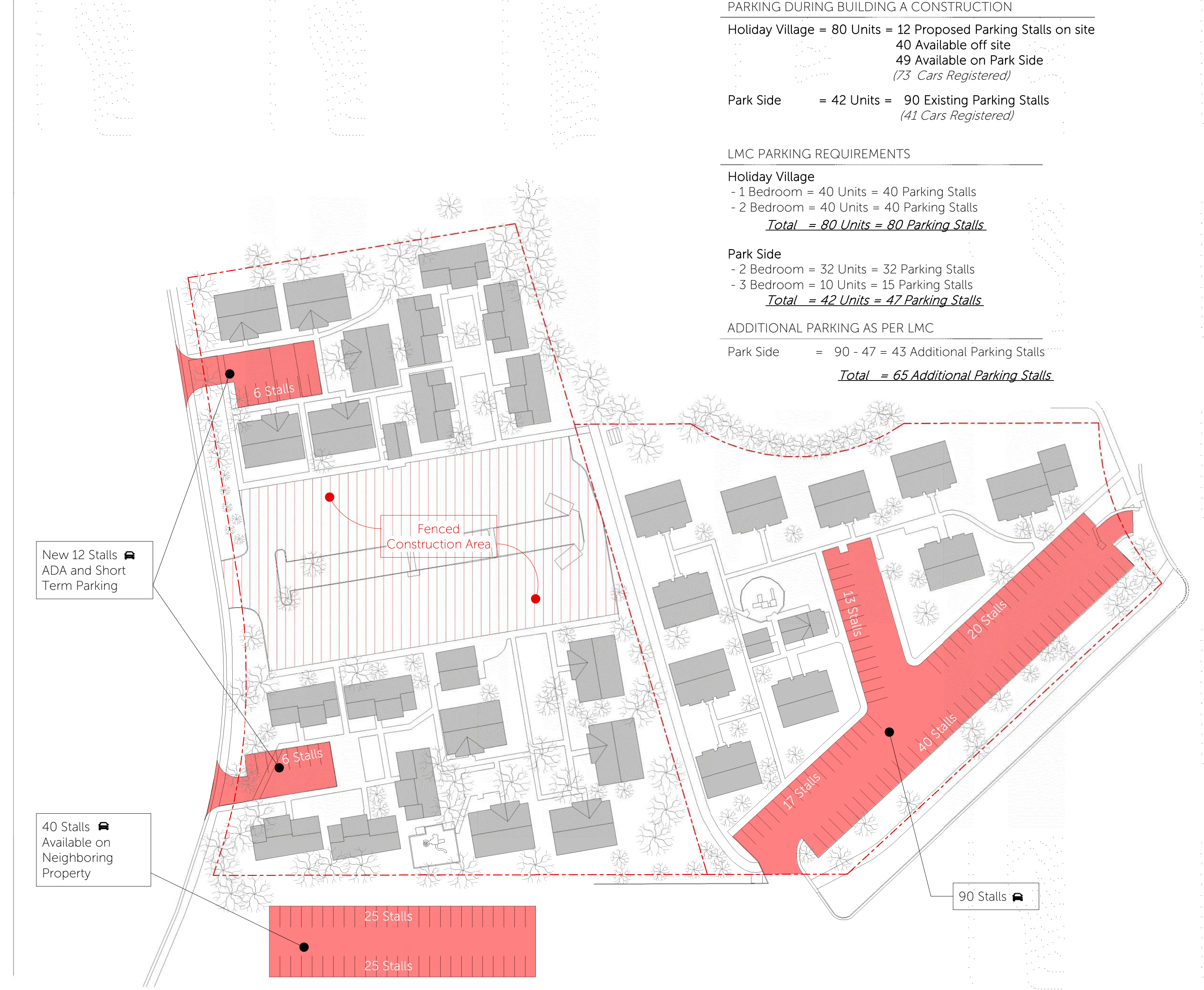
Survey Results as of 05/12/2023 (33 Respondents)



Stage #2- During Construction
Prior to construction start HOPA parking stickers will be issued for registered cars only, and cars without stickers will be towed if left more than 24 hours. Parking spaces for both projects will be assigned to tenants. No guest parking will be available during the first construction phases.

- Building A Construction:**
Residents of Holiday Village (currently 73 cars) will be asked to park in the following locations:
- Parkside excess parking stalls – 49 stalls
 - Parking garage owned by KIC – 40 stalls
 - LOI for 2024 with possible extension to June 2025.
 - 12 temporary stalls would be provided on the existing courtyards for ADA tenants and for short term parking.

- Buildings B&C Construction –**
Existing tenants of HV-N w/cars registered will be given an assigned parking spot in new building when they take occupancy – 38 stalls created
Existing tenants who don't have a car registered will be given the following incentives:
- First choice of new unit location of appropriate size in appropriate building
 - Designated bike, scooter or motorcycle parking spot of their choice (or maybe two spots if they need them)
 - The additional 5 units after all HV-N residents are relocated will first be offered to HV-S residents who don't own a car, if remaining unit sizes are appropriate, since no additional parking spaces are available in that building
 - HV-S residents will continue to park in PS Parking Lot, which should have sufficient spaces for all HV-S residents
- If future parking demands warrant, additional parking can be added in the FPZ on the Parkside side. Once Buildings B&C are completed, remaining HV and PS tenants should be permanently relocated (76 cars).



PARKING DURING BUILDING A CONSTRUCTION
Holiday Village = 80 Units = 12 Proposed Parking Stalls on site
40 Available off site
49 Available on Park Side
(73 Cars Registered)

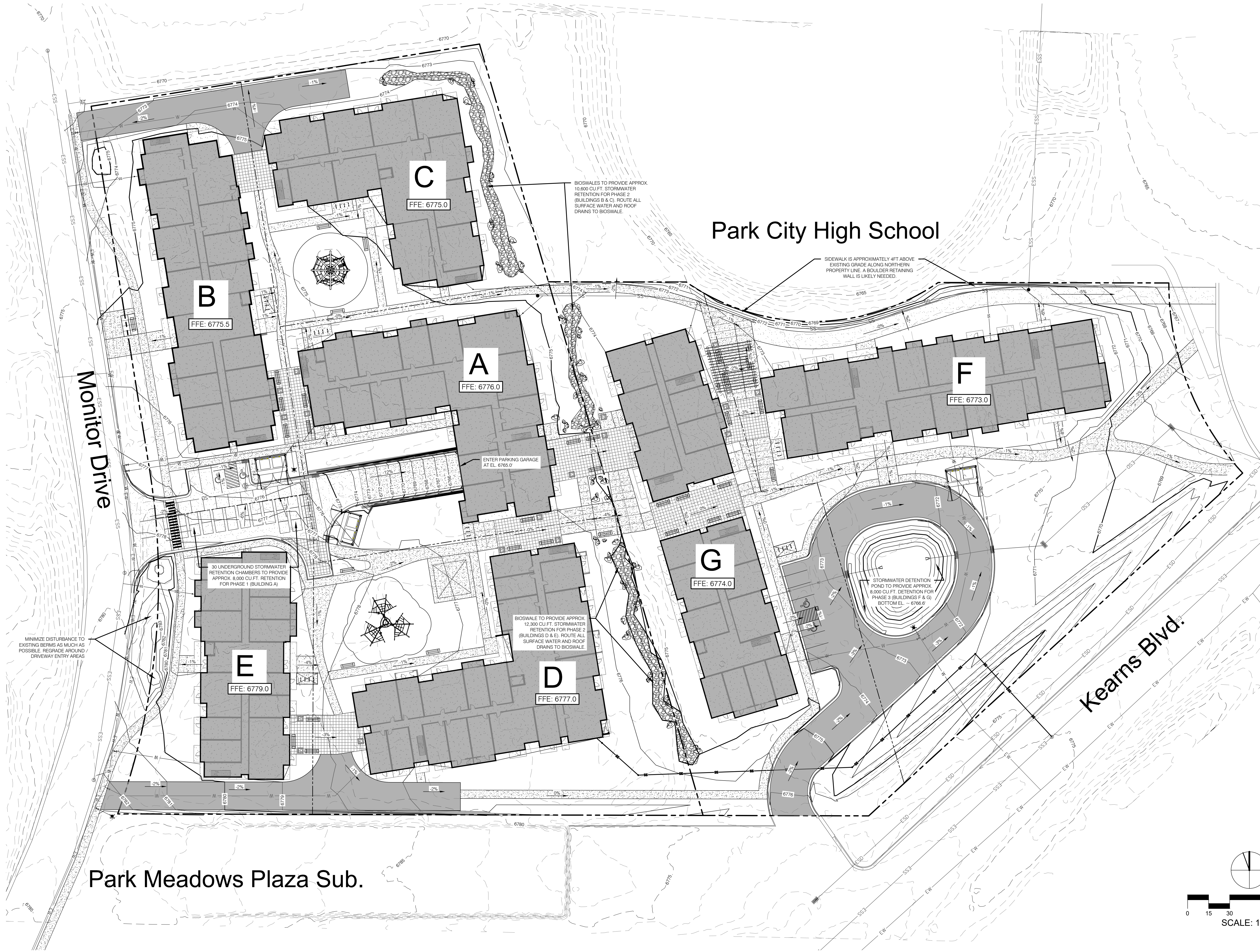
Park Side = 42 Units = 90 Existing Parking Stalls
(41 Cars Registered)

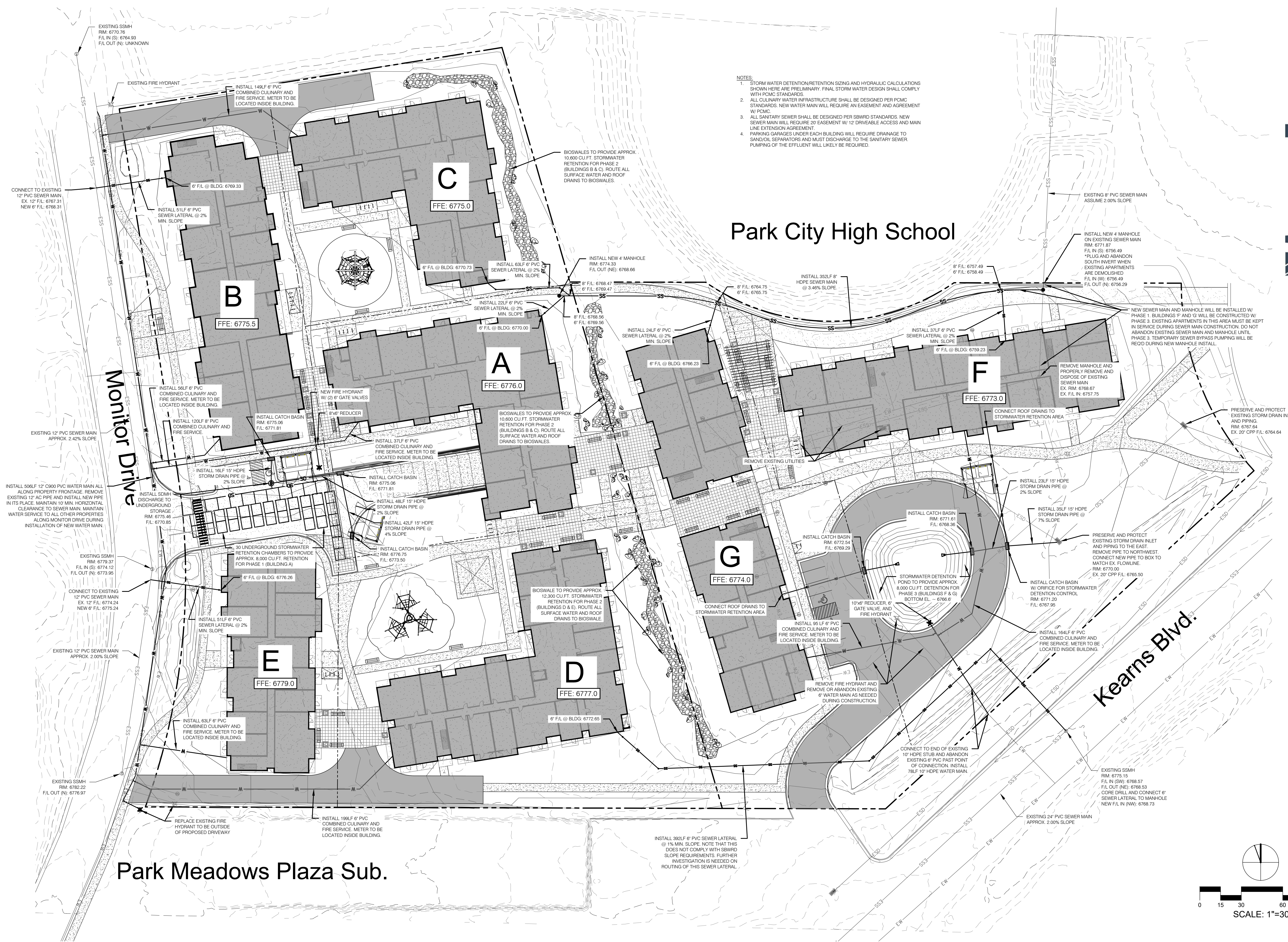
LMC PARKING REQUIREMENTS
Holiday Village
- 1 Bedroom = 40 Units = 40 Parking Stalls
- 2 Bedroom = 40 Units = 40 Parking Stalls
Total = 80 Units = 80 Parking Stalls

Park Side
- 2 Bedroom = 32 Units = 32 Parking Stalls
- 3 Bedroom = 10 Units = 15 Parking Stalls
Total = 42 Units = 47 Parking Stalls

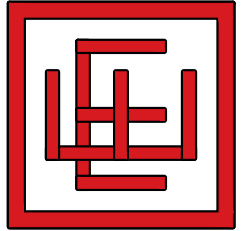
ADDITIONAL PARKING AS PER LMC
Park Side = 90 - 47 = 43 Additional Parking Stalls
Total = 65 Additional Parking Stalls

- Stage #3- Permanent Parking Plan (Refer to sheet AMPD-020)**
- All underground parking spaces will be assigned, and tenants will have to keep their vehicles registered with management. No household will be allowed to store more than one car onsite.
 - The project will be marketed as ideal for local workers and their families who use transit and active transportation instead of cars.
 - MCHT will keep two separate waiting lists for households with and without cars and allow people to get on both lists. If their name comes to the top of the "no car" list, they have the option to accept the spot and get rid of their car if they choose.
 - Optional surface parking in Frontage Protection Zone will be Conditionally Approved until the last building(s) are completed to give an additional parking option if the demand for parking is high enough.
 - Paratransit and microtransit turnarounds will be located on the current Parkside side of the development.
 - There will be indoor and outdoor (but enclosed) bike storage.
 - Incentives as a Park City Bike Share pass will be given to residents without cars. MCHT will work with PCMC to incorporate bike share on site.
 - The development will help the City to enhance the Monitor Drive bus stop to encourage further transit usage.





- NOTES:
1. STORM WATER DETENTION/RETENTION SIZING AND HYDRAULIC CALCULATIONS SHOWN HERE ARE PRELIMINARY. FINAL STORM WATER DESIGN SHALL COMPLY WITH PCMC STANDARDS.
 2. ALL CULINARY WATER INFRASTRUCTURE SHALL BE DESIGNED PER PCMC STANDARDS. NEW WATER MAIN WILL REQUIRE AN EASEMENT AND AGREEMENT W/PCMC.
 3. ALL SANITARY SEWER SHALL BE DESIGNED PER SBWRD STANDARDS. NEW SEWER MAIN WILL REQUIRE 20' EASEMENT W/ 12' DRIVEABLE ACCESS AND MAIN LINE EXTENSION AGREEMENT.
 4. PARKING GARAGES UNDER EACH BUILDING WILL REQUIRE DRAINAGE TO SAND/OIL SEPARATORS AND MUST DISCHARGE TO THE SANITARY SEWER. PUMPING OF THE EFFLUENT WILL LIKELY BE REQUIRED.

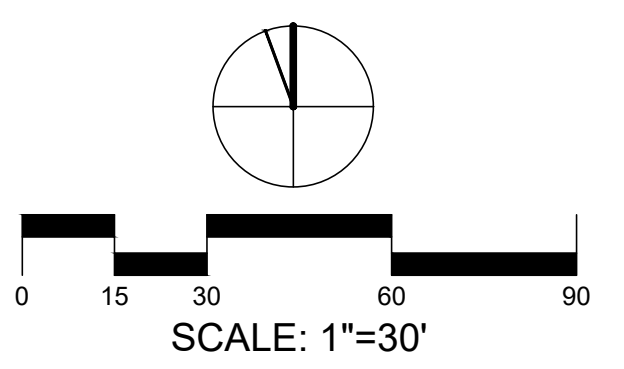


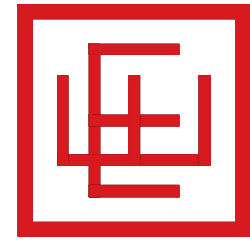
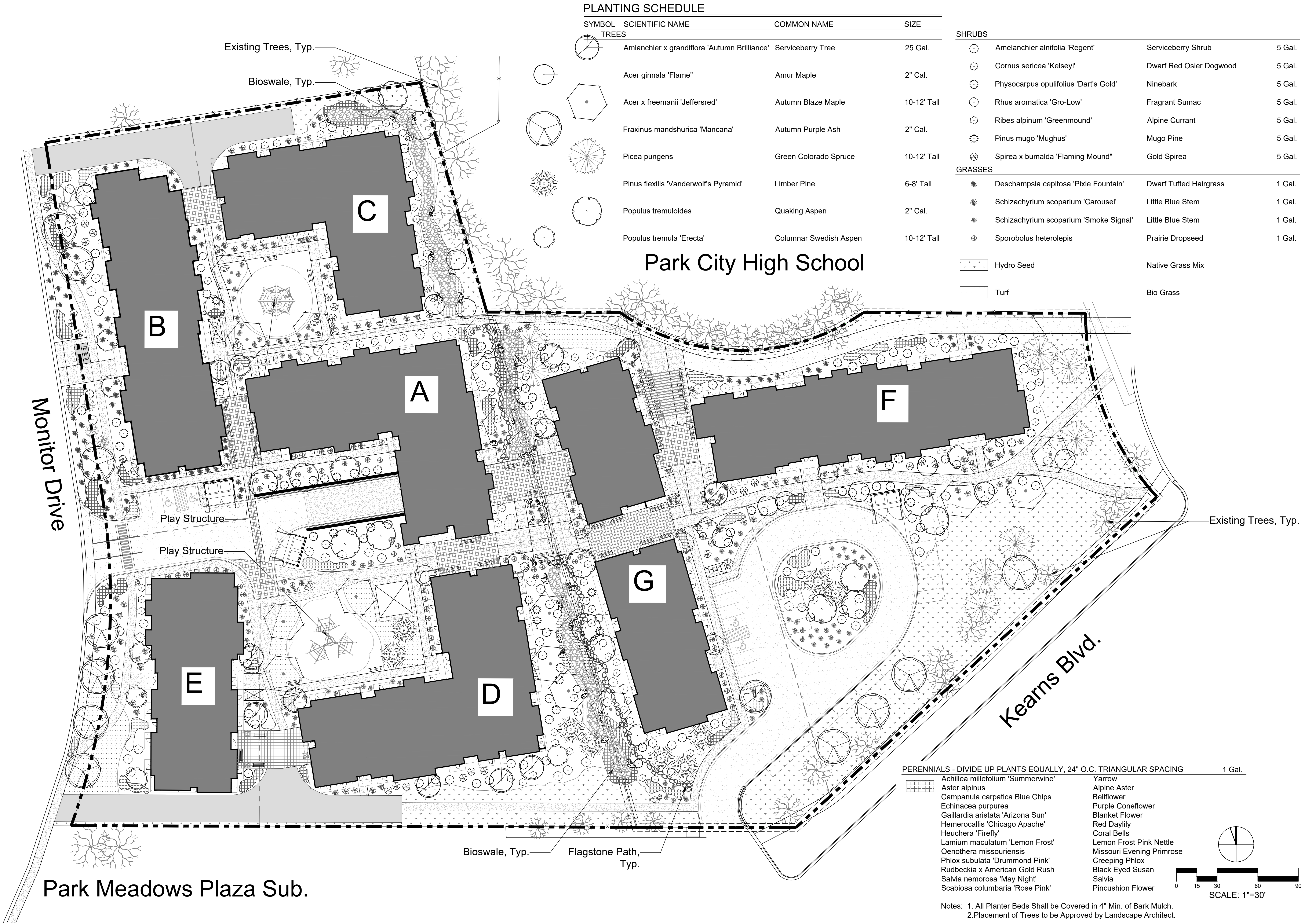
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05/12/23
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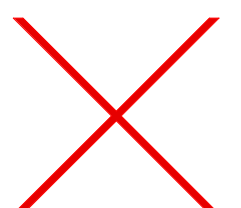
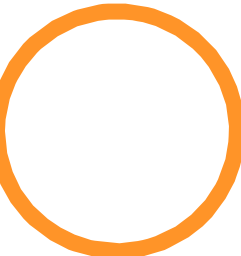
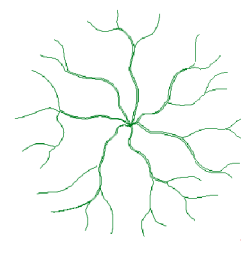
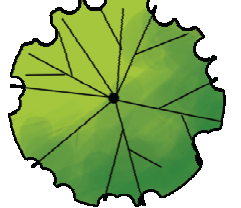
Utility Plan

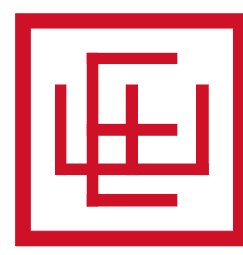
HOPA
AMPD-008

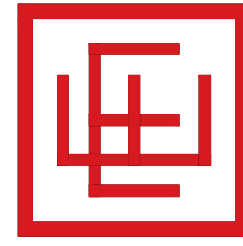
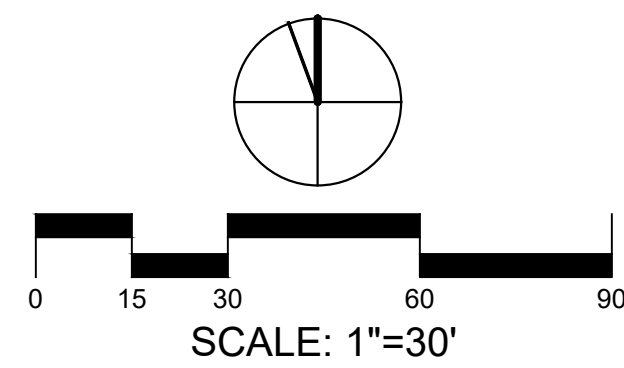
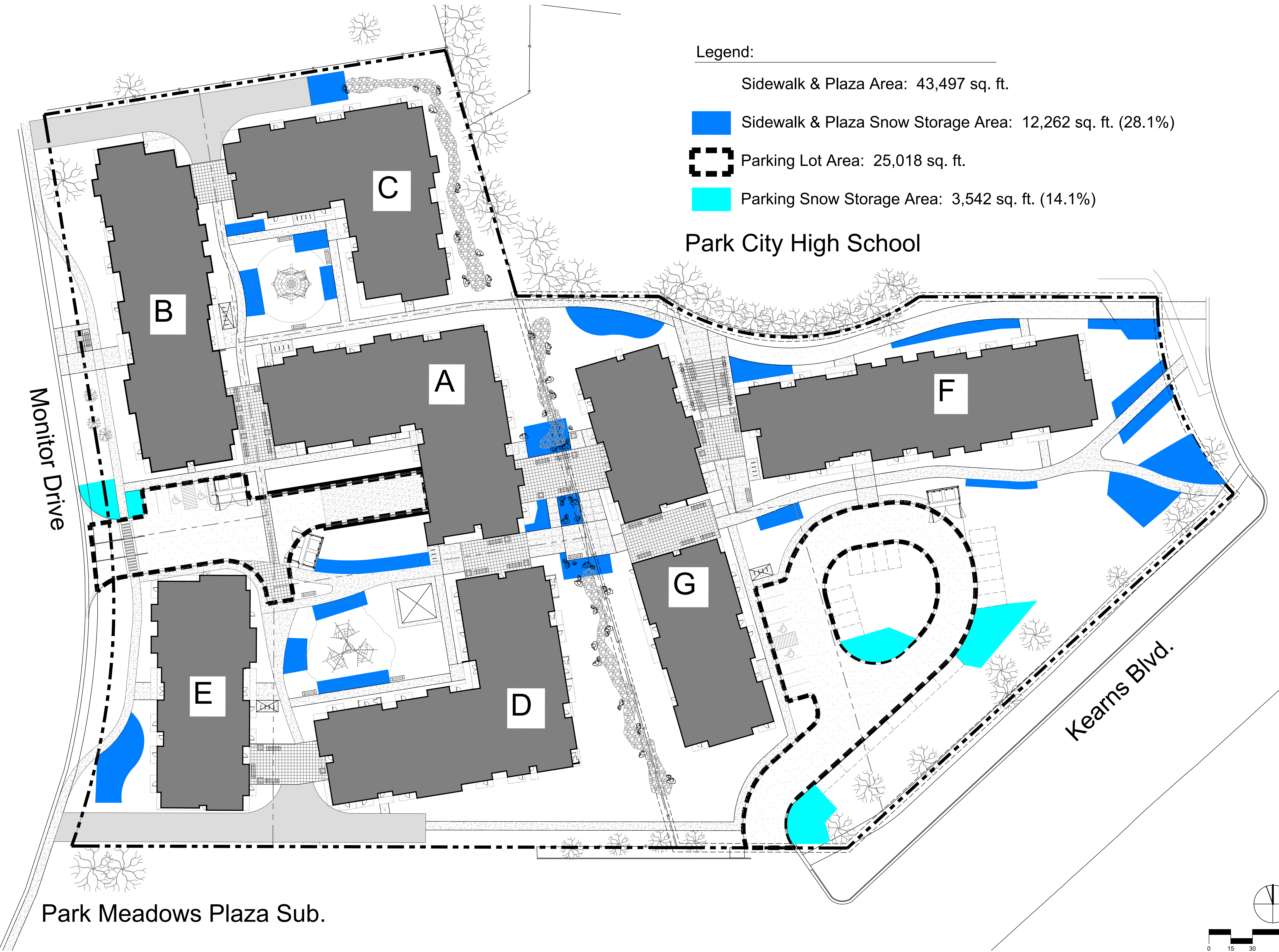


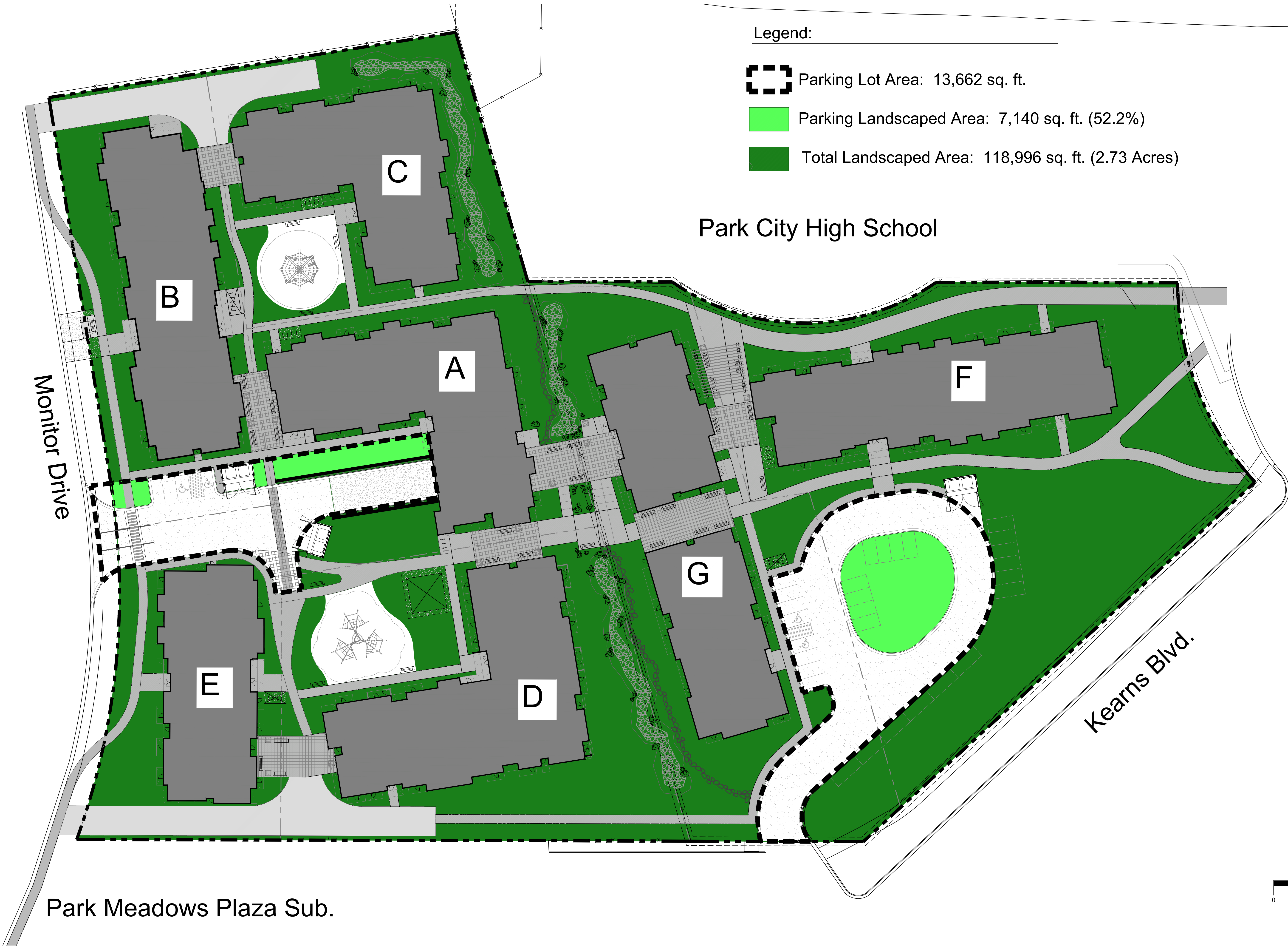




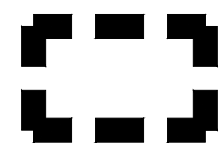
Legend	
	Trees to be Removed (104)
	Trees to be Treated (4)
	Existing Trees (44)
	Proposed Trees (102)







Legend:



Parking Lot Area: 13,662 sq. ft.

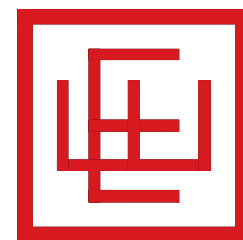


Parking Landscaped Area: 7,140 sq. ft. (52.2%)



Total Landscaped Area: 118,996 sq. ft. (2.73 Acres)

Park City High School



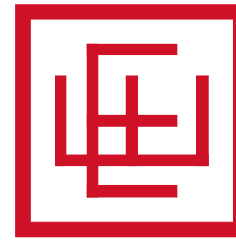
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Open Space Calculations

HOPA

AMPD-012





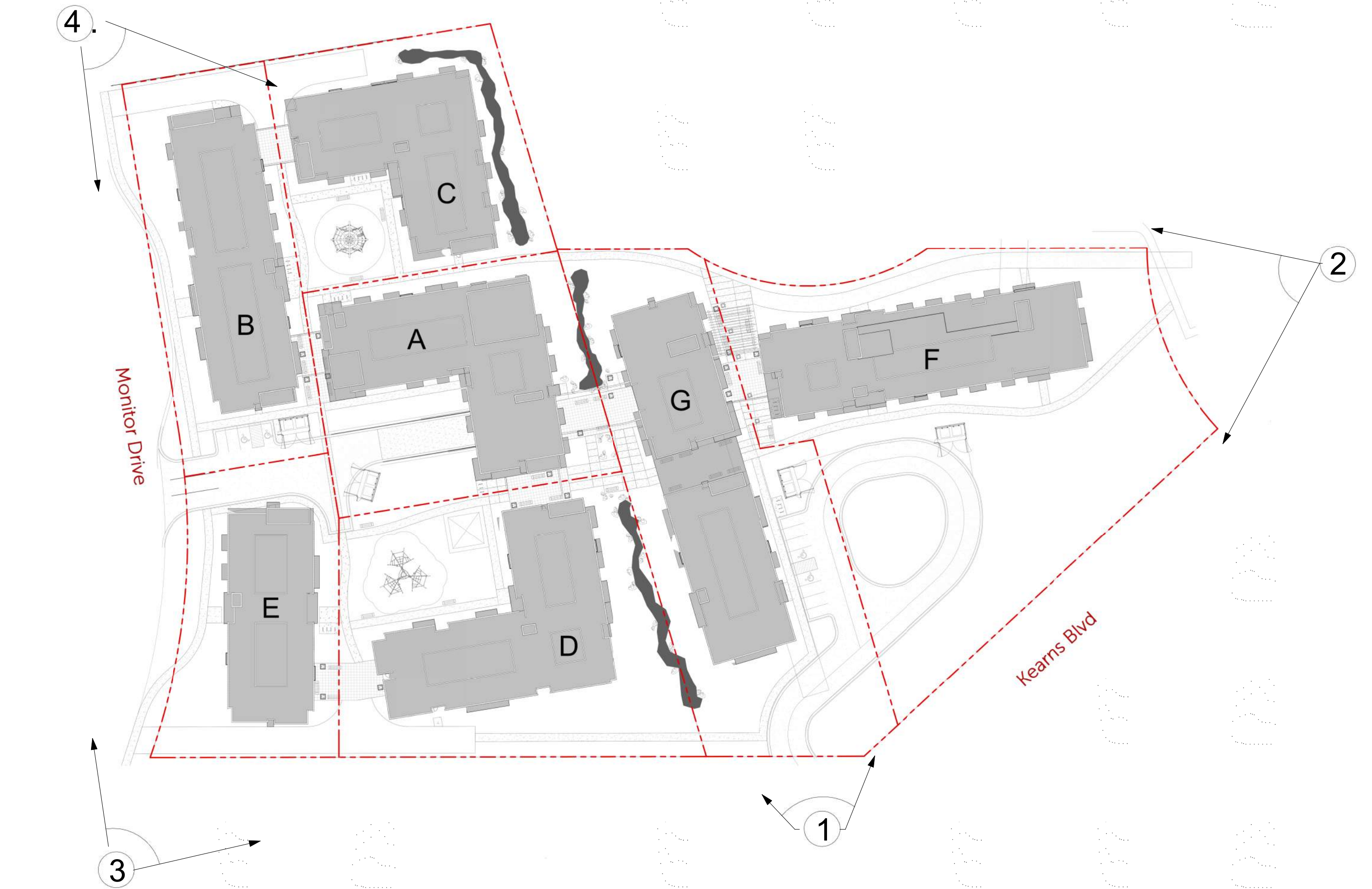
1 View from Kearns Blvd 1
1" = 10'-0"



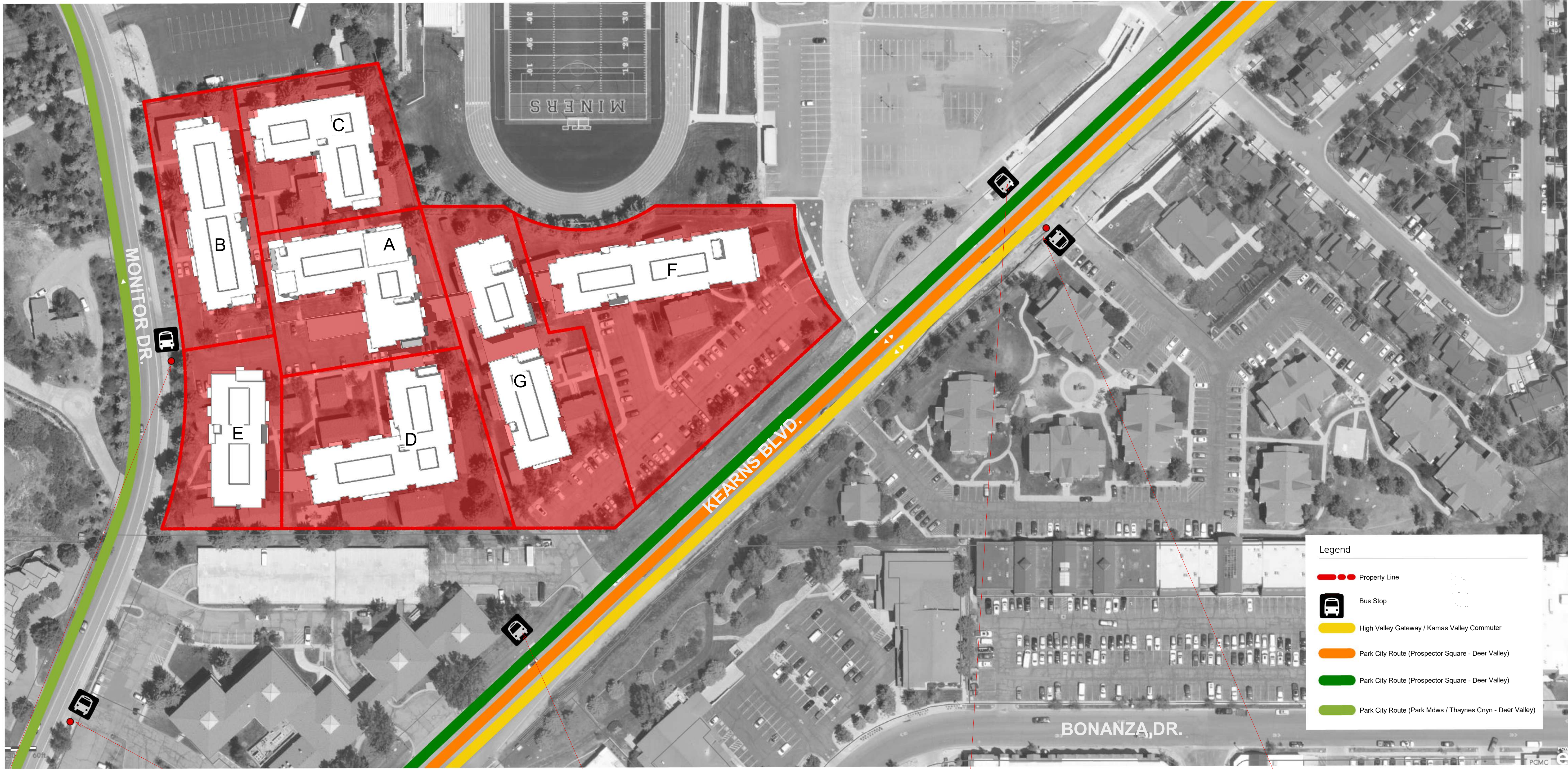
2 View from Kearns Blvd 2
1" = 10'-0"



3 View from Monitor Dr 1
1" = 10'-0"



4 View from Monitor Dr 2
1" = 10'-0"



Existing Bus Stop

Existing Bus Stop

Existing Bus Stop

Existing Bus Stop / Transfer Between Routes

Existing Bus Stop



1/4 mi

5 Minutes

2 Minutes

3/4 mi

15 Minutes

3 Minutes

1 mi

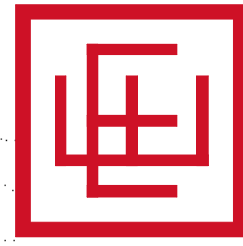
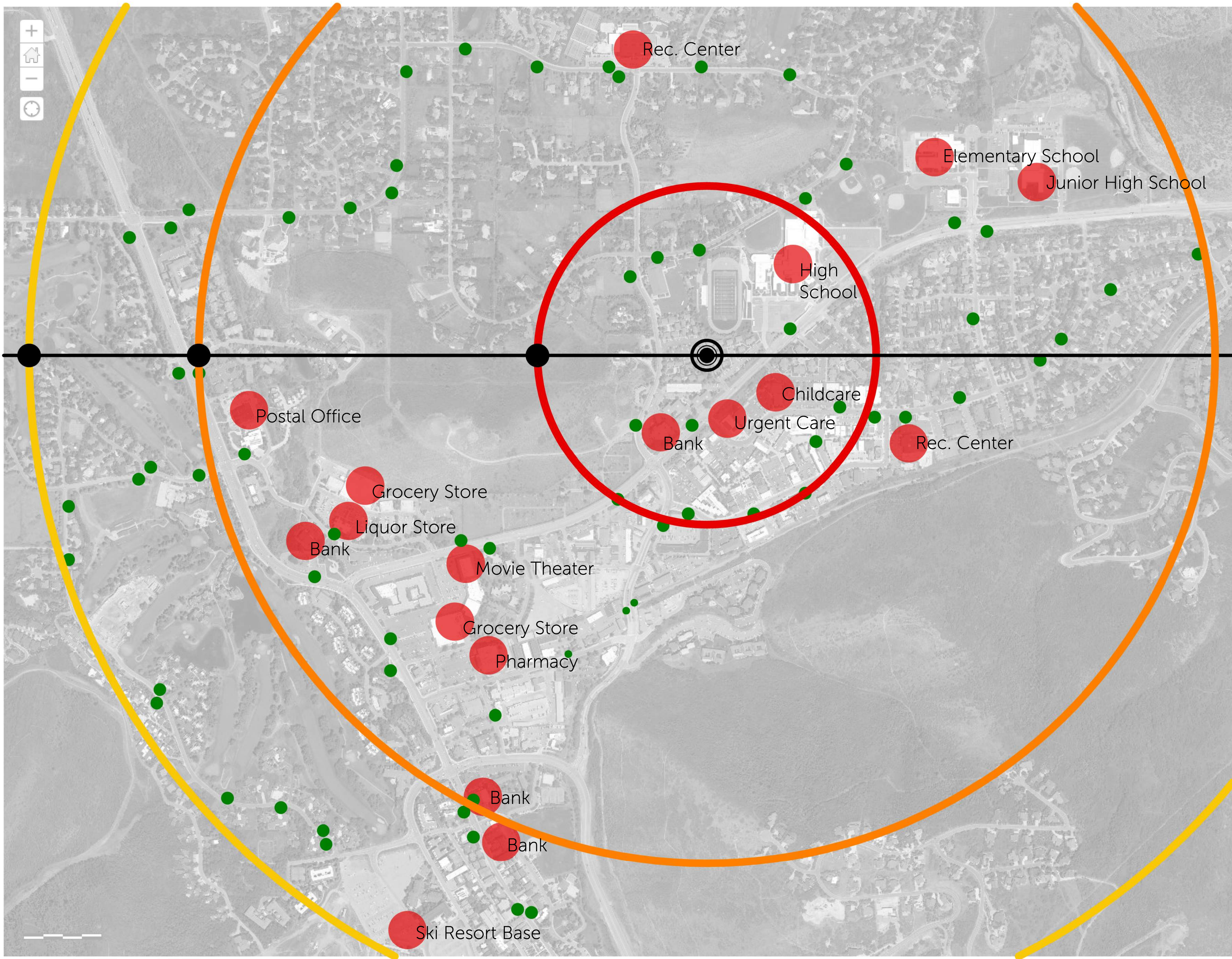
20 Minutes

5 Minutes

Site Location

Amenities

Bus Stops



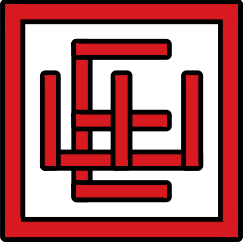


Statistics						
Description	Symbol	Avg	Max	Min	Avg/Min	Max/Min
Calc Zone #1	+	0.5 fc	4.0 fc	0.0 fc	N/A	N/A

Schedule												
Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Filename	Number Lamps	Lumens Per Lamp	Lumen Multiplier	Wattage	Efficiency
☐	WL3	13	COOPER LIGHTING SOLUTIONS - LUMARK (FORMERLY EATON)	XTOR18-Y	CROSSTOUR WALL MOUNT LED	EATON LED 3000K	XTOR18-Y.ses	1	1326	1	12.2	100%
○	AL1	16	Holophane	GSLF3 P10 30K XXXXX ASY	GlasWerks Luminescent LED Halobrook, P10 Performance Package, 3000K CCT, Asymmetric distribution		GSLF3_P10_30 K_XXXXX_ASY1.es	1	2500	1	30	100%
○	AL2	35	Holophane	GSLF3 P10 30K XXXXX ASY	GlasWerks Luminescent LED Halobrook, P10 Performance Package, 3000K CCT, Asymmetric distribution		GSLF3_P10_30 K_XXXXX_ASY1.es	1	2000	1	30	100%

GENERAL NOTES

A. THE PHOTOMETRIC CALCULATION WAS PERFORMED DURING THE DESIGN DEVELOPMENT PROCESS AND THE REFLECTANCE VALUES USED ARE DESIGNER AVERAGES AND ARE CALCULATED USING THE LUMINARIES SELECTED DURING THAT PROCESS. A MORE ACCURATE PHOTOMETRIC CALCULATION CAN BE PERFORMED ONCE THE FIXTURE HAS BEEN SELECTED AND LOCATED DURING CONSTRUCTION.

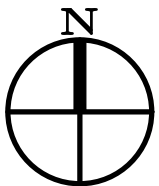


ELLIOTT WORKGROUP



PHOTOMETRIC PLAN

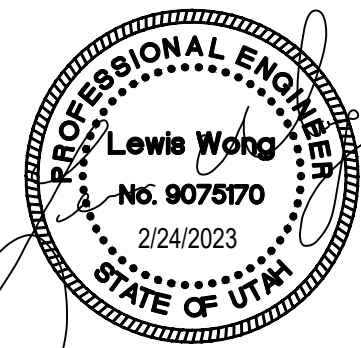
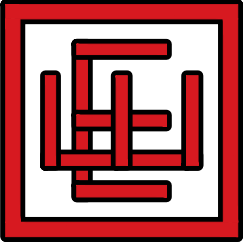
HOPA
AMPD-16



1
AMPD-16

PHOTOMETRIC PLAN

SCALE: 1"=30'-0"



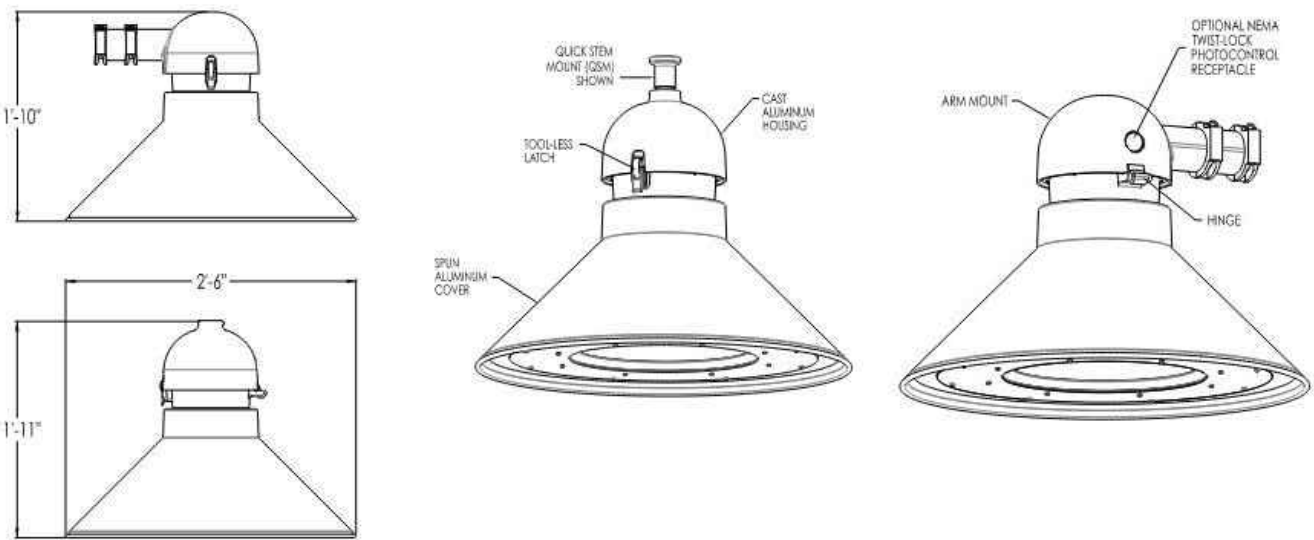
Catalog Number	
Notes	Type AL1

GELF3

GlasWerks® Luminescent LED Hallbrook® Extended



DIMENSIONAL DATA



Maximum Weight - 51 lbs
Maximum Effective Projected Area - 1.2 ft²

AcuityBrands | Holophane | 3825 Columbus Rd., Granville, OH 43023 | Phone: 866-HOLOPHANE | www.holophane.com | HOLOPHANE ARCH OUTDOOR HALLBROOK EXTENDED GELF3 PENDANT
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Catalog Number	
Notes	Type AL2

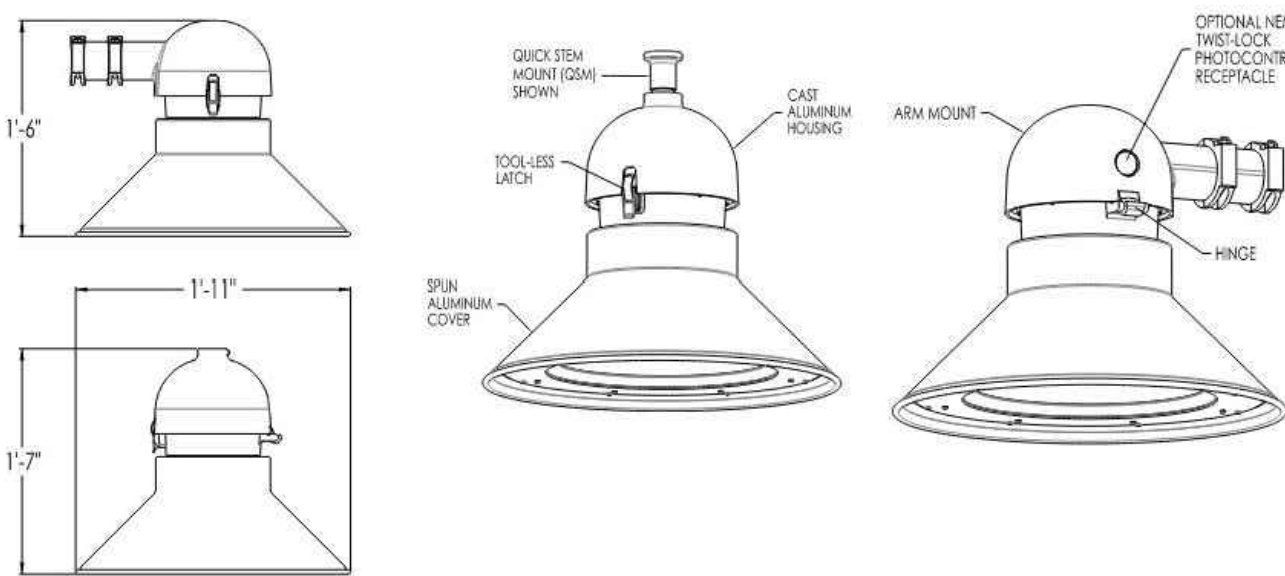


GSLF3

GlasWerks® Luminescent LED Hallbrook®



DIMENSIONAL DATA



Maximum Weight - 47 lbs
Maximum Effective Projected Area - 0.8 ft²

AcuityBrands | Holophane | 3825 Columbus Rd., Granville, OH 43023 | Phone: 866-HOLOPHANE | www.holophane.com | HOLOPHANE ARCH OUTDOOR HALLBROOK GSELF3 PENDANT
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Catalog Number	
Notes	Type AL2

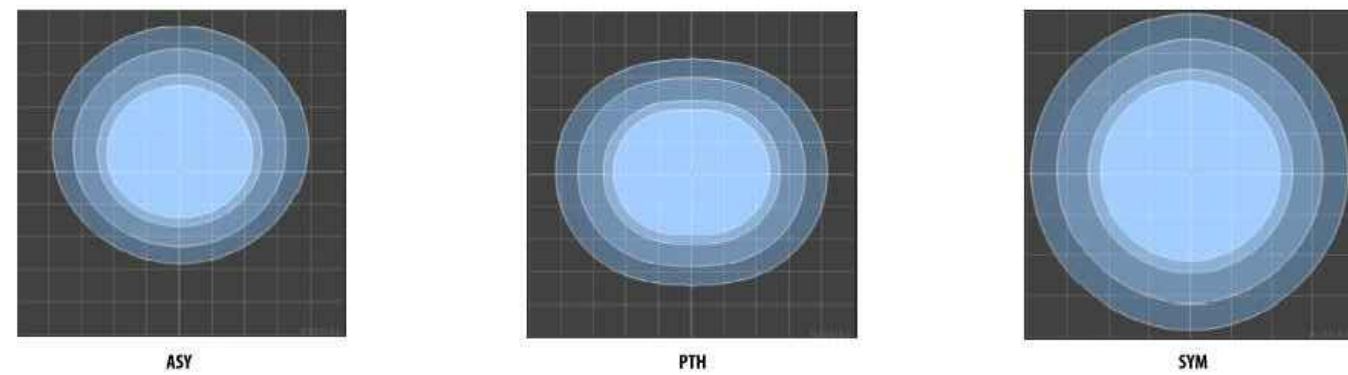


ORDERING INFORMATION											Example: GSELF3 P30 40K MVOLT ASY QSM BK			
Cover Type	LED Lumen Package	Color Temperature	Voltage	Optics	Mounting Style	Finish Color								
GSELF3 Hallbrook®	P10 P10 Performance Package	27K 2700K, 70 CRI	MVOLT 120-277V	ASY Asymmetric	ARM Horizontal Arm Mount	BK Black								
	P20 P20 Performance Package	30K 3000K, 70 CRI	MVOLT 347-480V	SYM Symmetric	NPT 1.5" NPT Thread	BZ Bronze								
	P30 P30 Performance Package	40K 4000K, 70 CRI		PTH Pathway	QSM Quick Stem Mount	GH Graphite								
	P40 P40 Performance Package					GR Green								
	P50 P50 Performance Package					GR Gray								
	P60 P60 Performance Package					WH White								
	P70 P70 Performance Package													

Options	
Control Options:	Prewire Lead Options:
PR3 3 pin NEMA photocontrol receptacle	L03 3ft prewire leads
PR7 7 pin NEMA photocontrol receptacle	L10 10ft prewire leads
PR8 8 pin NEMA photocontrol receptacle	L20 20ft prewire leads
PR7E 7 pin NEMA photocontrol external	L25 25ft prewire leads
P34 Solid state long life photocontrol (347V)	L30 30ft prewire leads
P48 Solid state long life photocontrol (480V)	
PCLL DALI photocontrol	
SH Shorting cap	NEMA Label Options:
AO Adjustable Output Module	NL1X1 1" x 1" NEMA label
DALI DALI dimming	NL3X3 3" x 3" NEMA label
WG Wire guard (ships separately)	
HSS House side shield (ships separately)	

Accessories: Order as separate catalog number.	
GBLF3HSS	House side shield
GBLF3WG	Wire guard

OPTICAL DISTRIBUTIONS



AcuityBrands | Holophane | 3825 Columbus Rd., Granville, OH 43023 | Phone: 866-HOLOPHANE | www.holophane.com | HOLOPHANE ARCH OUTDOOR HALLBROOK GSELF3 PENDANT
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Lumark

DESCRIPTION

The patented Lumark Crosstour™ LED Wall Pack Series of luminaires provides an architectural style with super bright, energy efficient LEDs. The low-profile, rugged one-piece, die-cast aluminum hinged removable door and back box. Matching providing high-efficiency illumination. Optical assembly includes impact-resistant tempered glass and meets IESNA requirements for full cutoff compliance. Available in seven lumen packages: 5000K, 4000K and 3000K CCT.

SPECIFICATION FEATURES

Construction
Slim, low-profile LED design with rugged one-piece, die-cast aluminum hinged removable door and back box. Matching providing high-efficiency illumination. Optical assembly includes impact-resistant tempered glass and meets IESNA requirements for full cutoff compliance. Available in seven lumen packages: 5000K, 4000K and 3000K CCT.

Electrical
LED driver is mounted to the die-cast housing for optimal heat sinking. LED thermal management system incorporates both conduction and natural convection to transfer heat rapidly away from the LED source. 12W, 18W, 26W and 38W series operate in -40°C to 40°C (-40°F to 104°F). High ambient 50°C models available. Crosstour luminaires maintain greater than 89% of initial light output after 72,000 hours of operation. Three half-inch NPT threaded conduit entry points allow for thru-branch wiring. Back box is an authorized applications.

Catalog #	XTORBYPC1	Type
Project		WL3
Comments		Date
Prepared by		

electrical wiring compartment. Integral LED electronic driver incorporates surge protection. 120-277V 50/60Hz or 347V 60Hz models.

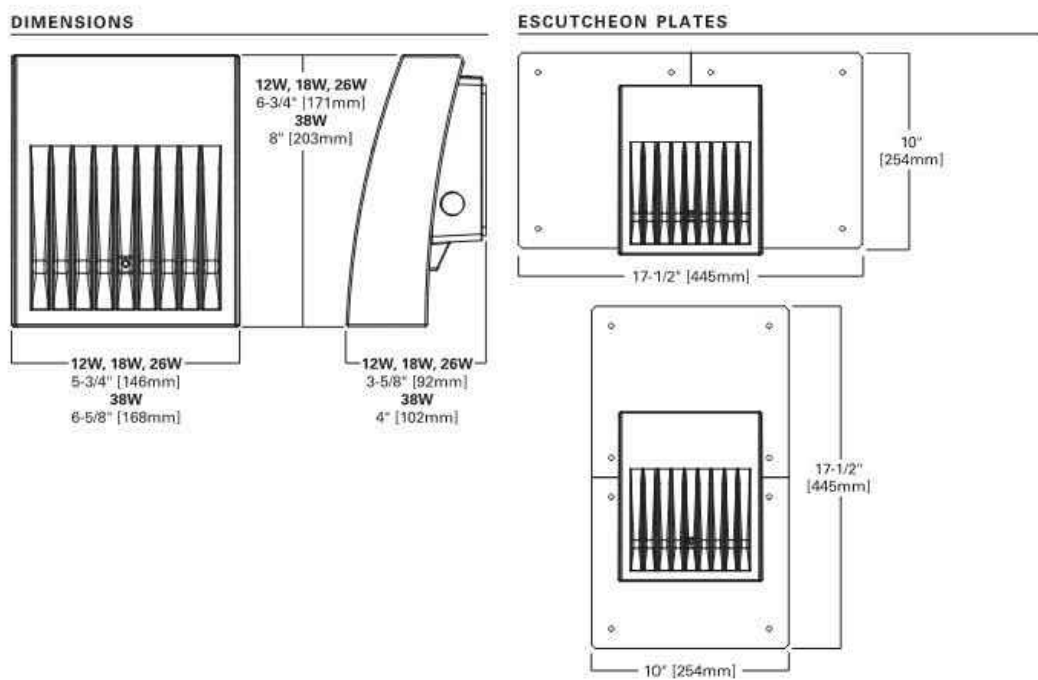
Finish
Crosstour is protected with a Super durable TGIC carbon bronze or summit white polyester powder coat paint. Super durable TGIC powder coat paint finishes withstand extreme climate conditions while providing optimal color and glass retention of the installed life.

Warranty
Five-year warranty.



XTOR
CROSSTOUR LED

APPLICATIONS:
WALL / SURFACE
POST / BOLLARD
LOW LEVEL
FLOODLIGHT
INVERTED
SITE LIGHTING



CERTIFICATION DATA
ULUL1, Wet Location Listed
LMV10, IESNA Compliant
RDHS Compliant
ADA Compliant
NOM Compliant Models
IP66 Ingress Protection Rated
Tide 24 Compliant
DesignLights Consortium® Qualified*

TECHNICAL DATA
40°C Maximum Ambient Temperature
External Supply Wiring 90°C Minimum
EPA
Effective Projected Area (Sq. Ft.):
XTOR18, XTOR26, XTOR38=0.34
XTOR48=0.46

SHIPPING DATA:
Approximate Net Weight:
3.7 - 5.25 lbs. (1.7 - 2.4 kgs.)



T0914013EN
2017-06-16 09:22:28

*www.designlights.org



Electric Car Charging Stations

The project will meet the LMC requirements of 20% of the provided stalls to have the infrastructure for an Electric Vehicle Charging station



All Electric Buildings

Ultimate benefits of all-electric built environment are lower carbon emissions, lower air pollution and increased resiliency. An all-electric project encompasses not just the actual buildings, but also the site including distributed energy sources. The impact of decisions made at the building & community level have serious implication on electricity transmission network and ultimately on the carbon emissions of power plants. We proposed to use a VTAC system for the Heat and Cooling Ssystem which is an all Electric technology.



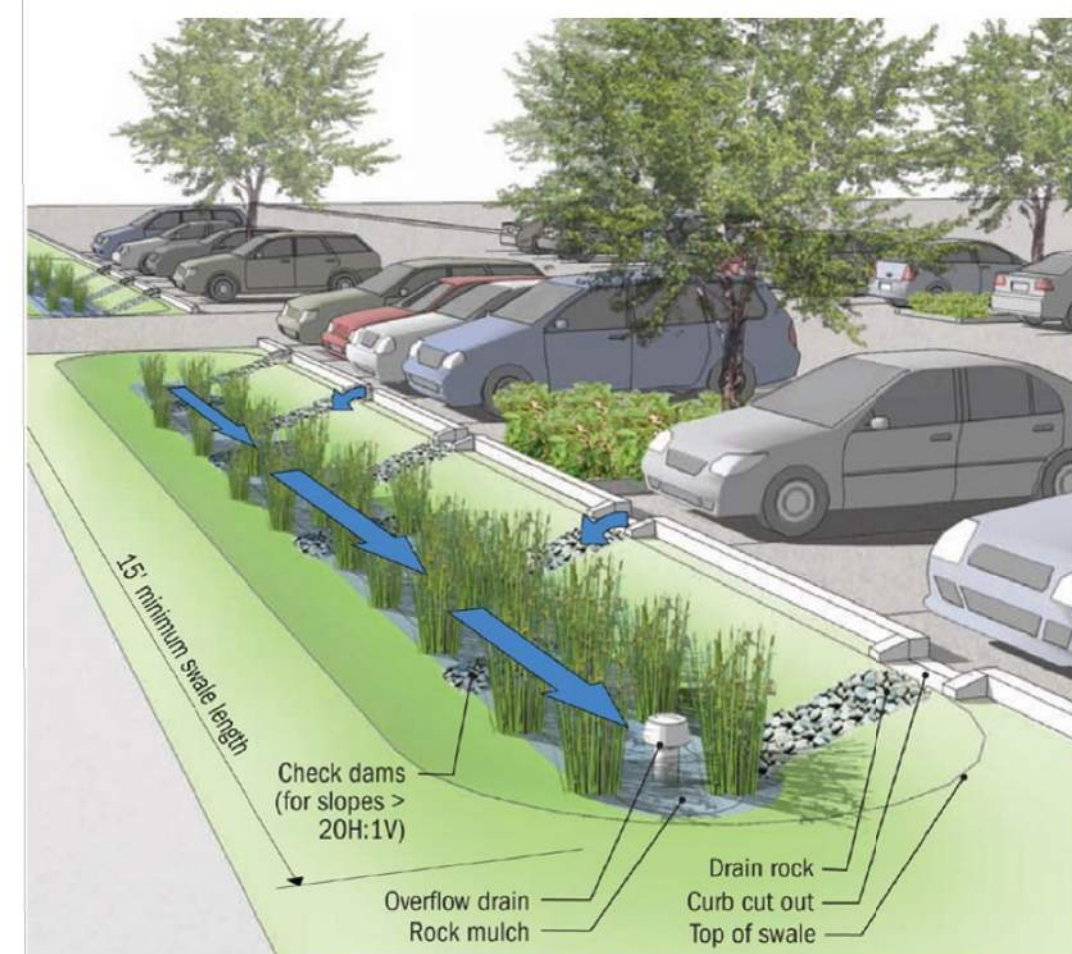
Possibility of Solar PV Panels on Roofs

Installing Solar Panels for the direct or indirect benefit of the tenants is really sustainable on an Affordable Housing Program. Utility bills are usually the largest and most volatile portion of an affordable housing development's budget. Stabilizing utility bills through solar and other measures makes it easier to maintain operating budgets, retain tenant services and avoid raising rents.



Sustainable Storm Water System (Bioswale)

Bioswales are channels designed to concentrate and convey stormwater runoff while removing debris and pollution. Bioswales can also be beneficial in recharging groundwater. Bioswales are typically vegetated, mulched, or xeriscaped. They consist of a swaled drainage course with gently sloped sides (less than 6%). Bioswale design is intended to safely maximize the time water spends in the swale, which aids the collection and removal of pollutants, silt and debris. Depending on the site topography, the bioswale channel may be straight or meander. Check dams are also commonly added along the bioswale to increase stormwater infiltration. A bioswale's make-up can be influenced by many different variables, including climate, rainfall patterns, site size, budget, and vegetation suitability



Promote Car Free Community

In addition to reducing air pollution, car-free initiatives have other benefits. They have also increased physical activity and reduced obesity, which can both improve quality of life. Car-free initiatives also reduce noise levels and increase community cohesion. HOPA is the perfect location to start with this initiatives because its strategic location. Refer to Walk/Bike study. This project is proposing to have designated stalls for car share vehicles. Bike storage will be provided on the surface and underground (Protected from weather), well above the required by Code. Also underground scooter and motorcycle stalls are assigned through out the garage.



Over Insulate Exterior Walls

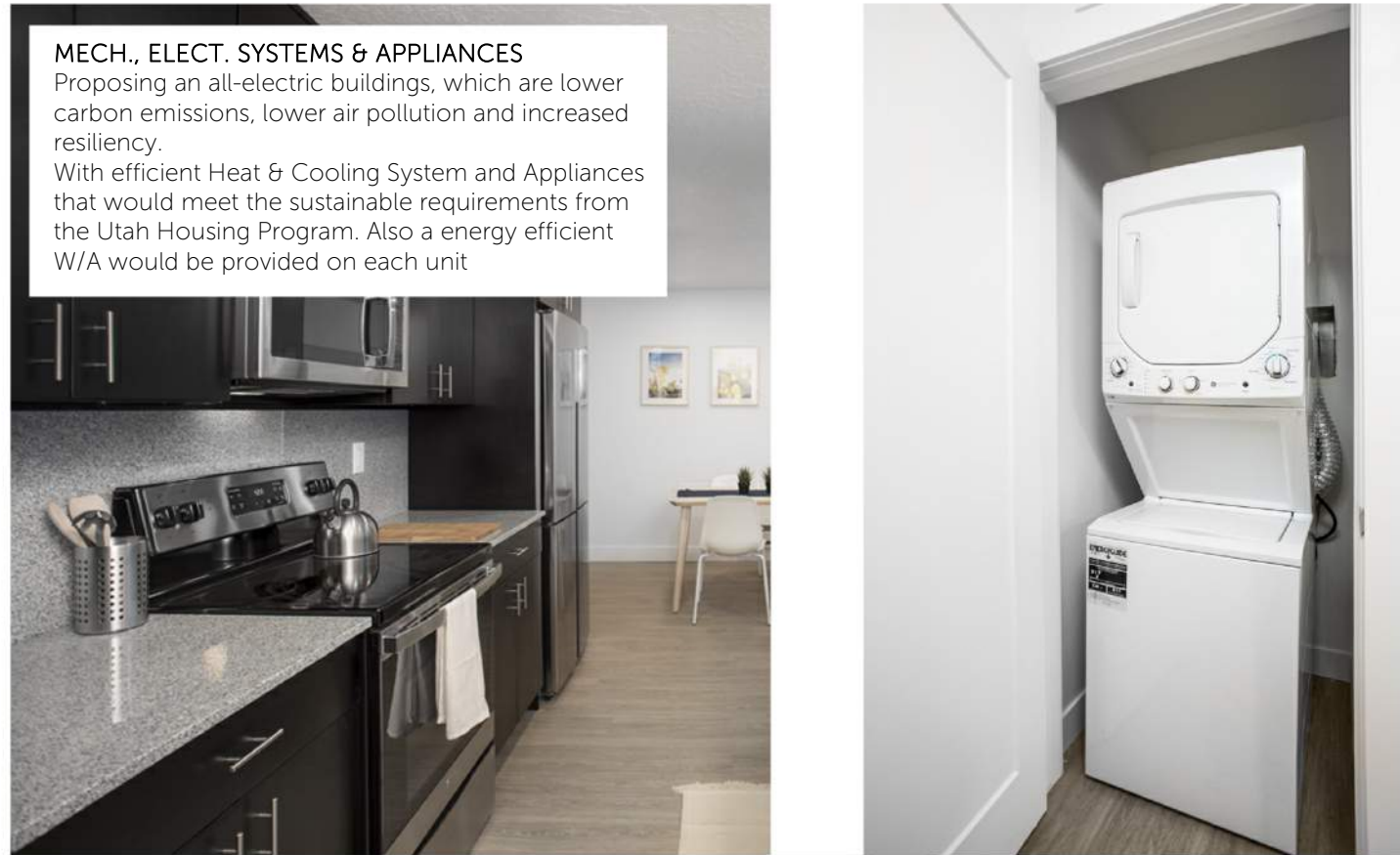
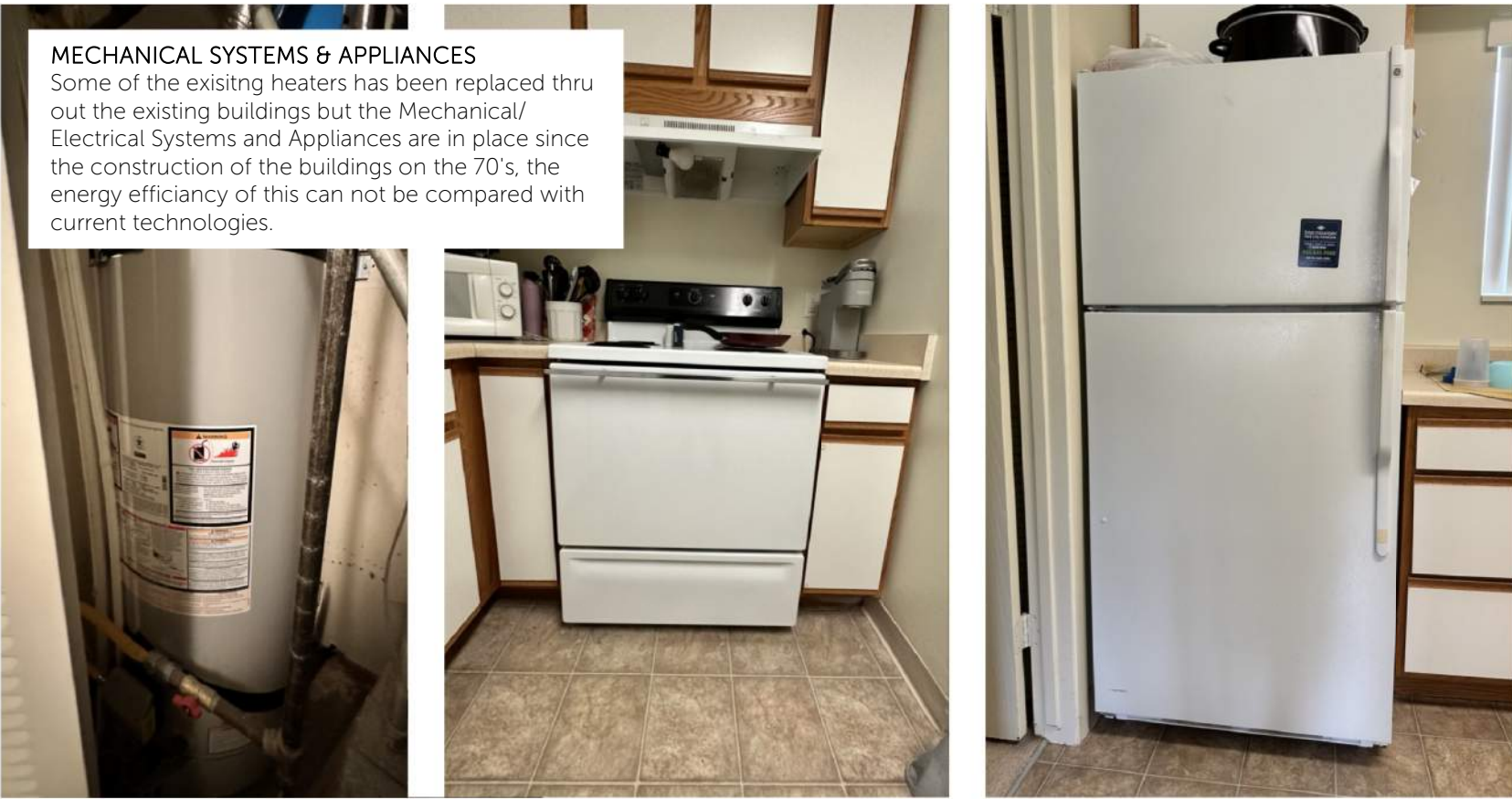
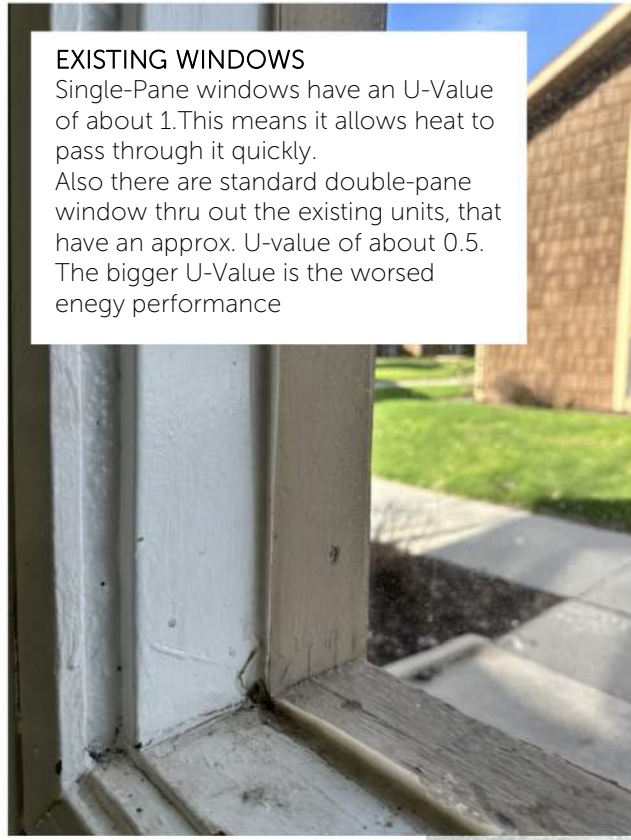
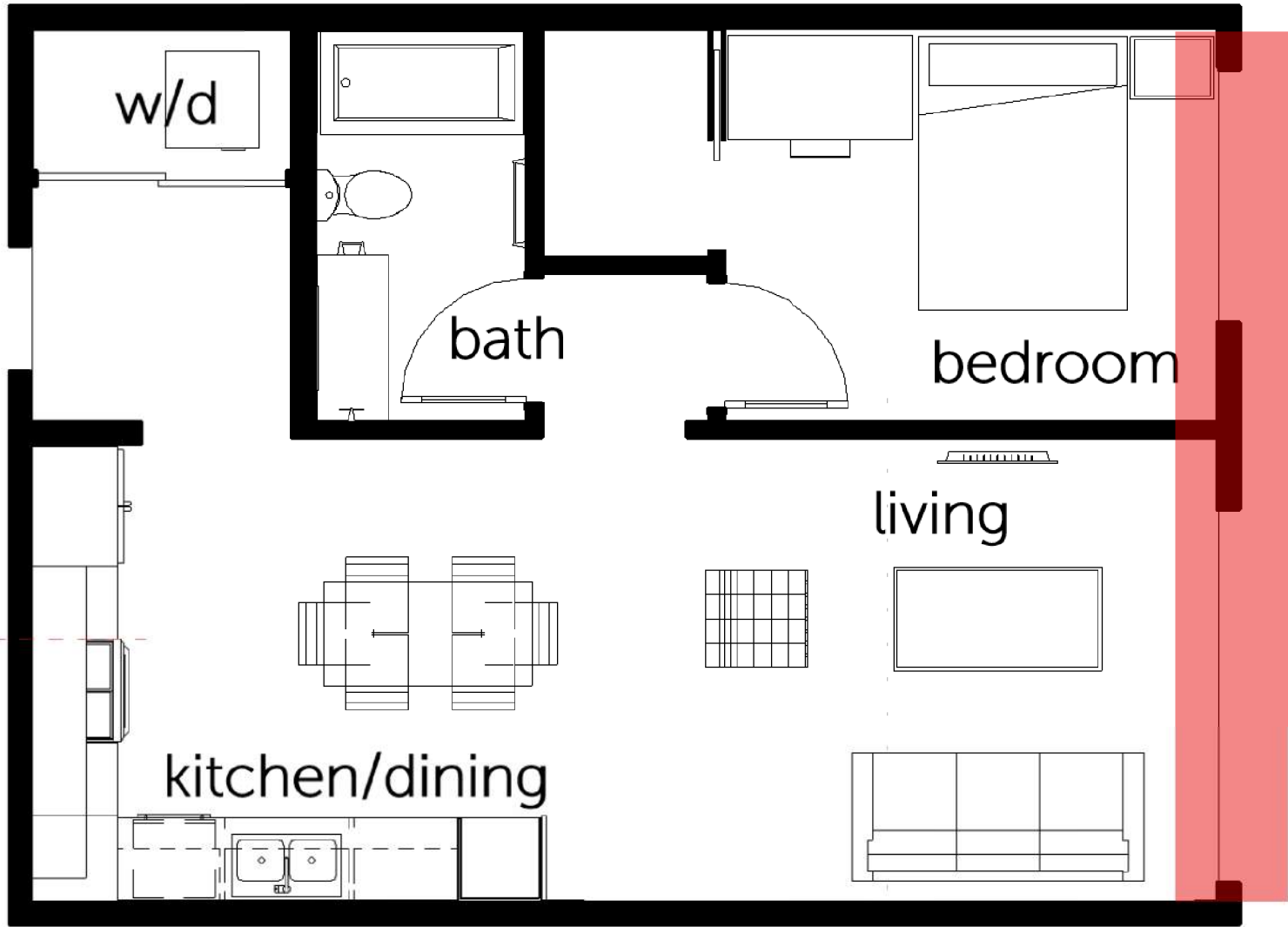
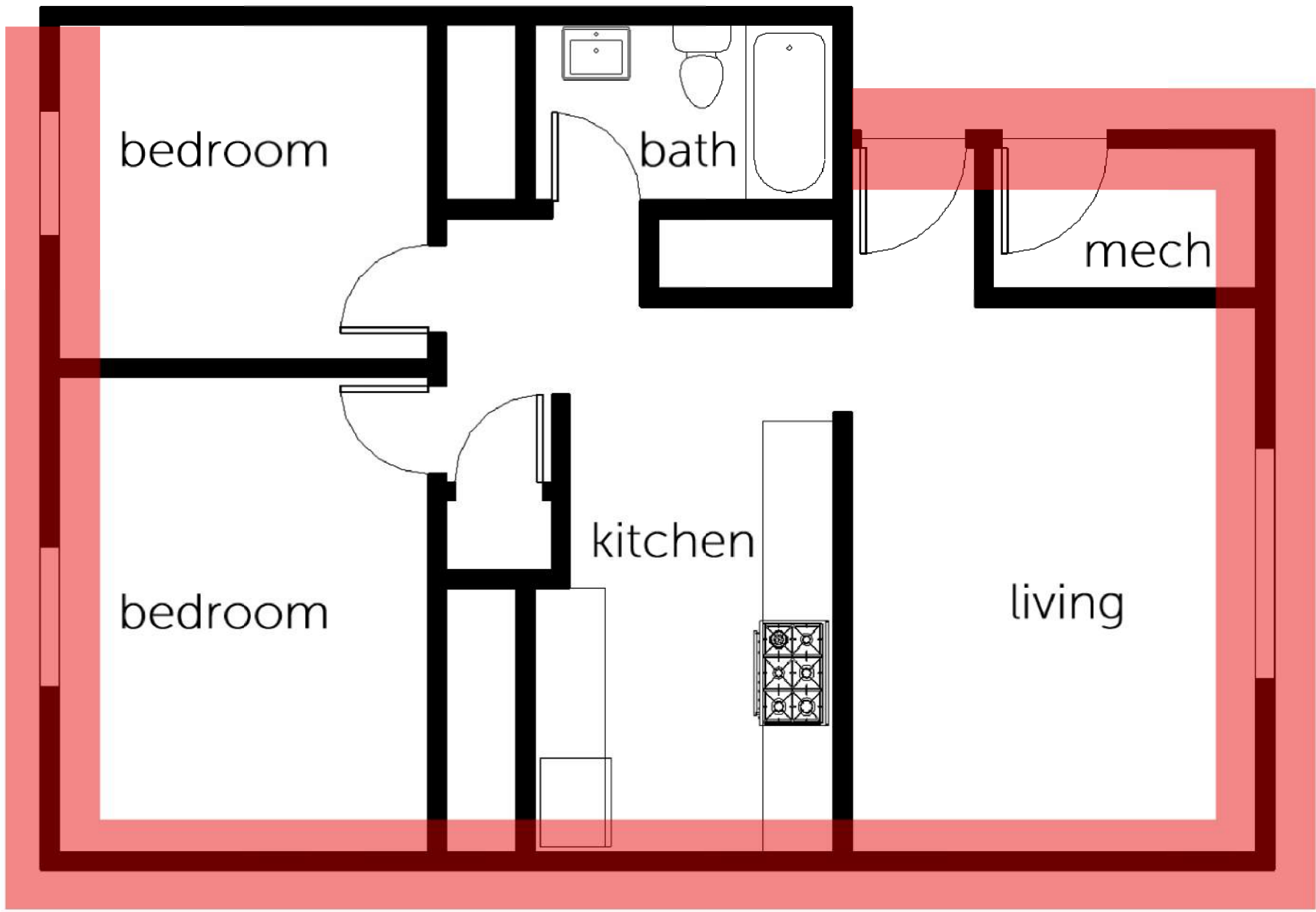
The Required R Value on Exterior Walls by Code is R-17, the proposed insulation in exterior walls is R-23. By taking this route the building envelope becomes tighter and the energy loss transfer get reduced. The proposed insulations is BIBS fibers, which incorporates materials with at least 25% recycled content. The remaining 75% is still raw materials newly manufactured for this sole use. These materials primarily include silica sand, limestone, and soda ash, extracted from the Earth's crust and have their footprints associated with extraction and manufacturing. BIBS fiberglass insulation can result in less installation waste because only the amount of fiber necessary to fill the wall cavities is used. In contrast, batting insulation might result in scraps left over from cutting pieces to size. Old or dirty fiberglass insulation is seldom able to be recycled at the end of its service life. The most likely end place for this product is a landfill, like a spray foam insulation. Blown-in cellulose and sheep's wool insulation win on this front by being biodegradable. From an energy efficiency standpoint, BIBS insulation offers superior R-value to fiberglass batt insulation. Its thermal resistance lasts for the product's lifetime. In contrast, other types of insulation like foams can reduce in R-value as they off-gas ze.



Windows with High U-Values

The proposed window Systems are locally built high performance. The windows specifically designed for our unique Mountain climate. Providing more comfortable, energy efficient, and look it's best. Full frame performance from R-5 (U.20) to R-9 (U.11). High performance, enduring quality, and low maintenance.





EXISTING TWO BEDROOM UNIT

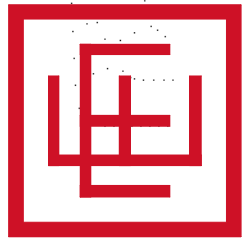
PROPOSED TWO BEDROOM UNIT

SUSTAINABLE DESIGN REQUIREMENTS
State of Utah Housing Credit Program Qualified Allocation Plan

A. Energy Star Requirements
Energy Star is a nationally recognized standard for housing construction and appliances used to foster more energy-efficient housing. The Energy Star Certification requires a 15% improvement over Utah's current residential energy code. UHC believes that energy efficiency is important because increasing utility costs will affect the future feasibility of Housing Credit projects.
UHC Requirements:
using the most current Energy Star for single family homes or multifamily housing new construction.
. Usage of Energy Star Guidance for Home and Buildings Undergoing Gut Rehab is recommended; and
. or LEED certification, or Alternative certifications listed below are not exempt from Energy Star Certification.
New construction and rehabilitation projects must receive a plan review analysis from the Utah Energy Conservation Coalition (UECC) or other certified reviewer and upon completion of construction receive Energy Star Certification. The Application must include the Energy Star submittal form with expected cost increases and savings. (See Exhibit 6C for the Energy Star Submittal Form and follow-up procedures). Because Energy Star improvements are part of Eligible Basis, rebates from utility companies that result from Energy Star Certification must go back to the project and be reflected in the sources and uses at the time of Application (if known) and at the time of final cost certification.
See the Energy Star website for more information at www.energystar.gov.
B. Submit Energy Star Certification
Projects that are Energy Star Certified must submit a UECC (or other) Certification at the time of Final Cost Certification.
Projects that do not receive Energy Star Certification must submit a confirmation that the project was built according to the Energy Star specifications or required enhancements represented in the Energy Star submittal, its performance test results, and the HERS score. Rehabilitation projects must be improved to obtain an Energy Star Certification or be Energy Star enhanced if certification cannot feasibly be achieved. The owner must work with the rating organization to implement certain construction enhancements to obtain an Energy Star Certification. A certified rating organization's analysis for a current HERS score and plan review analysis must be submitted with the Application. UHC will require test results using Energy Star sampling requirements from the rater at the completion of the project.
C. Enterprise Green Communities Initiative
Projects claiming points for this certification must submit a copy of the Enterprise Green Communities Certification Request Form Criteria Checklist with the Application. If the project fails to achieve a successful certification from the Enterprise Green Communities Initiative, at the time of Final Cost Certification, UHC may reduce the amount of Housing Credit up to an amount that when multiplied by the purchase price of the credits equals the full amount of Developer fee. UHC may request copies of all documentation submitted to Enterprise Green Communities in support of the certification application.
Projects claiming points in this category must submit with the Application a narrative detailing the upgrades that are considered "green," over and above costs that would be incurred for the baseline standards of building to Energy Star requirements. For example, Low-E windows are baseline Energy Star enhancements, and therefore would not be considered an enhancement for the Enterprise Green Communities Initiative. (This example is for purposes of differentiating costs only. The Applicant may in fact receive credit toward certification for Low-E windows through the Enterprise Green Initiatives Certification program.) A reflective white roof, however, is not an Energy Star minimum standard and therefore would be considered an enhancement for purposes of claiming points in this scoring category.
The narrative must contain a detailed itemization of such improvements and an estimate of the additional cost. The total cost of the improvements will be entered on a separate line in the construction budget portion of the Application and will be included in Eligible Basis for purposes of calculating the amount of credits requested.
D. Alternative Certifications
• Energy Star NextGen Certification
• U.S. Department of Energy's Zero Energy Ready Home cCertification
Other available certification which may require a fee:
E. LEED and National Green Building Standards (NGBS)
If an Applicant elects to undertake a LEED or NGBS certification, a self-certifying written statement must be provided at the time of Application. The statement must contain a detailed itemization of the specific improvements and an estimate of the costs that are expected to be incurred over and above those costs that would be incurred for the baseline standards of building to Energy Star requirements. The statement must also itemize costs related to the certification of the project. The total cost of the improvements must be entered on a separate line in the construction budget portion of the Application and will be included in Eligible Basis for purposes of calculating the amount of credits requested. Please note that the cost of the LEED or NGSB certification, including additional architectural or general contractor documentation, must be accounted for separately and will not be included in Eligible Basis. Subsequently, at the time of the closing with the Equity partner, a certification letter from the architect must be provided.
F. Other Sustainable Opportunities
Certain grants and financing may be available to projects through programs such as the Enterprise Green Communities program, State of Utah Weatherization, renewable energy tax credits, state and local tax credits and incentives, and utility company incentives. If the project is utilizing such grants or financing, the source and amount must be stated in the Application and (CW4) will be required to be disclosed at final cost certification.

Examples:
1. Dominion Energy and Rocky Mountain Power offer impactful financial rebates for energy-efficient multifamily housing projects as described in the table below. UHC encourages utilizing all available rebates.
2. Inflation Reduction Act/45 L Tax Credit
3. The Inflation Reduction Act has extended and modified the Alternative Fueling Infrastructure Tax Credit, making certain electric vehicle charging stations eligible for a tax credit up to 30% of the cost.
4. Energy Certification: To encourage sustainable design of affordable housing, in addition to the required Energy Star Certification or Enhancement.

ENERGY STAR PROCEDURES
When applying for Housing Credits:
1. All new construction must be ENERGY STAR Certified using the most current Energy Star single family new homes or Multifamily housing new construction certification version;
2. All rehabilitation projects must be ENERGY STAR certified or ENERGY STAR enhanced if certification cannot be achieved. Utilization of the Energy Star Guidance for Home and Buildings Undergoing Gut Rehab is recommended; and
3. Rehabilitation projects must be ENERGY STAR certified when using OWHLF funds unless a waiver is granted from the Division of Housing and Community Development (DHCD).





Coffee with Residents at Holiday Village - October 5th, 2022 - (10) Residents

- Terry: a tenant, works at PCMR - I talked to her boyfriend Dave P.. terry has three kids, including a three-year-old with autism. Dave is very complimentary of the free transit system.
- Laura: lived there 13 years
- Veronica: housekeeper
- Howie: Angelica's friend. Elyse and I went through his house with Angie to take measurements.
- Mary: nicest lady in the world. Keeps an extremely tidy house. Has lived in Parkside for almost 20 years and raised her sons there who are now at the university of Utah pursuing a masters and PhD. She would love to have an elevator so that she can continue to get upstairs to her unit as she ages.
- Mia: lived here 15 years. Lived in town since '75. Not in favor of tearing down units. She was very nice and apologized for dissenting. I did talk to her about possibly having some homage or acknowledgment of the existing units as we redevelop in a way that recognizes the history. Her son is a real estate attorney and told her that she is not getting all the information. We assured her that our purpose on site was to listen to her concerns so that we could take them into account. She wants to be involved as we move forward. She is 85 years old.
- Lishelle: so excited to have a neurodiverse community. Excited about washer and dryer. Concerned about internet rates.
- Constanza: been here a few months. Nanny to three kids.
- Marty: He also said he dog sits a lot. He's in his 70's.



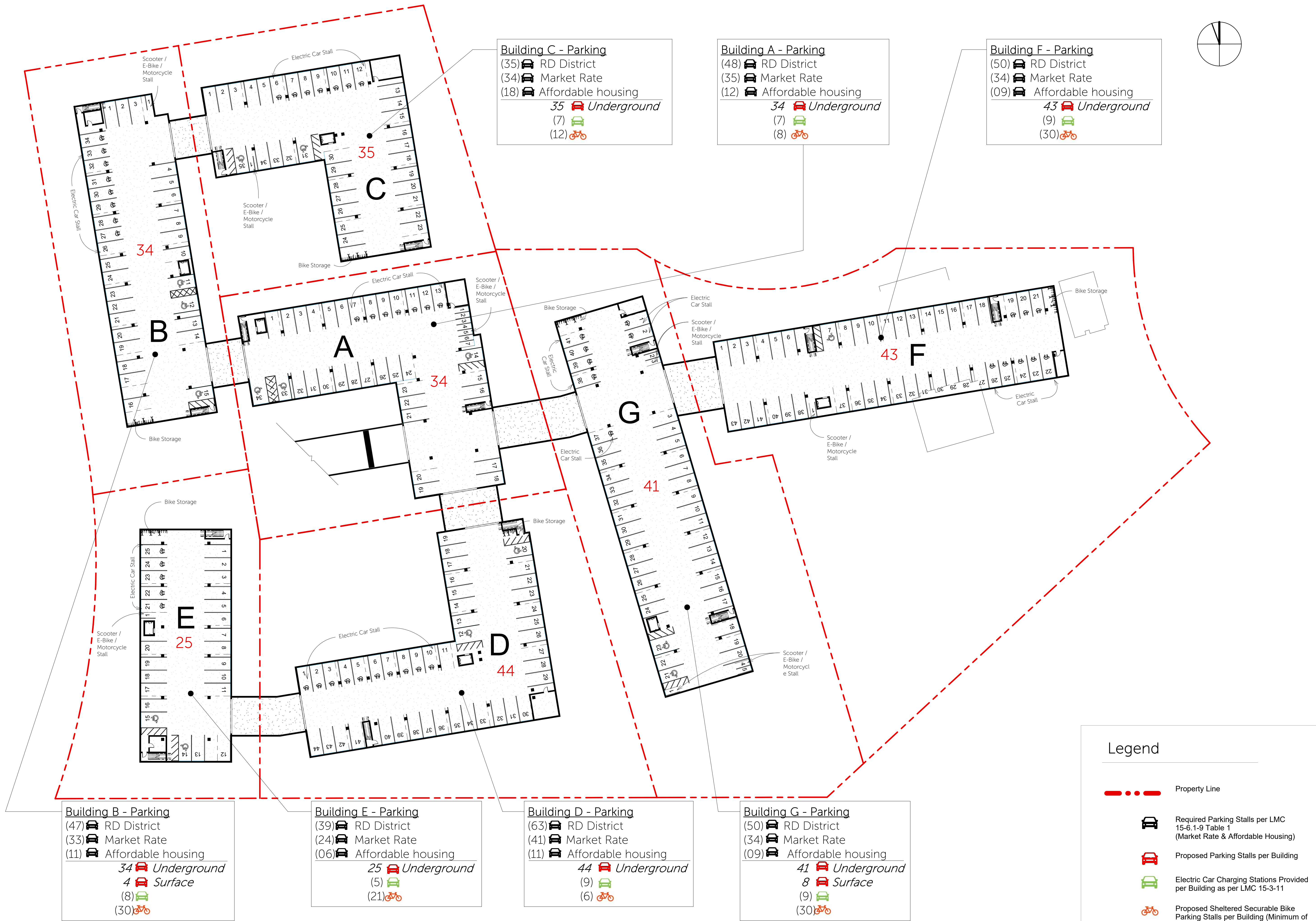
Pizza Party at Parkside - October 12th, 2022 - (14) Residents

- Jordia: Really woud like balcony storage, many others also felt that this was a priority
- Karina: Wanted to better understand rent increases and how rental assistance would look, and wanted to know if the recertification would still look the same
- Rose: wanted to know if there would be compensation for moving, and if 3-bedroom units would be 1 floor instead of the current loft set up, also asked how many new units there would be and how many units per building
- Marilu: mother of a disabled resident, wanted to know more about funding sources, was grateful for community effort around this
- Hudson: Expressed that parking was a key issue and wanted to see their parking monitored into the future
- Roman: wanted covered parking or garages (many others agreed) and worried about snow removal issues, also wanted to know if the resorts would be using the new project for their workers.
- Ana: wants more ADA parking spots
- Lisa: wanted an email for additional thoughts and concerns, was curious what the playgrounds would look like
- Riley: was curious about the garages and clubhouse (said no garages, yes clubhouse)
- Ana: wondered if income limits would change in the new project
- Maria Elena: wanted to see if an additional 1/2 bathroom could be incorporated into 2 bed design, many agreed
- Placido: wondered if the existing waitlist would change, and if current residents could have priority .
- Liz: wants to keep a ground floor unit as she currently has, if possible
- Catherine Ann: I just want to put my two cents in about insulation. I live in a downstairs apartment at Holiday Village and I hear everything my neighbor does upstairs. There is absolutely no insulation between the flooring and my apartment other than the drywall on my ceiling. Her cats play all night and she goes to bed late. So I've got like two hours of silence. Just an FYI That it's extremely important that the walls and the ceilings be insulated really well.

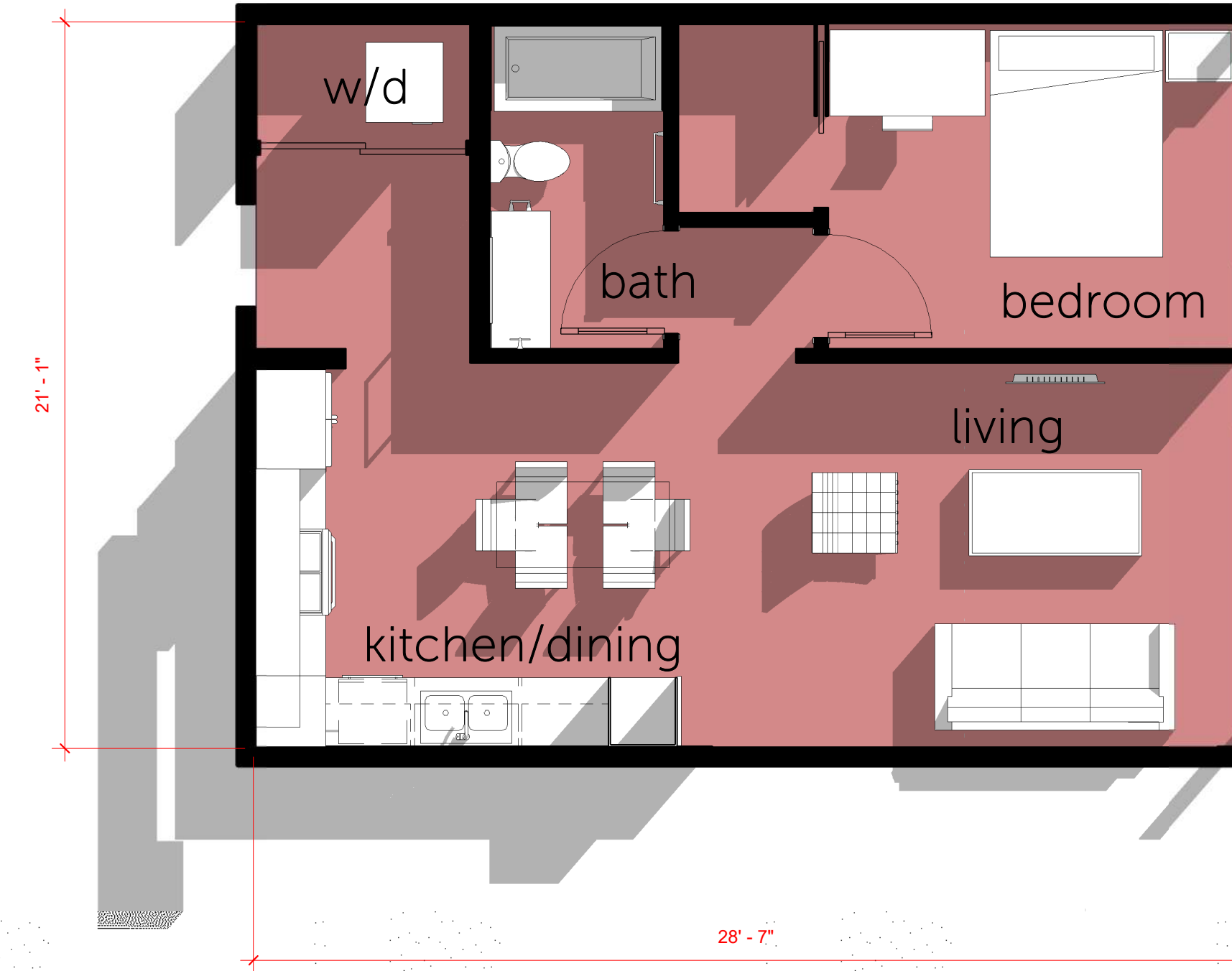
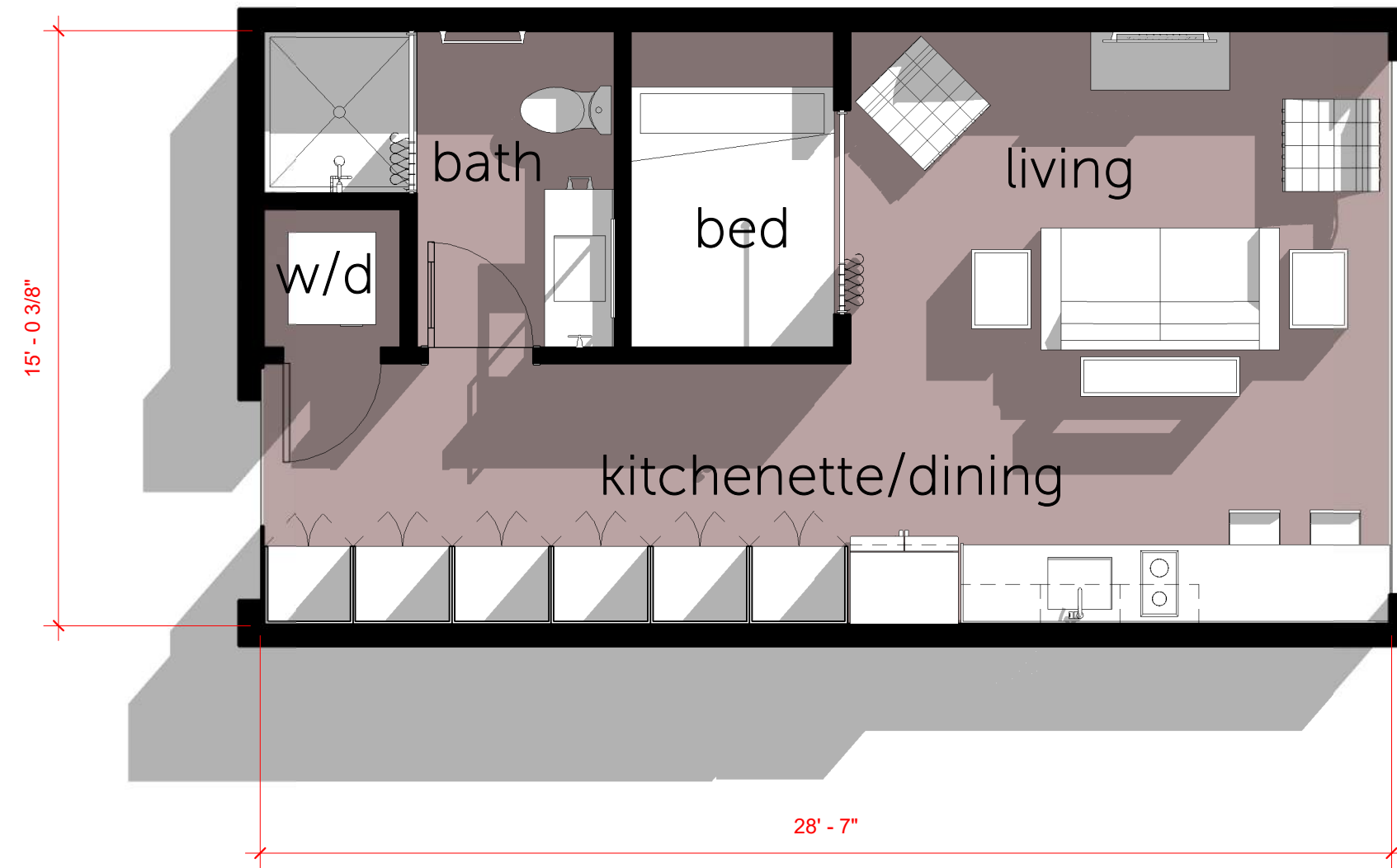


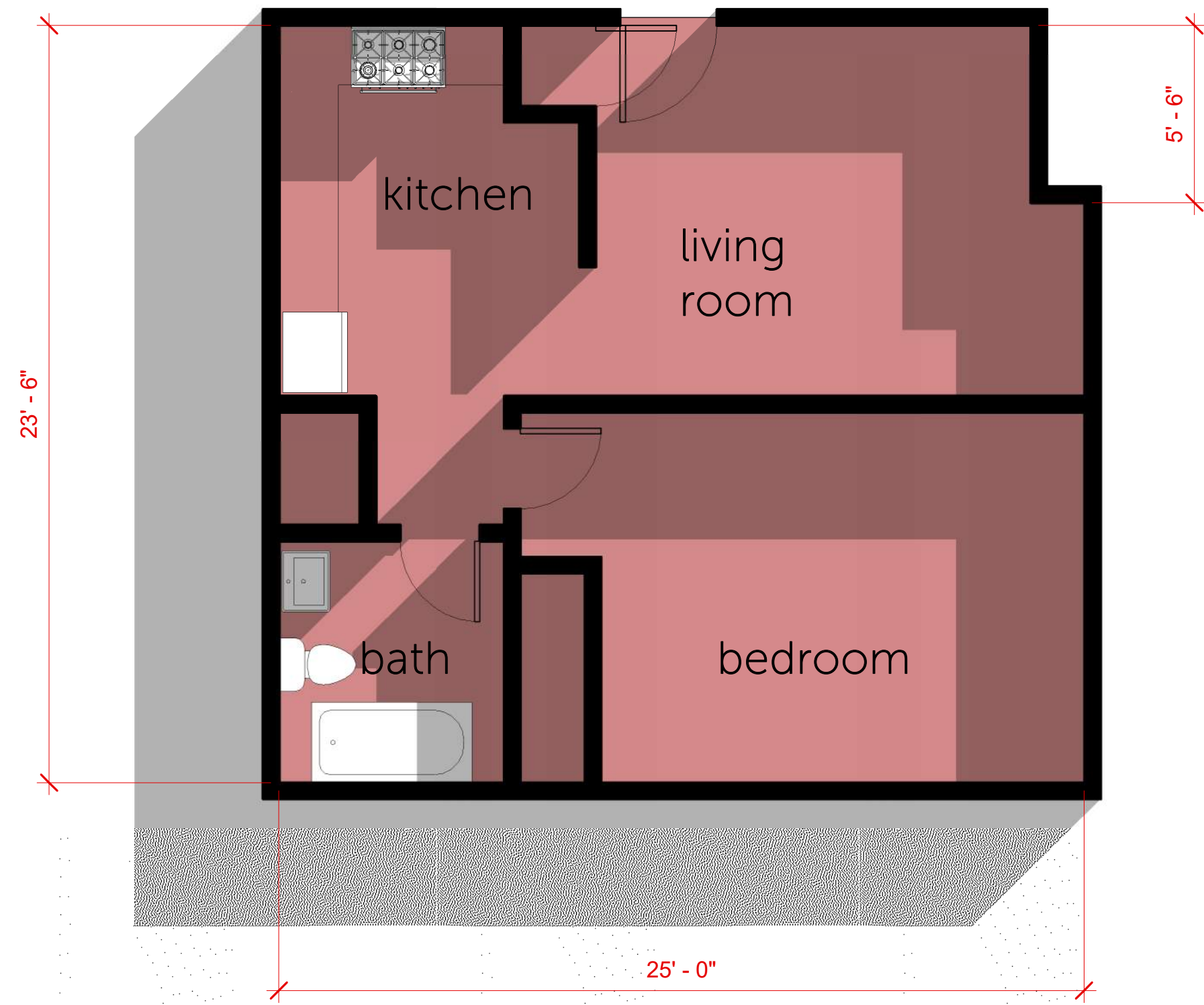
24 Hours Charette at Laundry Rooms - November 15th, 2022 - (16) Comments

- Owned Parking?
- When will we see a blue print for actual units
- Sidewalks?
- Balconies?
- When will we see "apples to apples" look like?
- Will there be guest parking?
- Laundry hook ups in rooms?
- Playground grass or sand?
- New playground equipment?
- Washer, Dryer, Dish Washer in Units?
- Additional 3 bedroom units?
- Basketball Court?
- When is each plan time estimated?
- Since this is going to take a long time, will there be any repairs to the current buildings? Some of our windows and gutters are literally falling apart
- What will be in the clubhouse?
- How many parking spots will each apartment have?

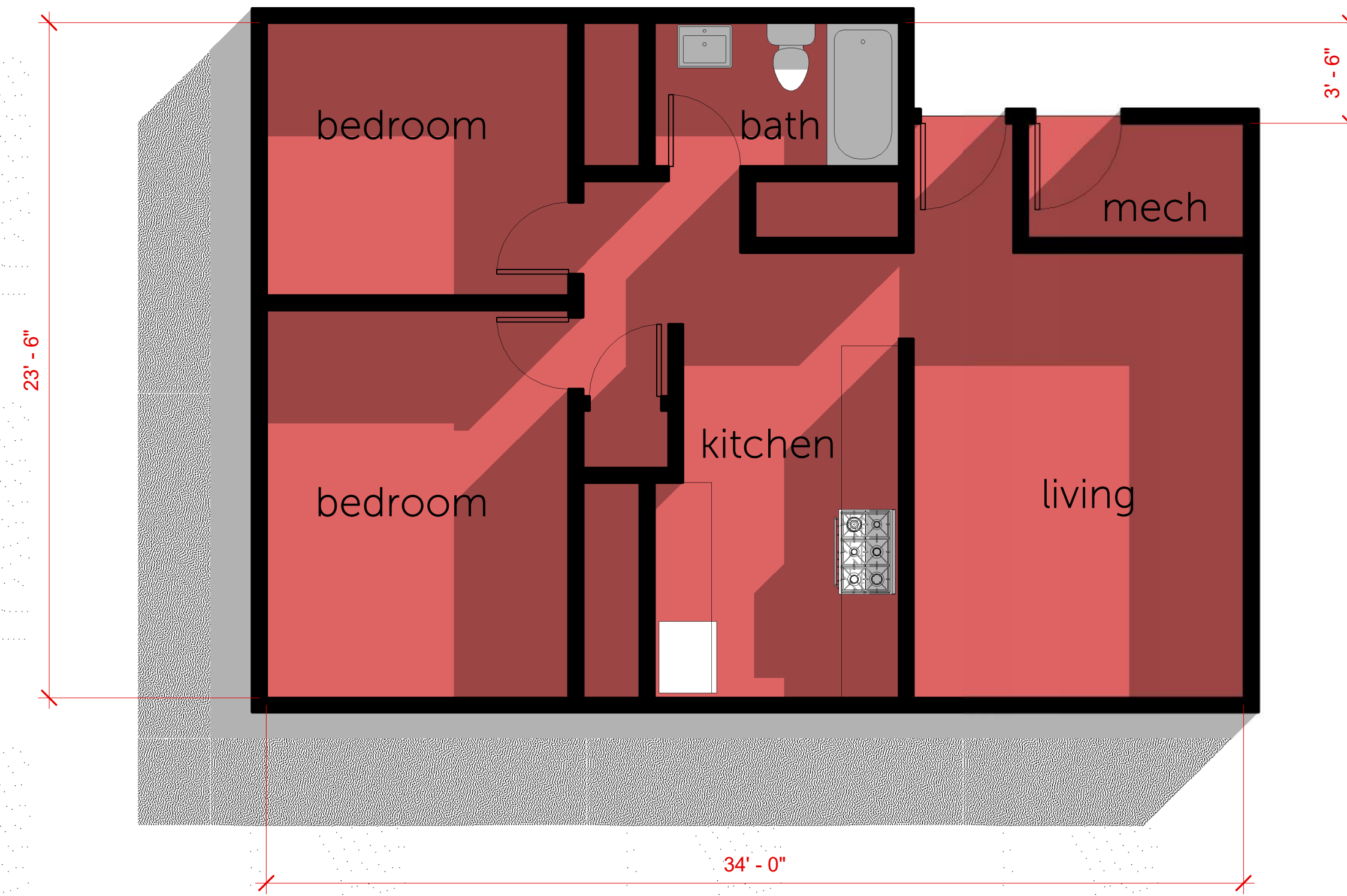


Total Stalls.....268

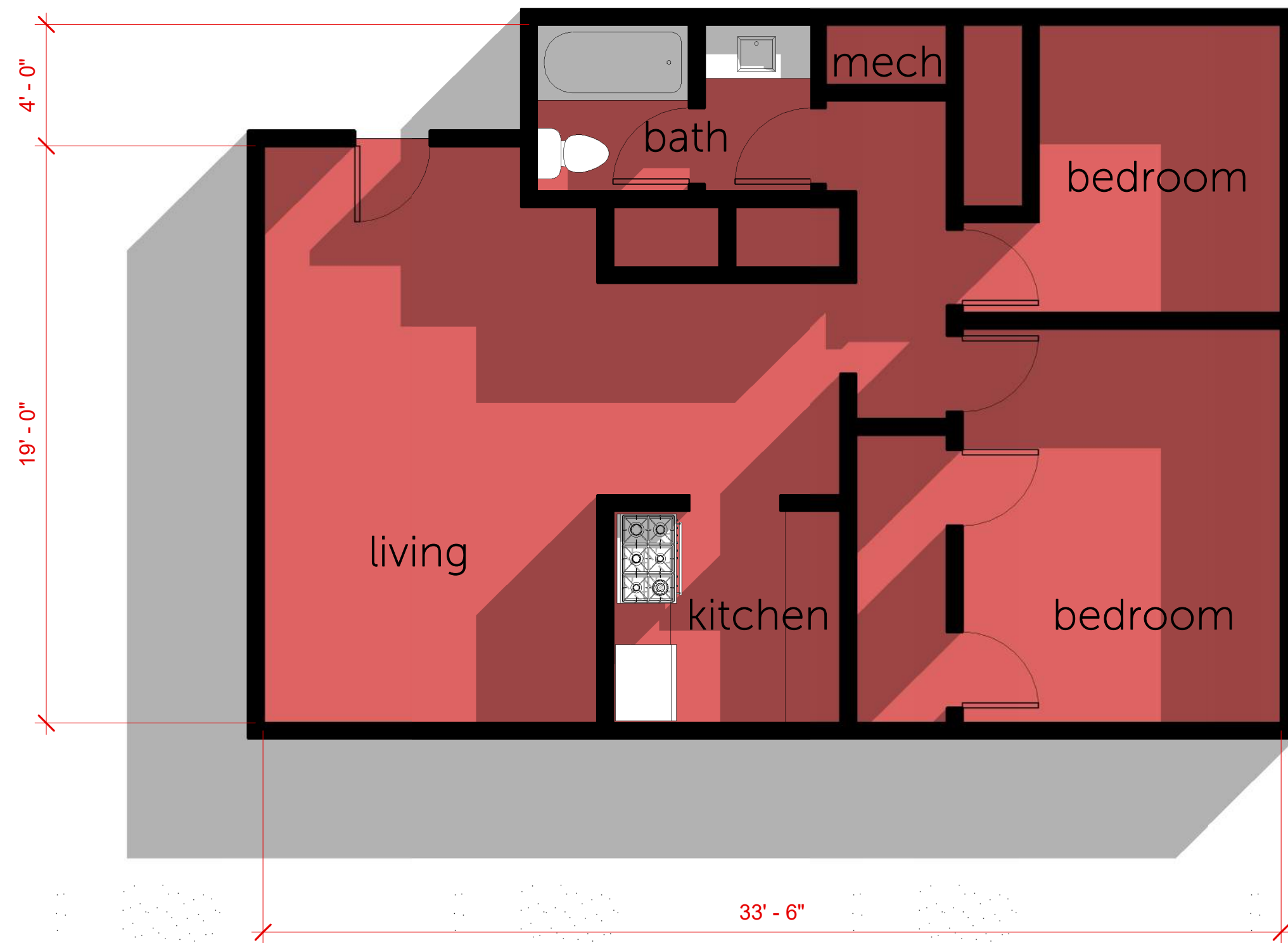




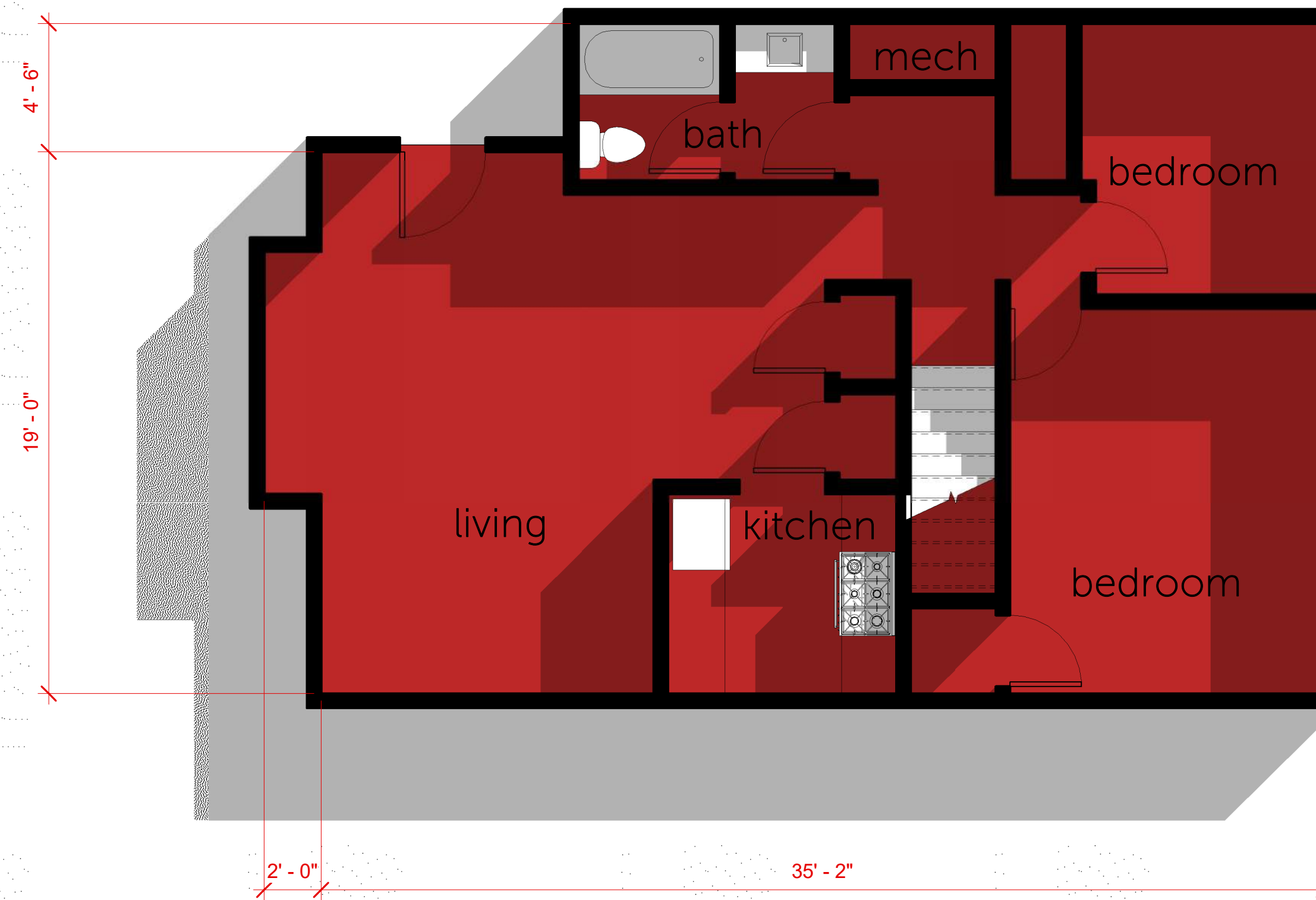
Holiday Village One Bedroom578 SF



Holiday Village Two Bedroom757 SF



Parkside Two Bedroom735 SF



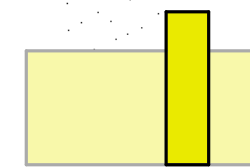
Parkside Three Bedroom1148 SF



Existing Buildings Ridge Height.....22'



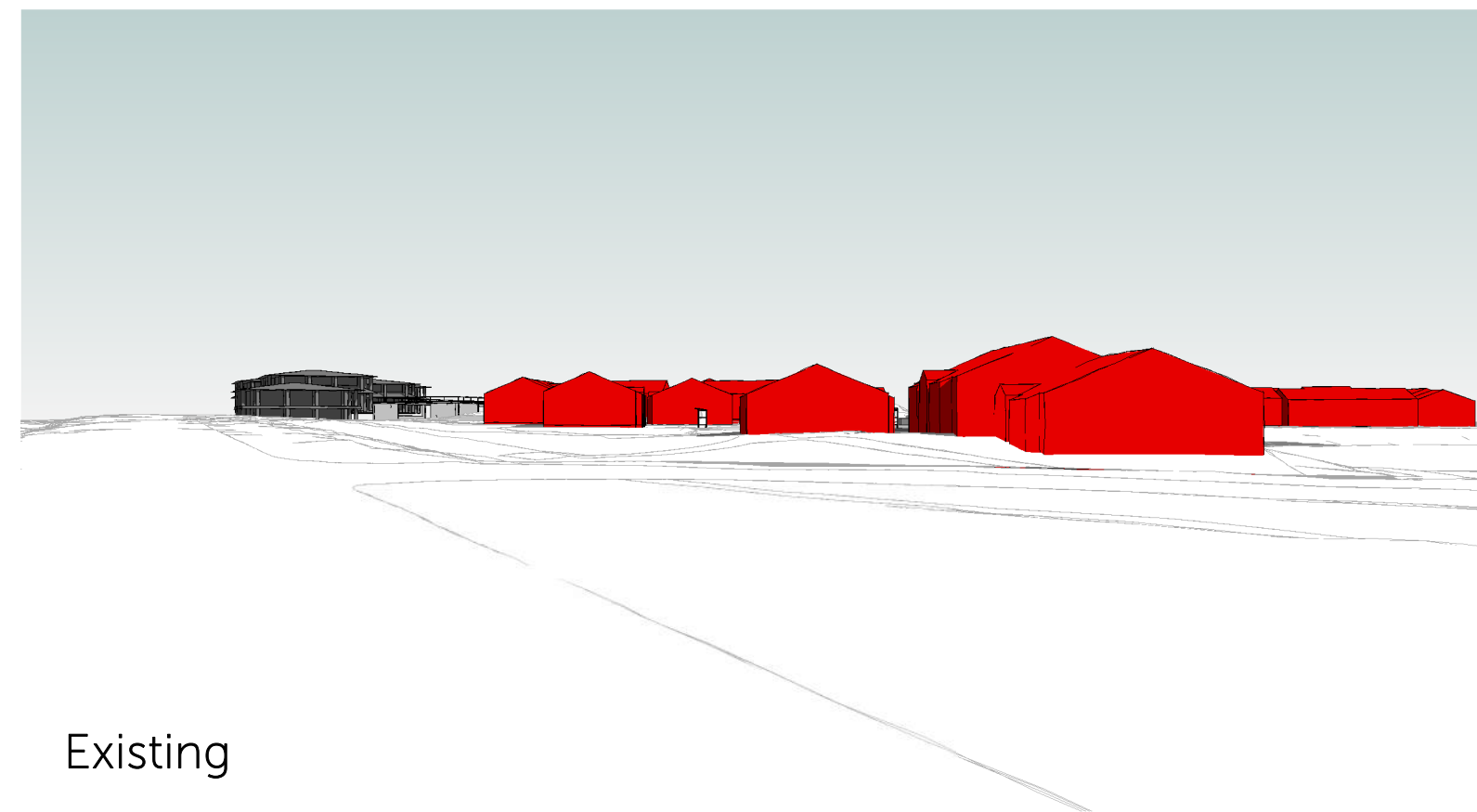
Proposed Buildings Parapet Height.....30'



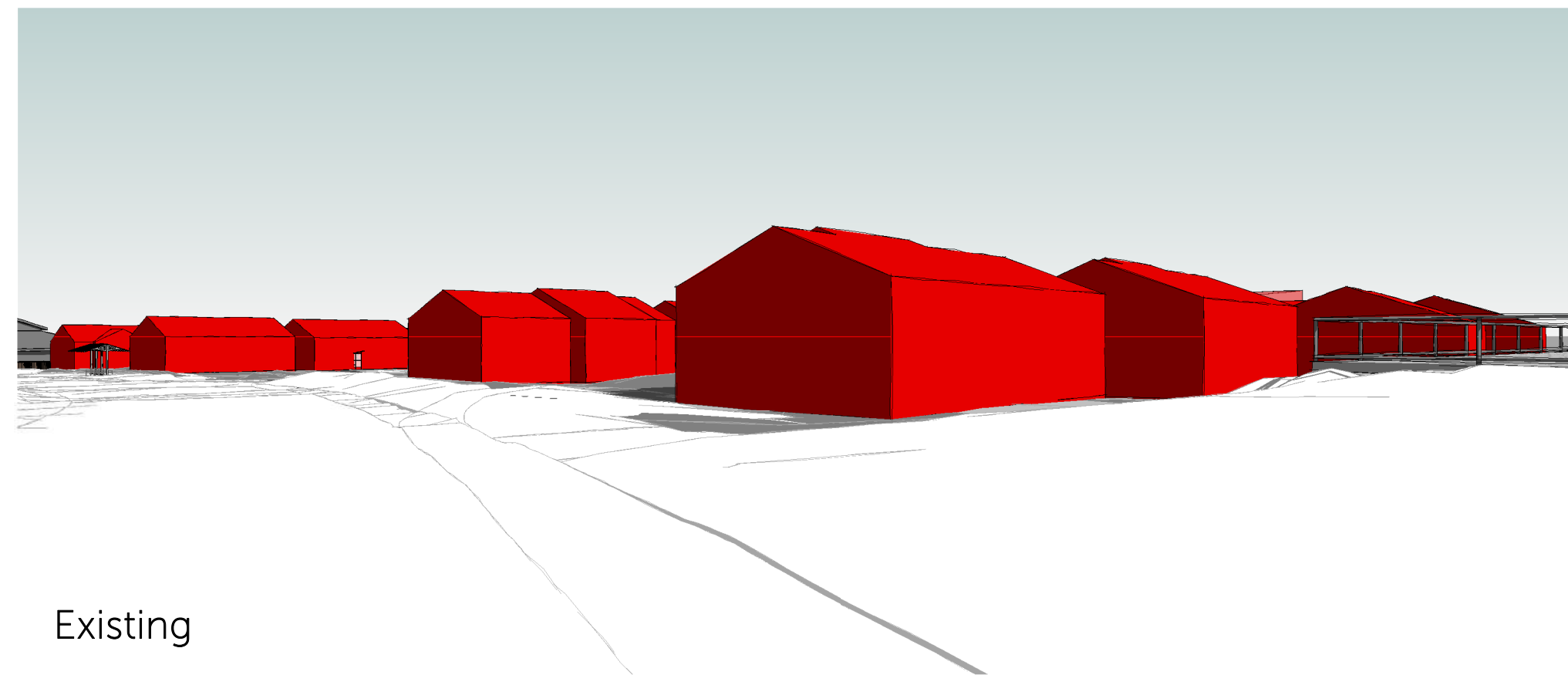
Proposed Vertical Circulation Height.....38'



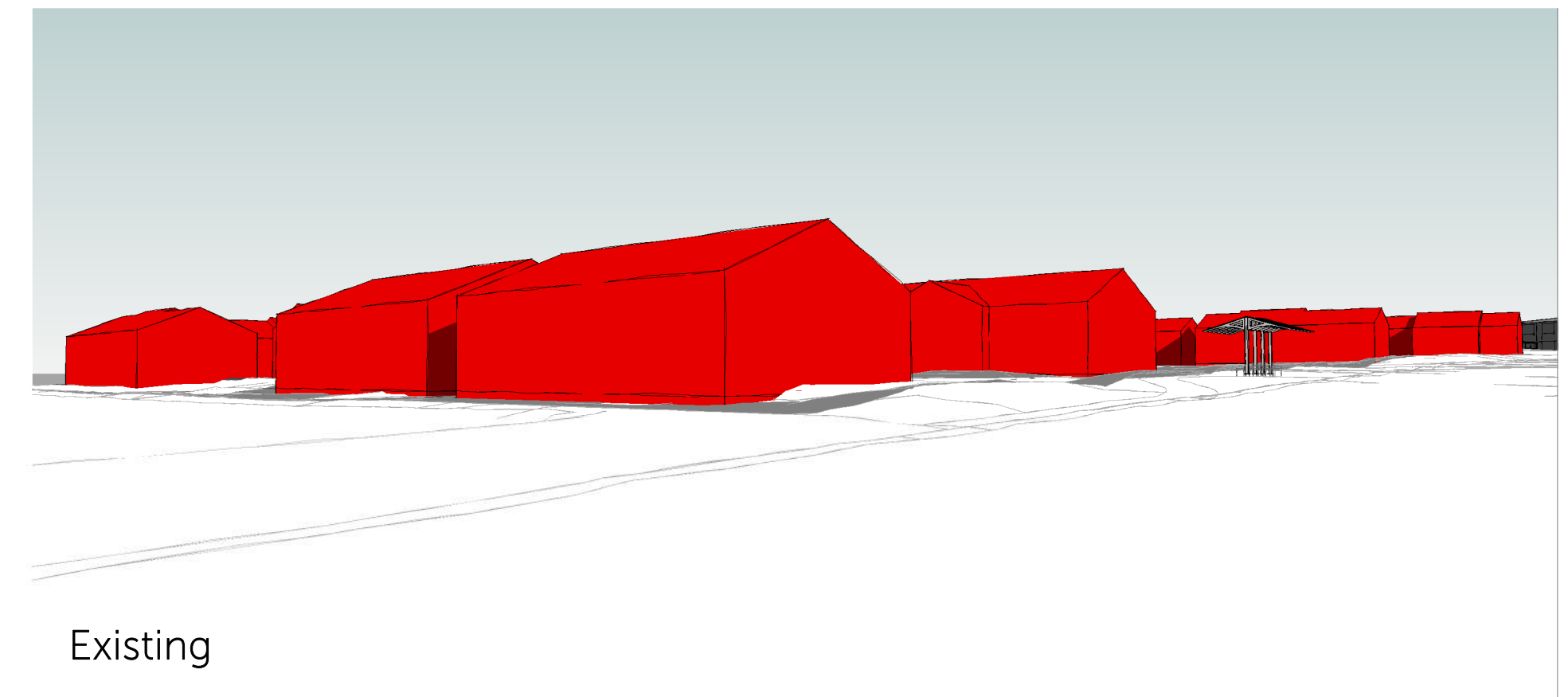
Allowable Height per AMPD.....45'



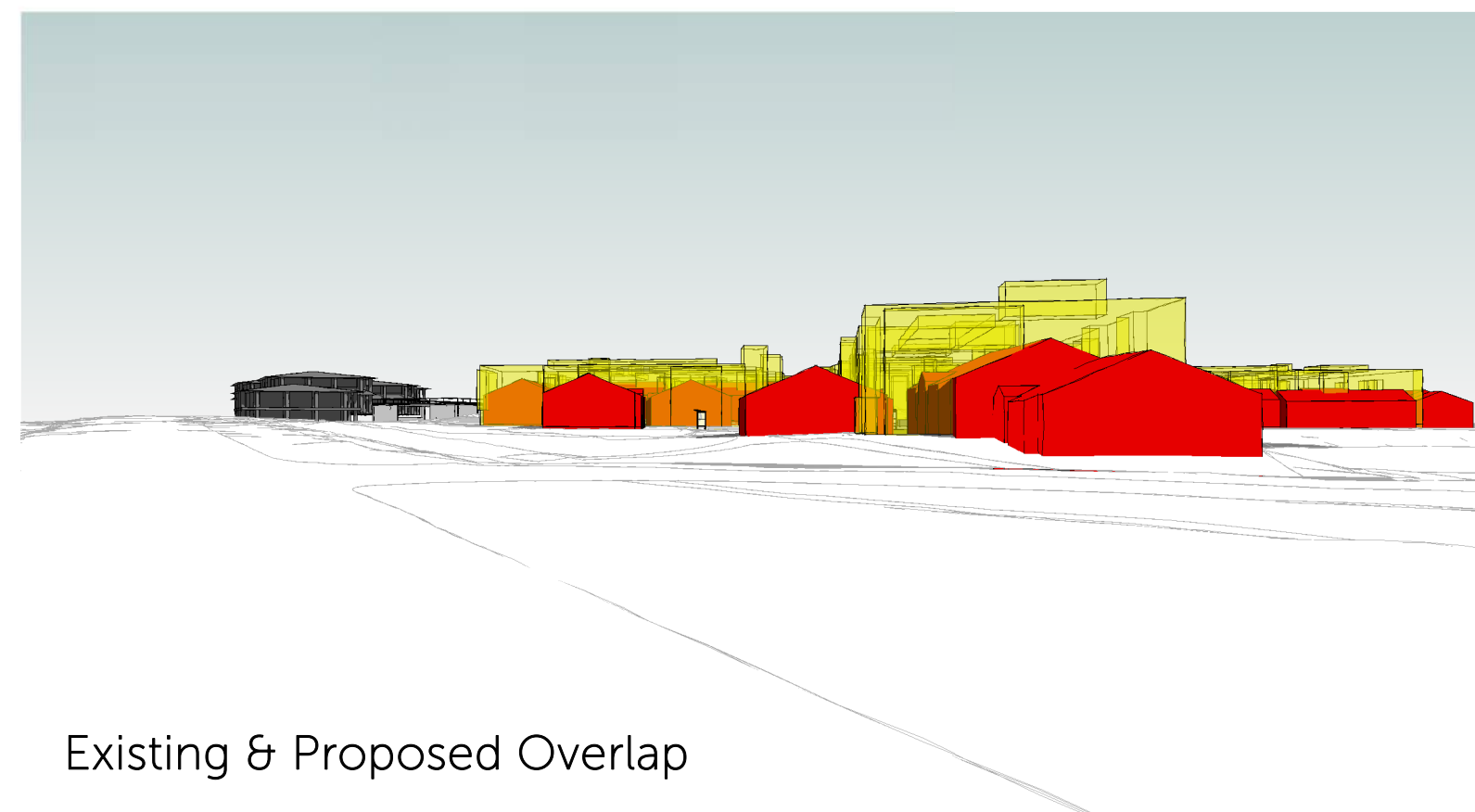
Existing



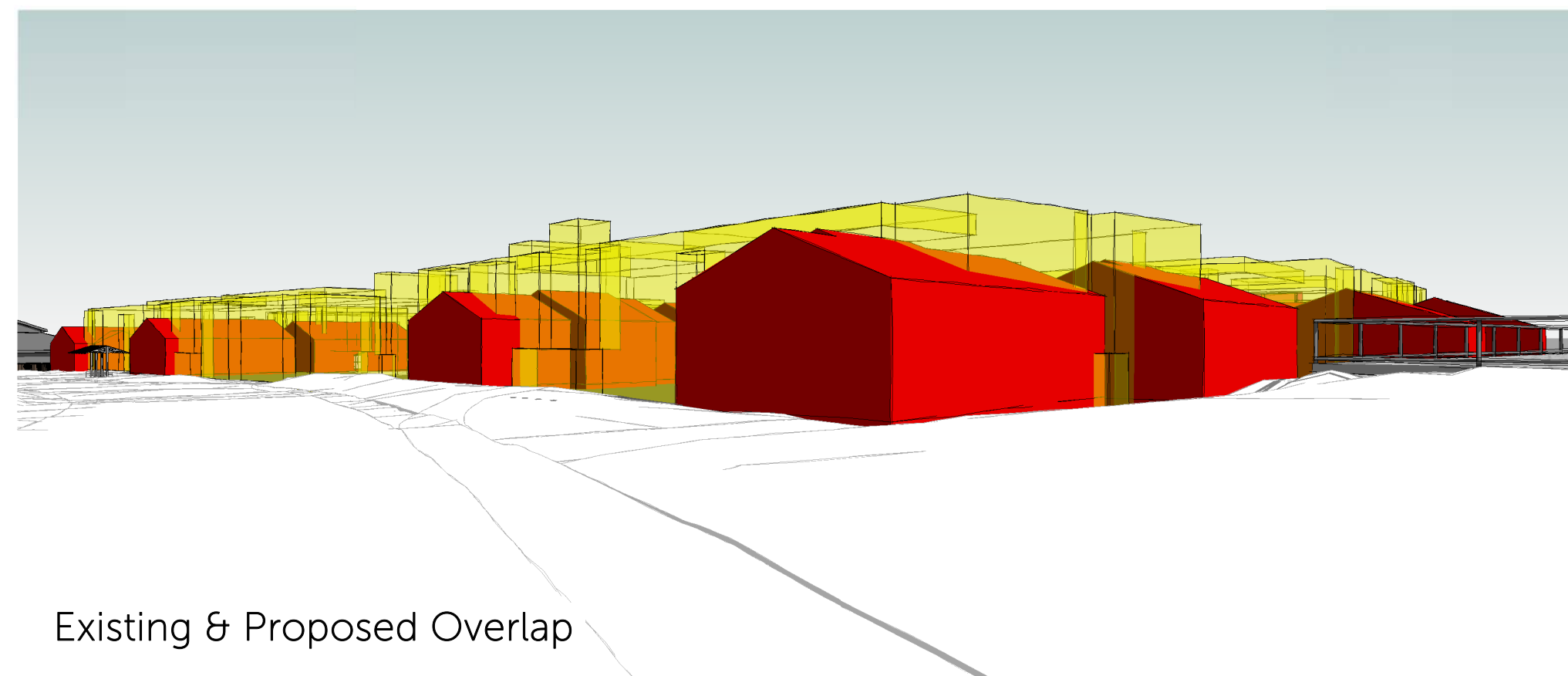
Existing



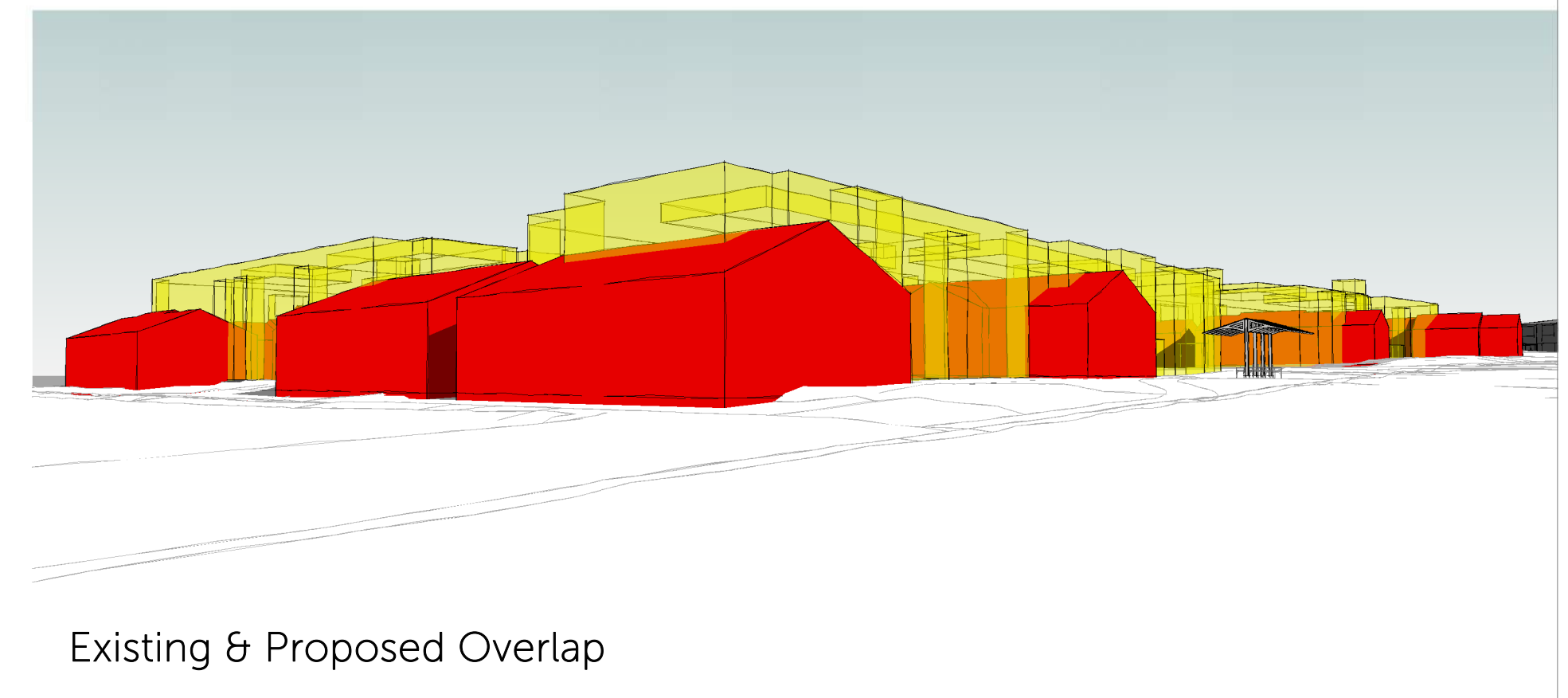
Existing



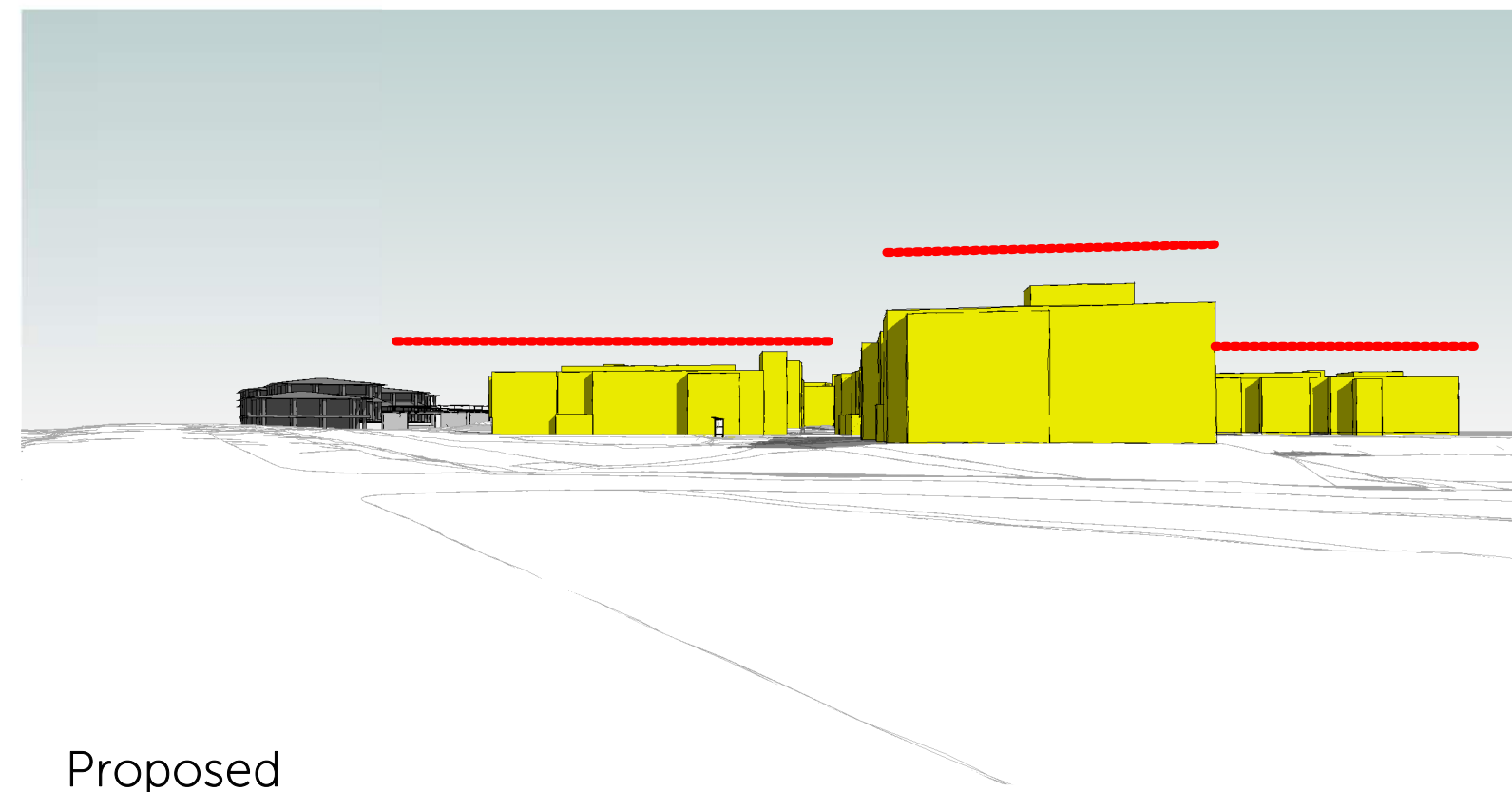
Existing & Proposed Overlap



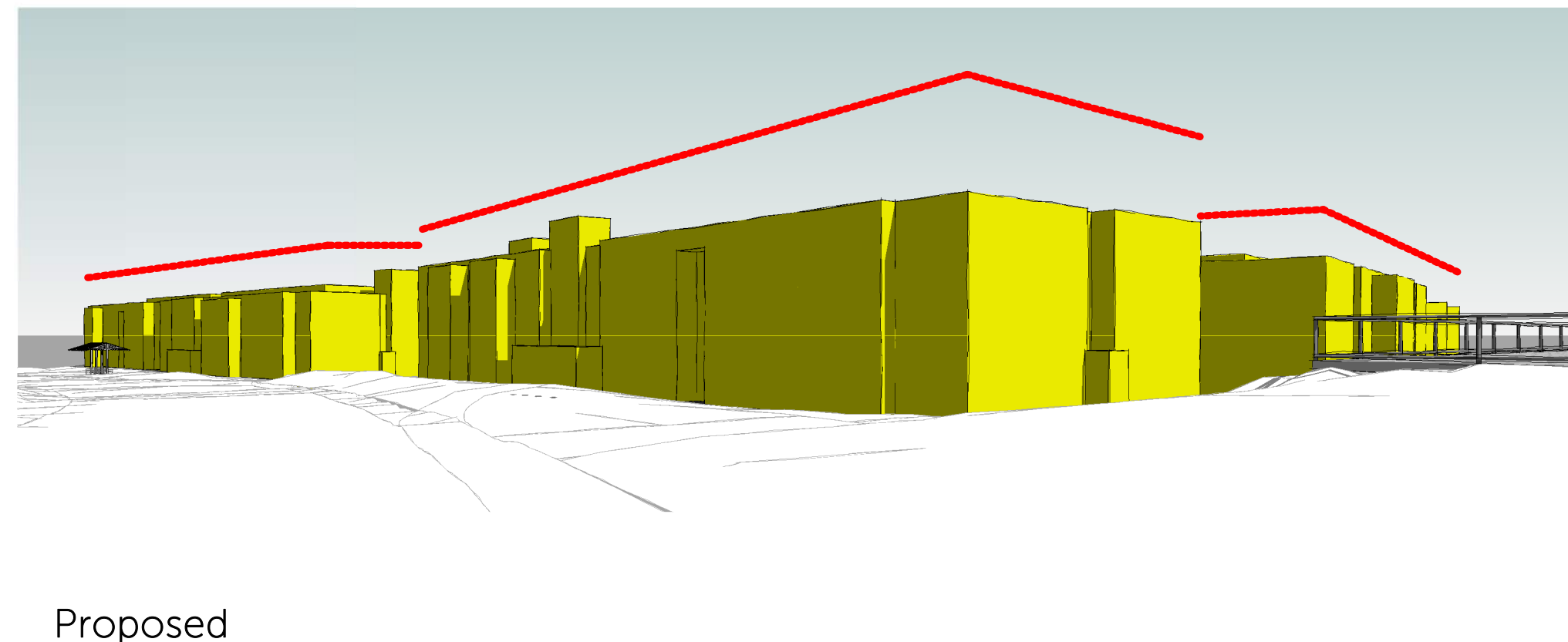
Existing & Proposed Overlap



Existing & Proposed Overlap



Proposed



Proposed



Proposed



Proposed

View From Kearns Boulevard



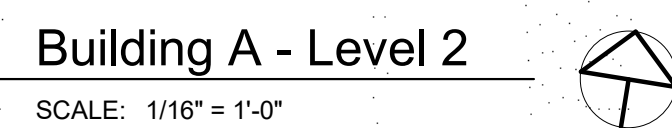
Proposed

View from Monitor Drive



Proposed

View from Monitor Drive 2



1. Datum Elevation 6776' = Architectural 100' - 0"
2. See Building Elevations for Proposed Materials
3. See AMPD-009 for Landscape Plan
4. Dimensions on Level 2 and 3 are Similar to Level 1
5. See Facade Variation Elevations for Facade Breaks and Variation

Building Data:

- * (35) Parking Stalls Required per LMC 15-6.1-9 (Market Rate)
- * (12) Parking Stalls Required per LMC 15-6.1-9 (Affordable Units)
- * (34) Parking Stalls Provided**
- * (7) Scooter / E-Bike / Motorcycle Parking Stalls Provided**
- * (8) Sheltered Secureable Bike Parking Stalls Provided**

- * 45' Allowed Building Height per LMC 15-6.1-8
* 29' 6" Proposed Building Height

***Total Building Area: 44,798 SF**

***Total (N) Unit Equivalents: 44,798 / 2000 = 22.40**

Units:

Unit Type and Count	Unit Area
1 Bed 26	600 Sq. Ft.
2 Bed 14	837 Sq. Ft.
3 Bed 5	1125 Sq. Ft.
Total: 45	

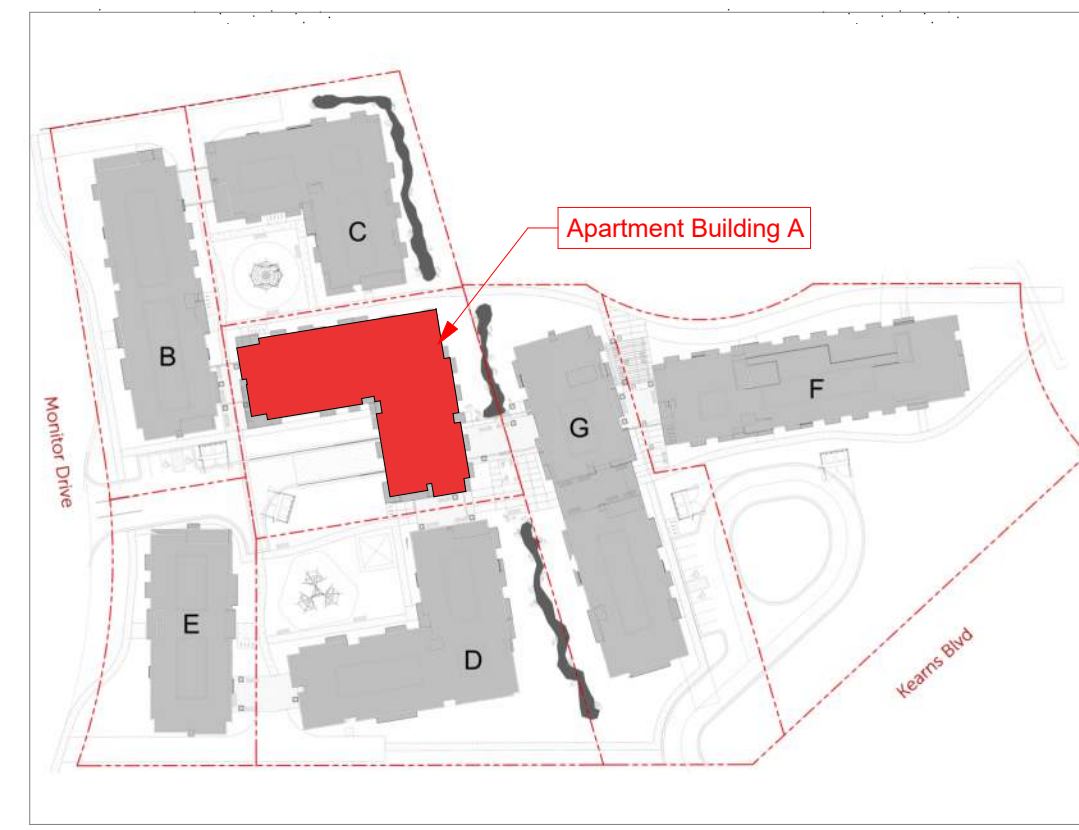
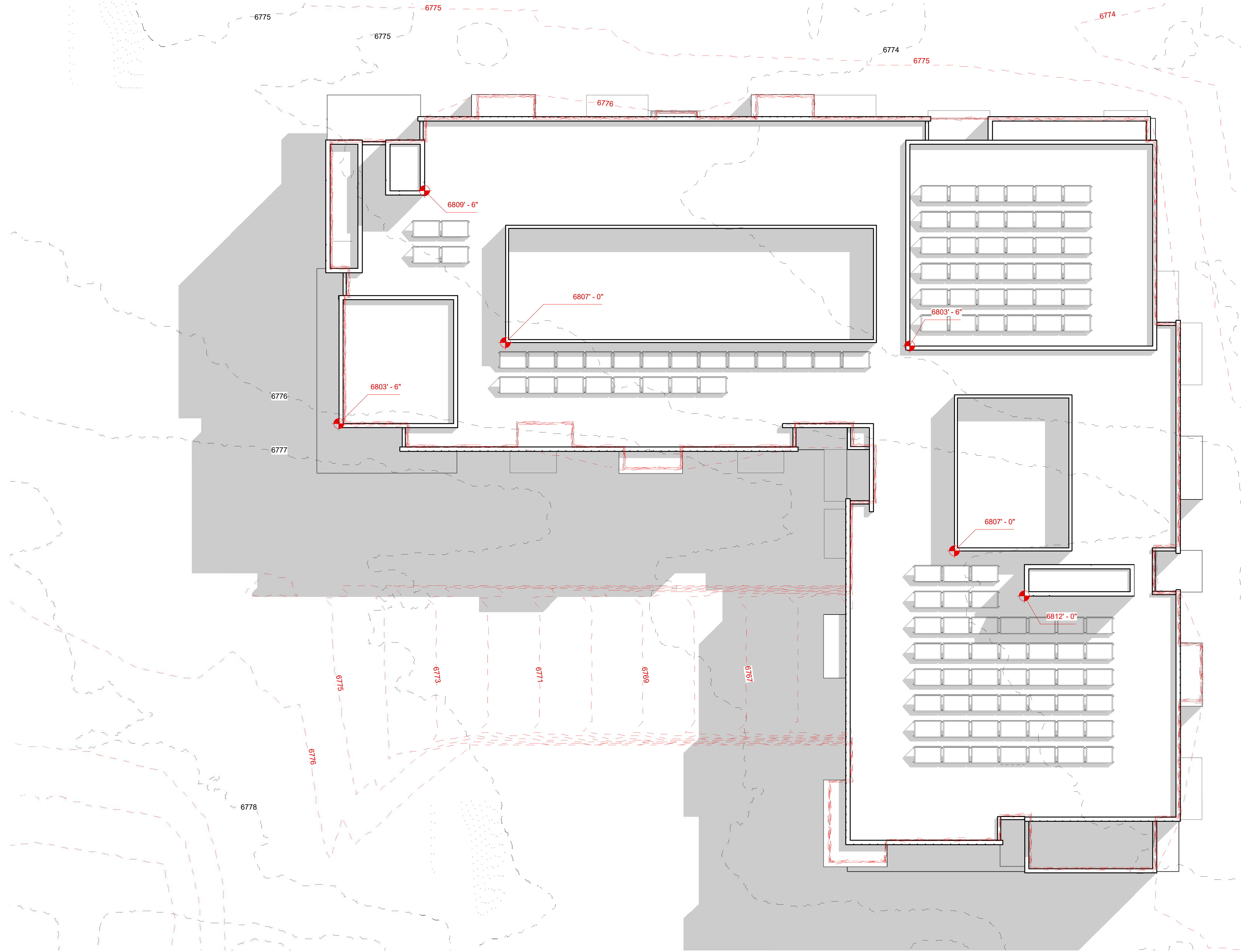
Common Spaces:

Type	Total Area
- Common Space	1966 SF
- Storage Area	1259 SF

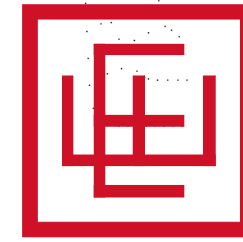
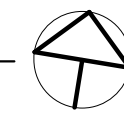
Parking:

Parking Requirements per LMC 15-6.1-9		
Unit Type	Market Rate Units	Affordable Units
- Common Space	0	0
- Storage Area	0	0
1 Bed	0.5	0
2 Bed	1	0.5
3 Bed	1.5	1
Studio	0.5	0

Parking Requirement Totals		
Unit Type	Market Rate Units	Affordable Units
1 Bed	13	0
2 Bed	14	7
3 Bed	7.5	5
45	34.5	12



Roof Plan
SCALE: 3/32" = 1'-0"





Elevation 4

SCALE: 3/32" = 1'-0"



Elevation 3

SCALE: 3/32" = 1'-0"



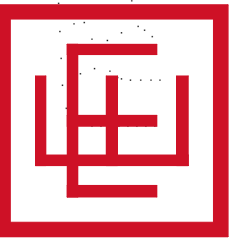
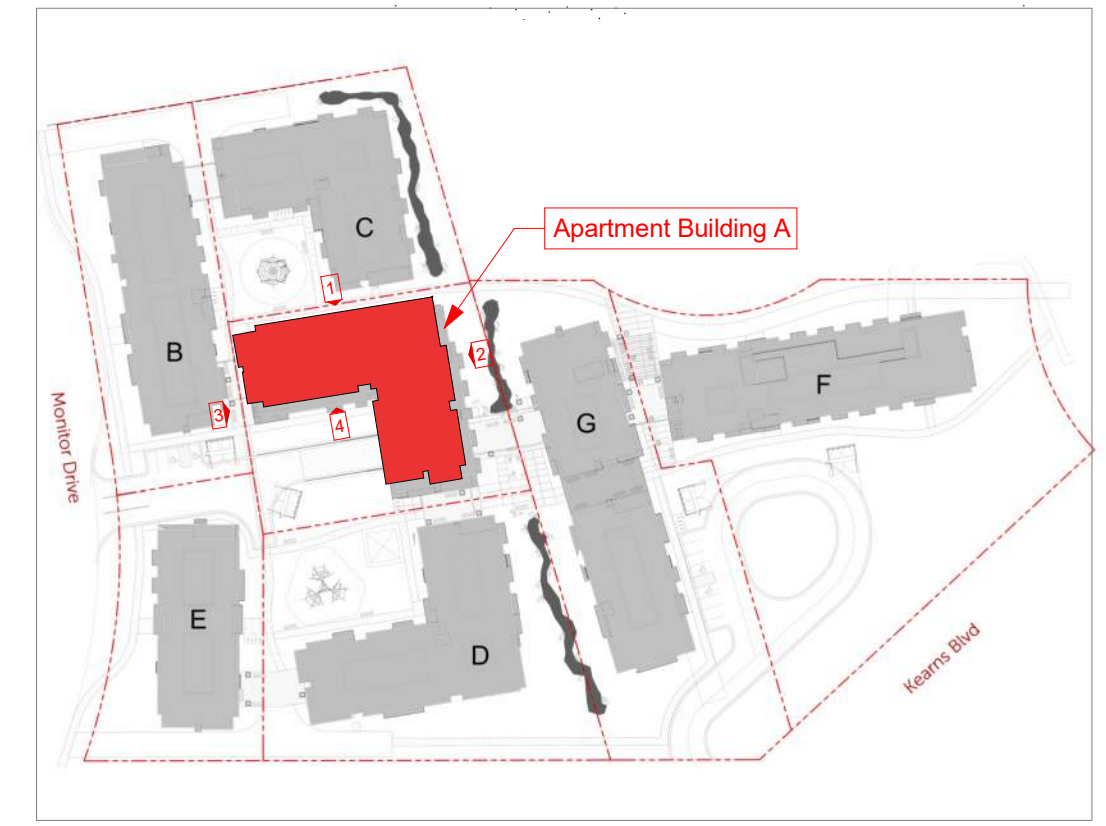
Elevation 2

SCALE: 3/32" = 1'-0"



Elevation 1

SCALE: 3/32" = 1'-0"

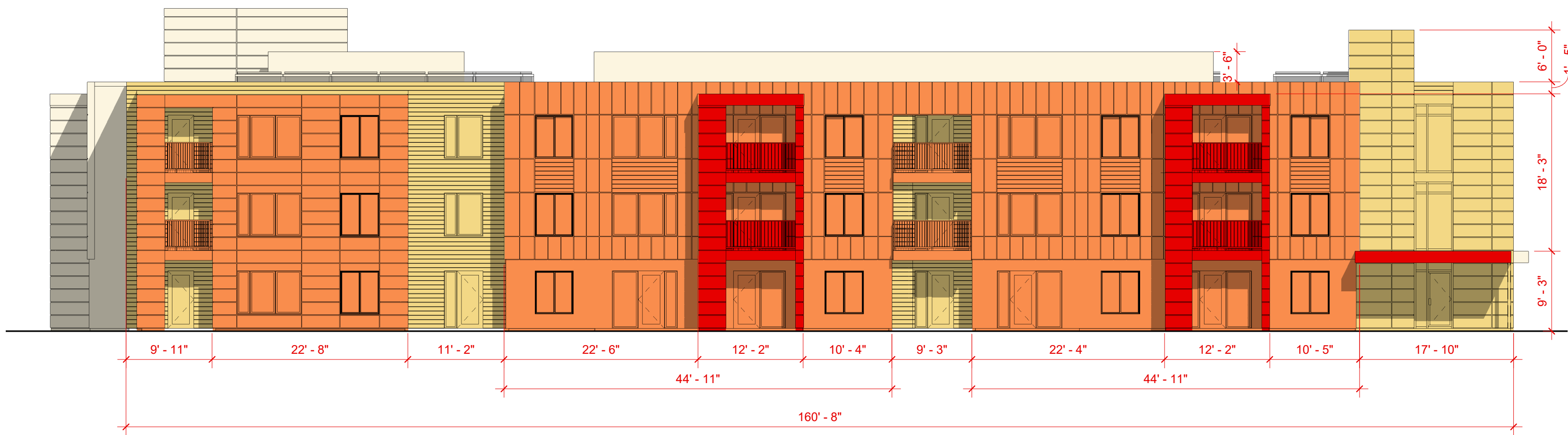


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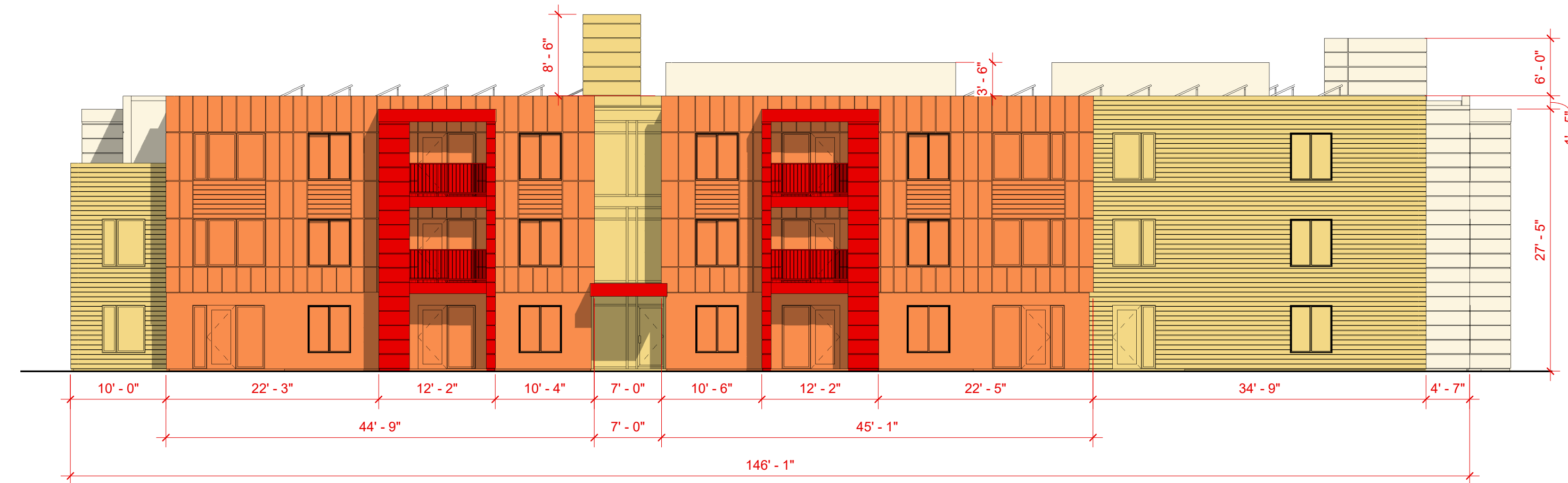
Apt. Bldg. A - Elevations

HOPA
AMPD-102



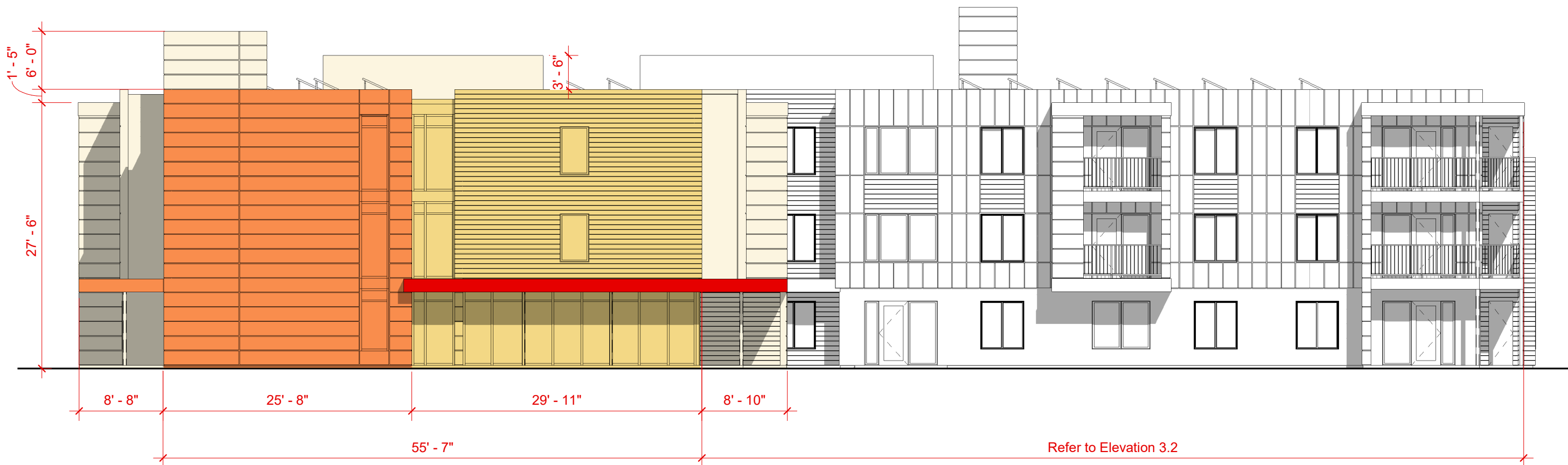
Elevation 1 Facade Variation

SCALE: 3/32" = 1'-0"



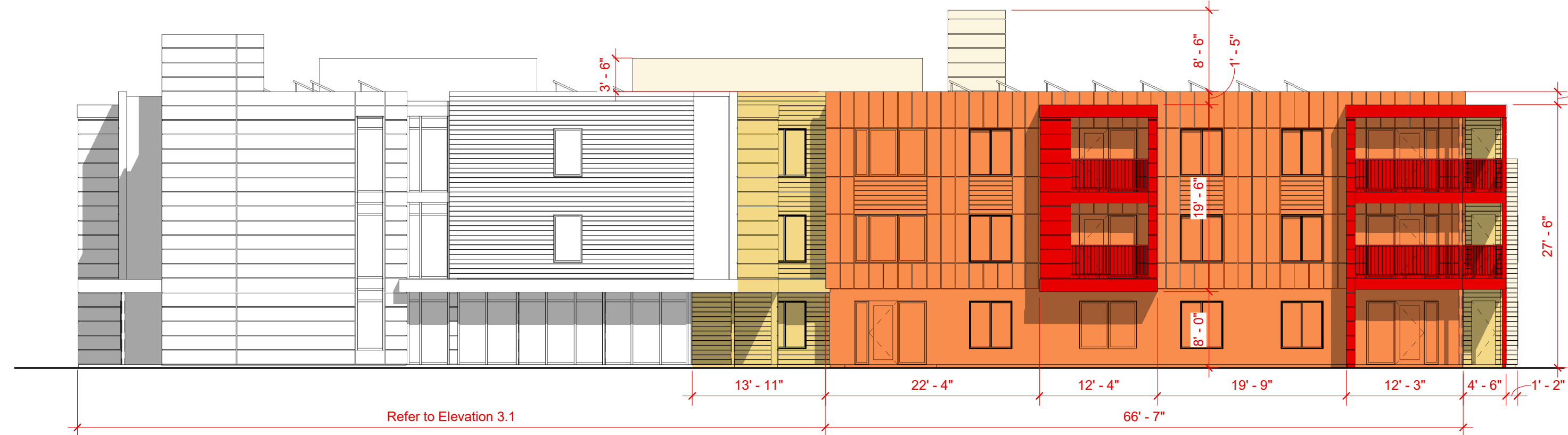
Elevation 2 Facade Variation

SCALE: 3/32" = 1'-0"



Elevation 3.1 Facade Variation

SCALE: 3/32" = 1'-0"



Elevation 3.2 Facade Variation

SCALE: 3/32" = 1'-0"



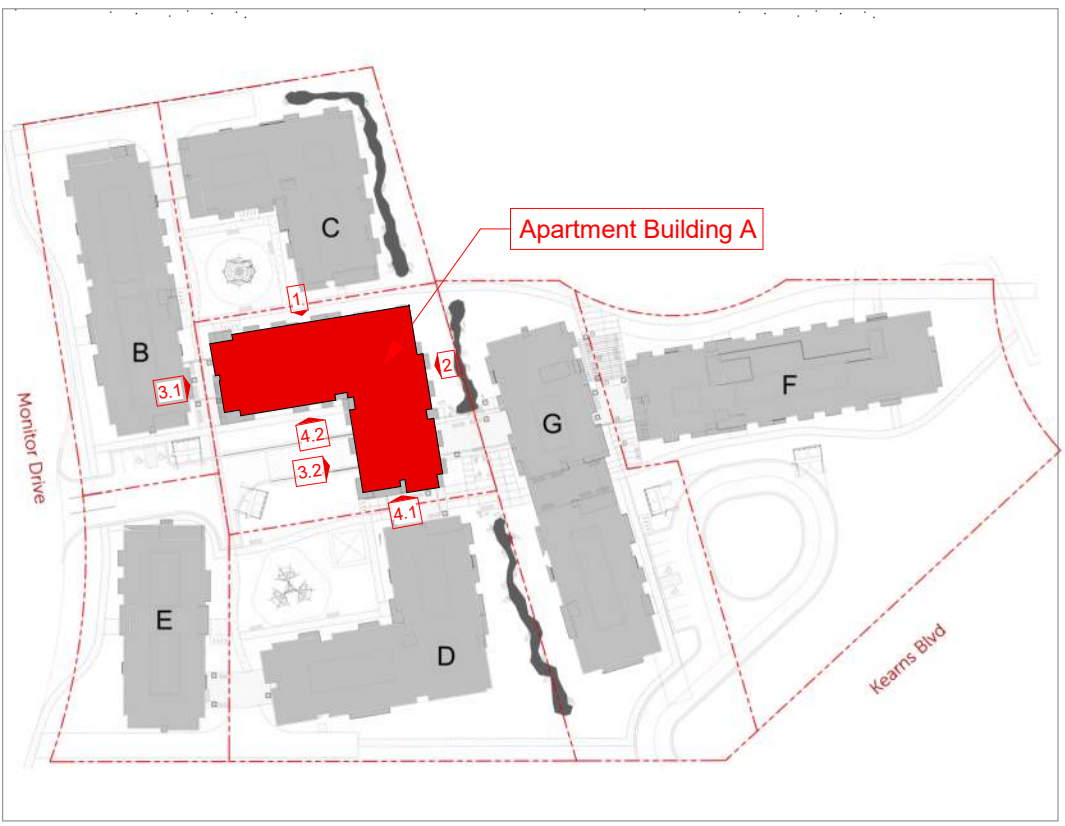
Elevation 4.1 Facade Variation

SCALE: 3/32" = 1'-0"



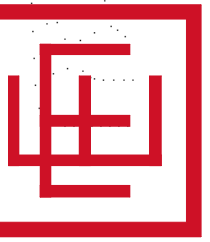
Elevation 4.2 Facade Variation

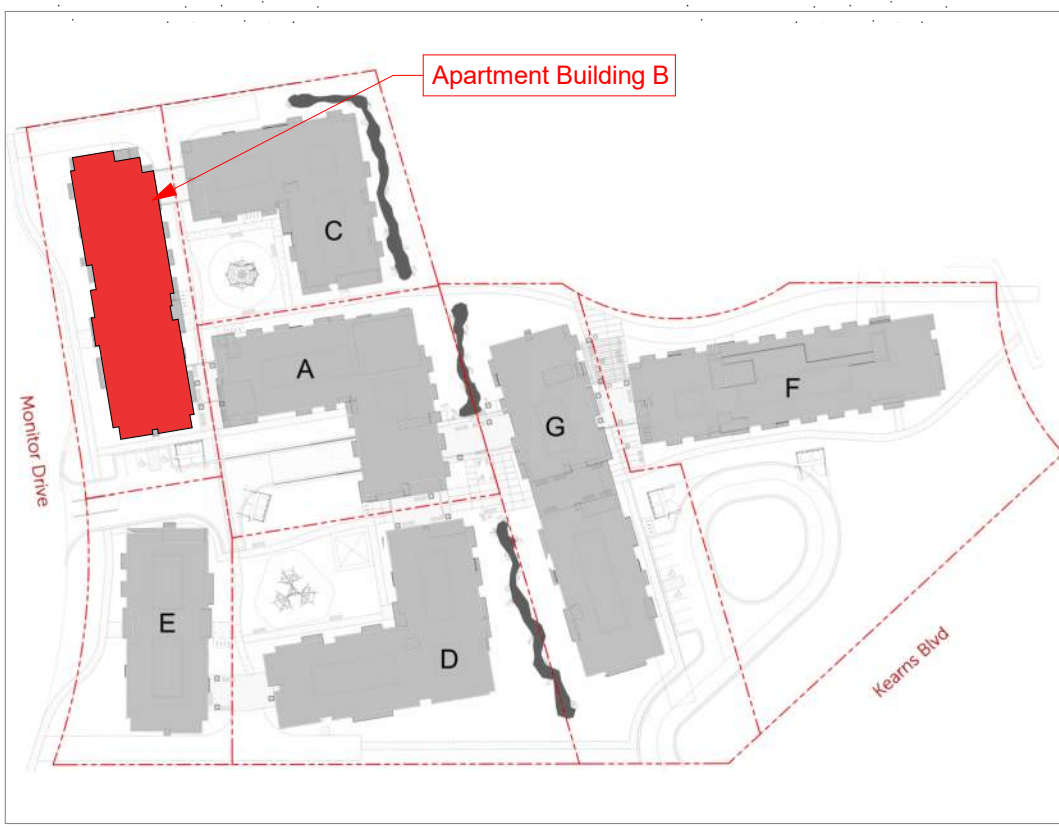
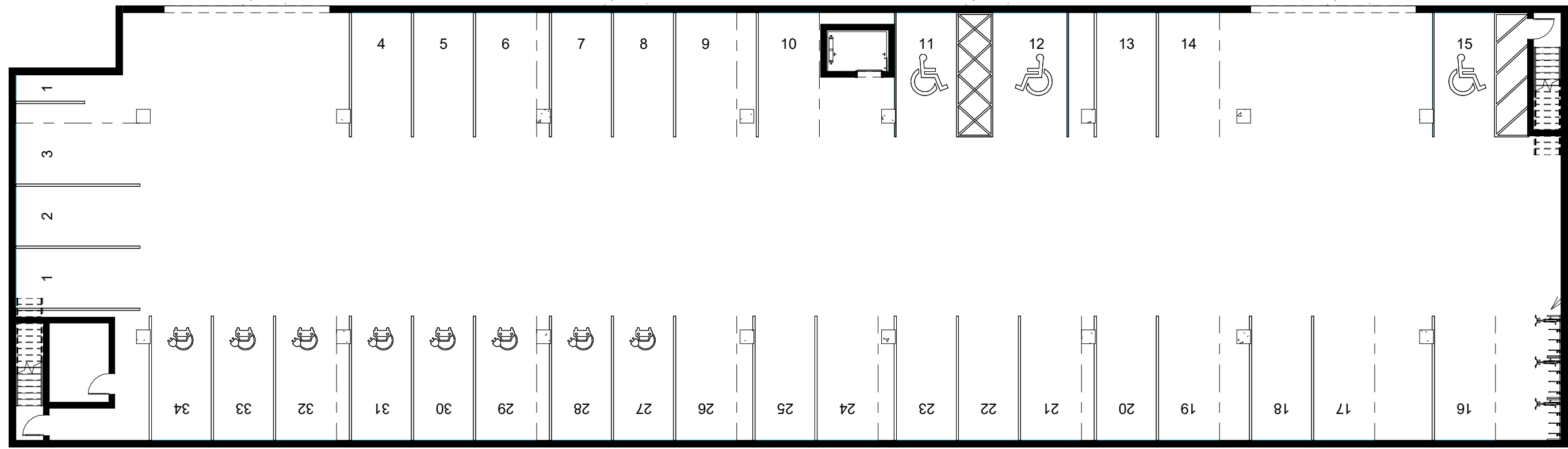
SCALE: 3/32" = 1'-0"



Facade Shift Legend

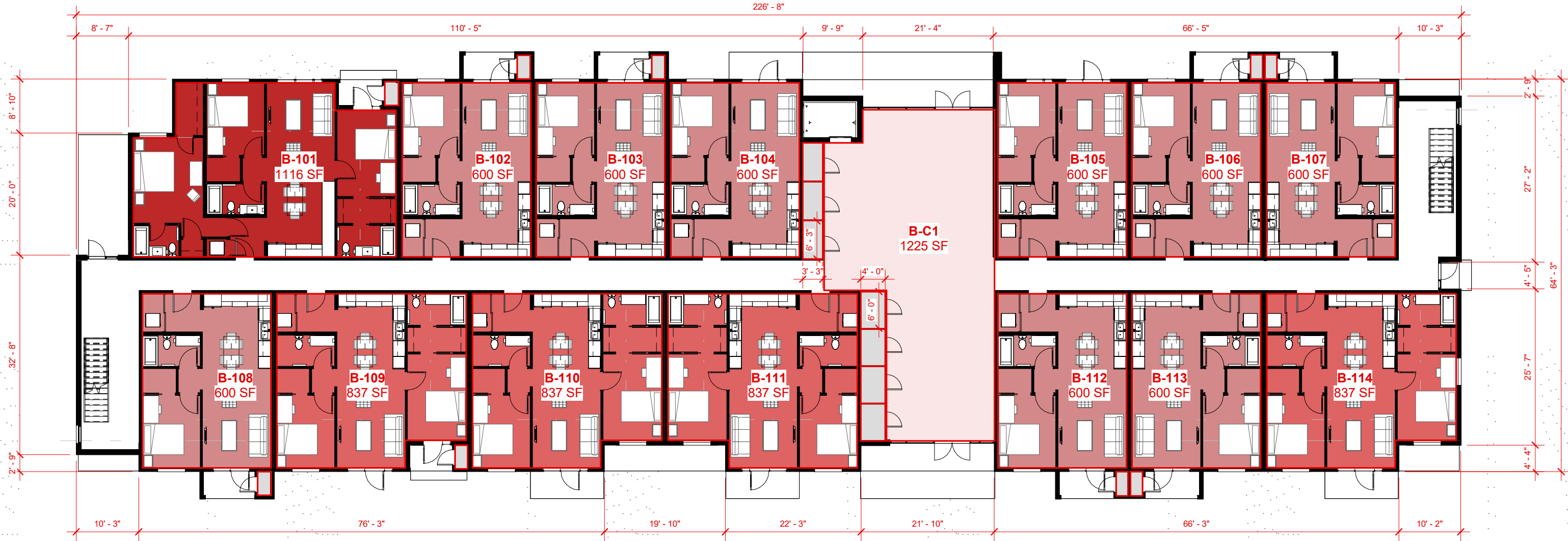
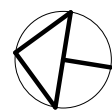
- Facade Bumpout Area.....4' to 5'
- Primary Facade Area.....0'
- Recessed Facade Area.....4' to 5'
- Recessed Facade Area.....15'+





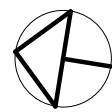
Building B - Level P

SCALE: 1/16" = 1'-0"



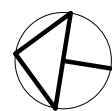
Building B - Level 1

SCALE: 1/16" = 1'-0"



Building B - Level 2

SCALE: 1/16" = 1'-0"



General Notes:

1. Datum Elevation 6775' 6" = Architectural 100' - 0"
2. See Building Elevations for Proposed Materials
3. See AMPD-009 for Landscape Plan
4. Dimensions on Level 2 and 3 are Similar to Level 1
5. See Facade Variation Elevations for Facade Breaks and Variation

Building Data:

- * (33) Parking Stalls Required per LMC 15-6.1-9 (Market Rate)
- * (11) Parking Stalls Required per LMC 15-6.1-9 (Affordable Units)
- * (33) Parking Stalls Provided
- * (1) Scooter / E-Bike / Motorcycle Parking Stalls Provided
- * (30) Sheltered Securable Bike Parking Stalls Provided

- * 45' Allowed Building Height per LMC 15-6.1-8
- * 29' 6" Proposed Building Height

*Total Building Area: 41,821 SF

*Total (N) Unit Equivalents: 41,821 / 2000 = 20.91

Units:

Unit Type and Count	Unit Area
1 Bed	600 Sq. Ft.
27	
2 Bed	837 Sq. Ft.
12	
3 Bed	1125 Sq. Ft.
5	
Total: 44	

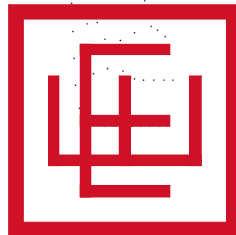
Common Spaces:

Type	Total Area
- Common Space	1225 SF
- Storage Area	563 SF

Parking:

Parking Requirements per LMC 15-6.1-9		
Unit Type	Market Rate Units	Affordable Units
- Common Space	0	0
- Storage Area	0	0
1 Bed	0.5	0
2 Bed	1	0.5
3 Bed	1.5	1
Studio	0.5	0

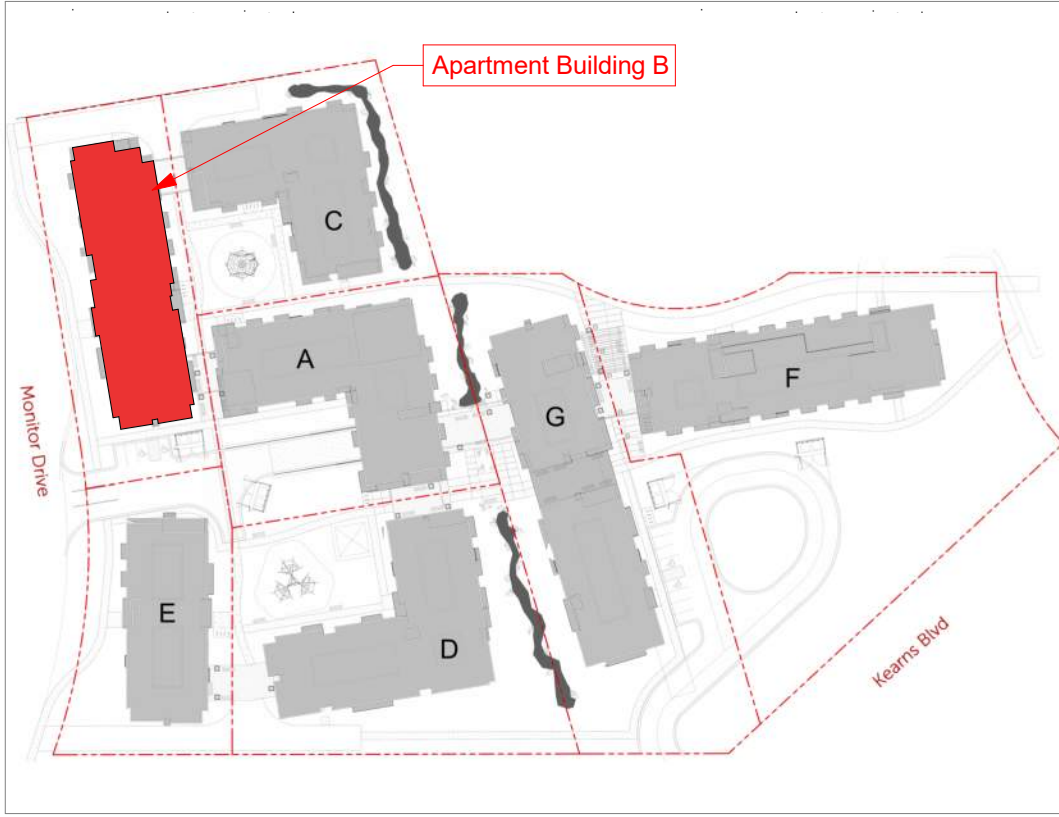
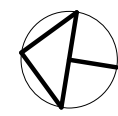
Parking Requirement Totals		
Unit Type	Market Rate Units	Affordable Units
1 Bed	13.5	0
2 Bed	12	6
3 Bed	7.5	5
44	33	11





Building B - Level 3

SCALE: 1/16" = 1'-0"



General Notes:

- 1. Datum Elevation 6775' 6" = Architectural 100' - 0"
- 2. See Building Elevations for Proposed Materials
- 3. See AMPD-009 for Landscape Plan
- 4. Dimensions on Level 2 and 3 are Similar to Level 1
- 5. See Facade Variation Elevations for Facade Breaks and Variation

Building Data:

- * (33) Parking Stalls Required per LMC 15-6.1-9 (Market Rate)
- * (11) Parking Stalls Required per LMC 15-6.1-9 (Affordable Units)
- * (33) Parking Stalls Provided
- * (1) Scooter / E-Bike / Motorcycle Parking Stalls Provided
- * (30) Sheltered Securable Bike Parking Stalls Provided

- * 45' Allowed Building Height per LMC 15-6.1-8
- * 29' 6" Proposed Building Height

*Total Building Area: 41,821 SF

*Total (N) Unit Equivalents: 41,821 / 2000 = 20.91

Units:

Unit Type and Count	Unit Area
1 Bed	600 Sq. Ft.
27	
2 Bed	837 Sq. Ft.
12	
3 Bed	1125 Sq. Ft.
5	
Total: 44	

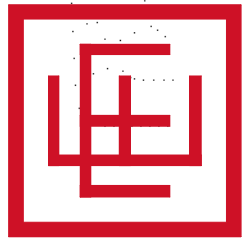
Common Spaces:

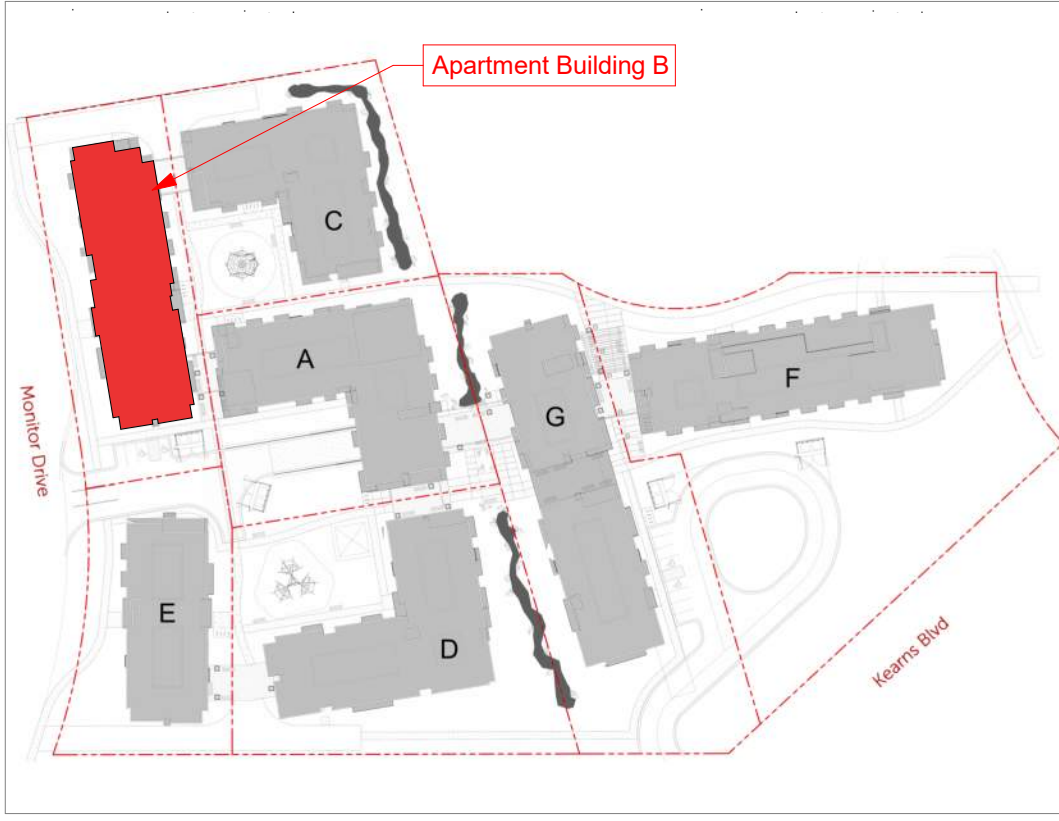
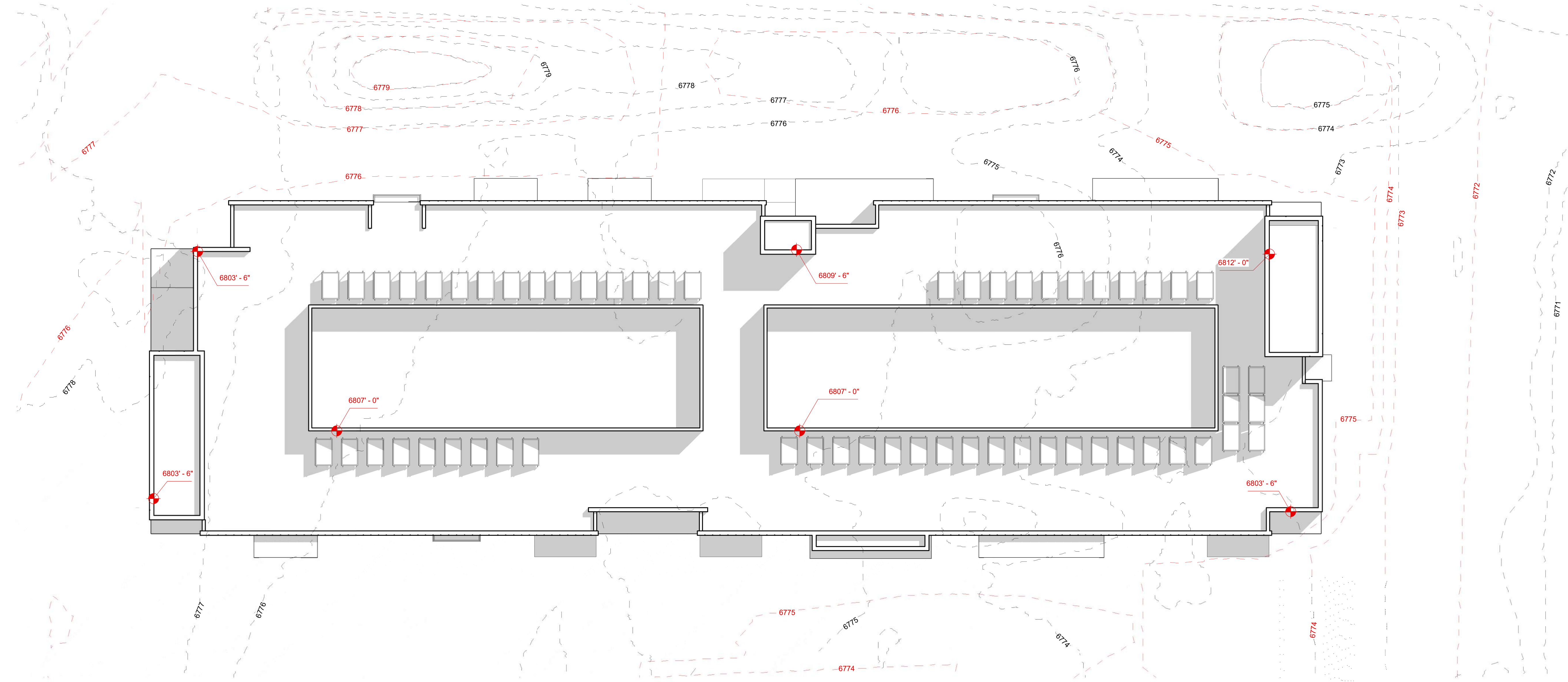
Type	Total Area
- Common Space	1225 SF
- Storage Area	563 SF

Parking:

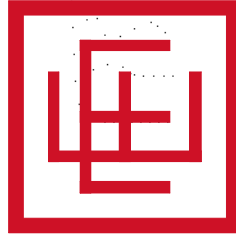
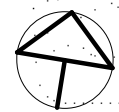
Parking Requirements per LMC 15-6.1-9		
Unit Type	Market Rate Units	Affordable Units
- Common Space	0	0
- Storage Area	0	0
1 Bed	0.5	0
2 Bed	1	0.5
3 Bed	1.5	1
Studio	0.5	0

Parking Requirement Totals		
Unit Type	Market Rate Units	Affordable Units
1 Bed	13.5	0
2 Bed	12	6
3 Bed	7.5	5
44	33	11





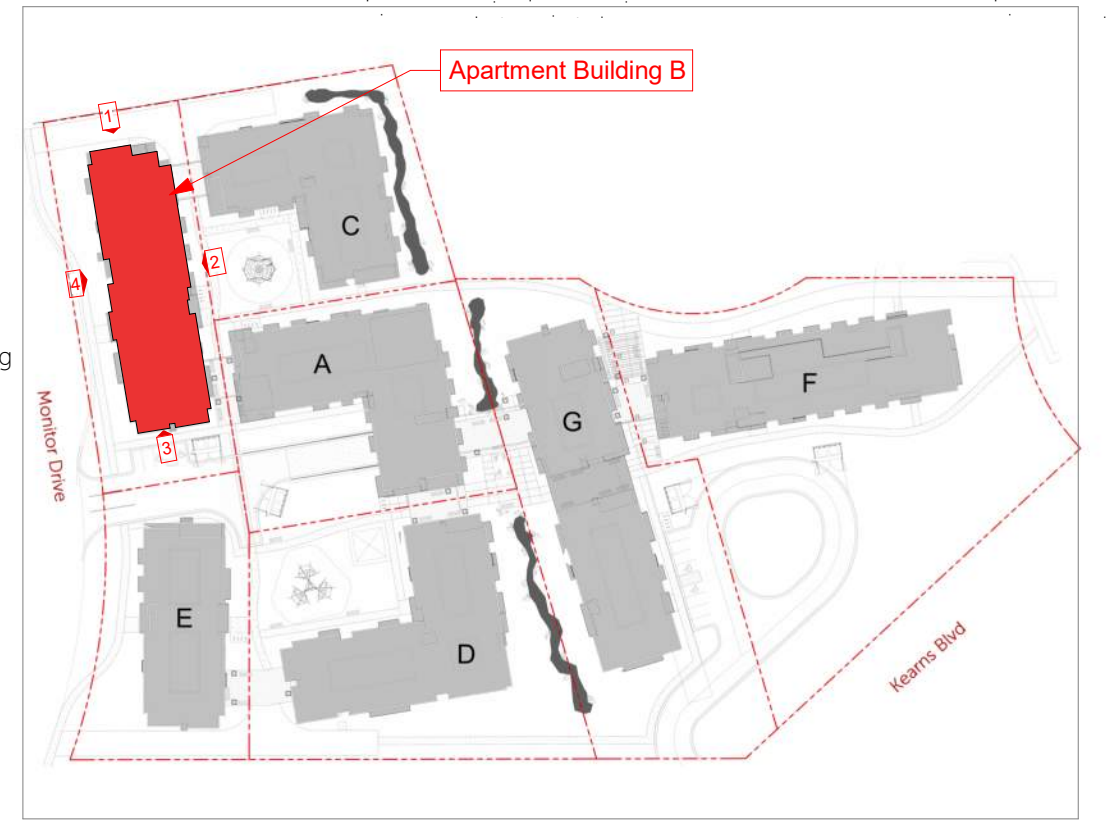
Roof Plan
SCALE: 3/32" = 1'-0"





Elevation 4

SCALE: 3/32" = 1'-0"



Elevation 3

SCALE: 3/32" = 1'-0"



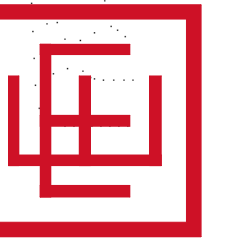
Elevation 2

SCALE: 3/32" = 1'-0"



Elevation 1

SCALE: 3/32" = 1'-0"

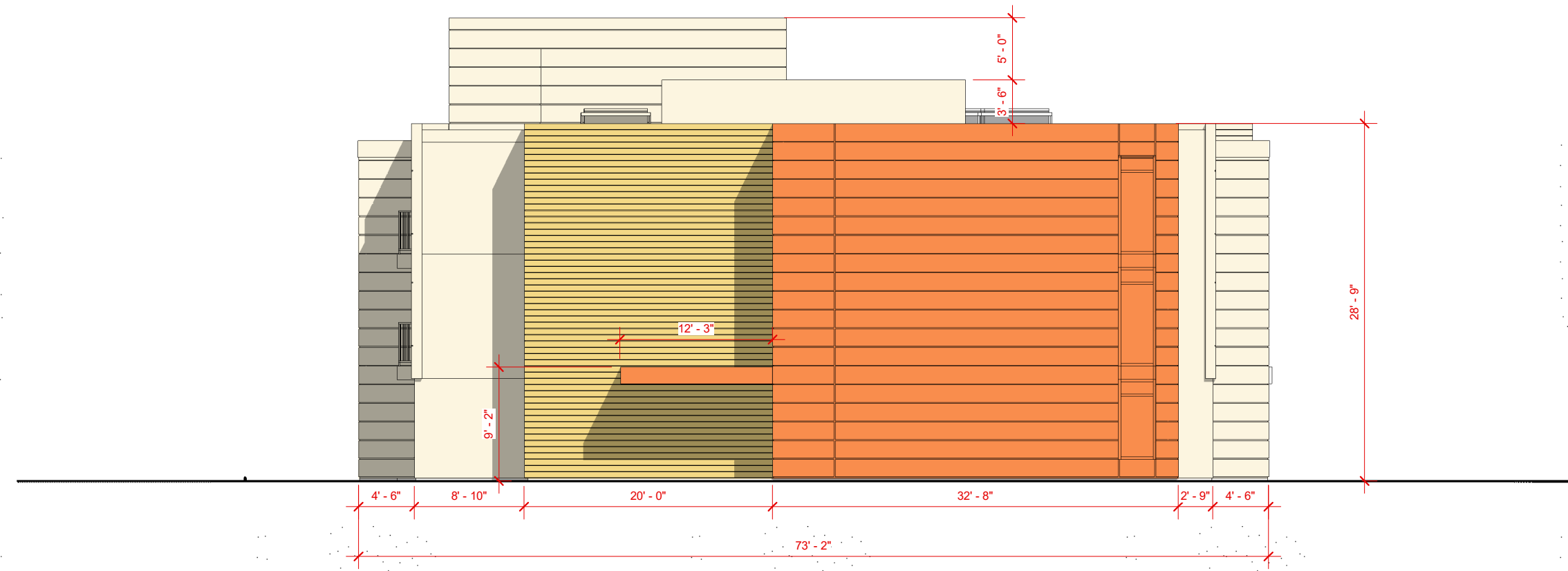


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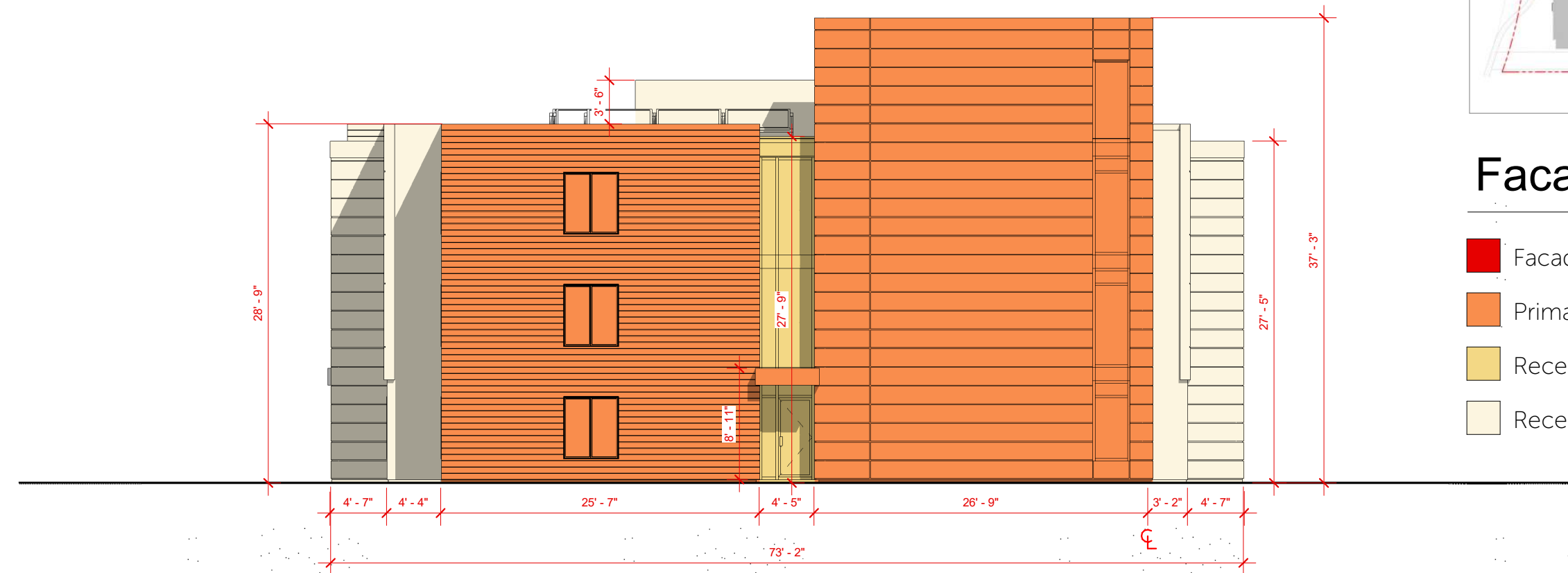
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Apt. Bldg. B - Elevations

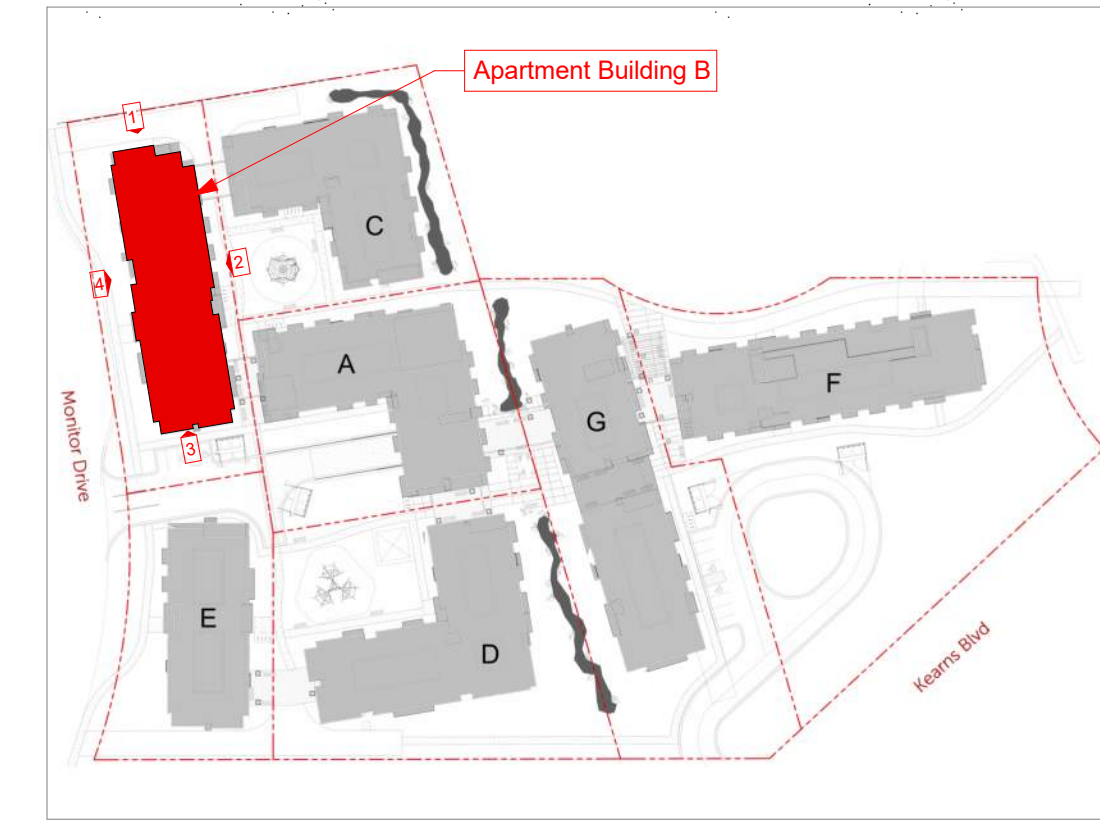
HOPA
AMPD-113



① Elevation 1 Facade Variation
SCALE: 3/32" = 1'-0"

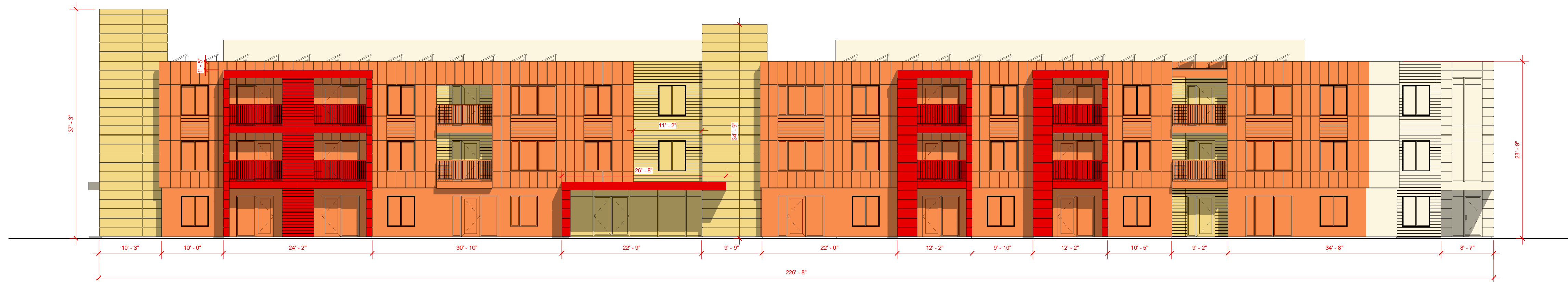


③ Elevation 3 Facade Variation
SCALE: 3/32" = 1'-0"



Facade Shift Legend

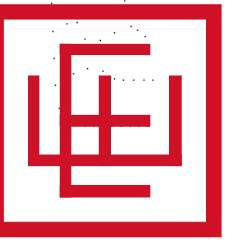
- Facade Bumpout Area.....4' to 5'
- Primary Facade Area.....0'
- Recessed Facade Area.....4' to 5'
- Recessed Facade Area.....15'+



② Elevation 2 Facade Variation
SCALE: 3/32" = 1'-0"



④ Elevation 4 Facade Variation
SCALE: 3/32" = 1'-0"

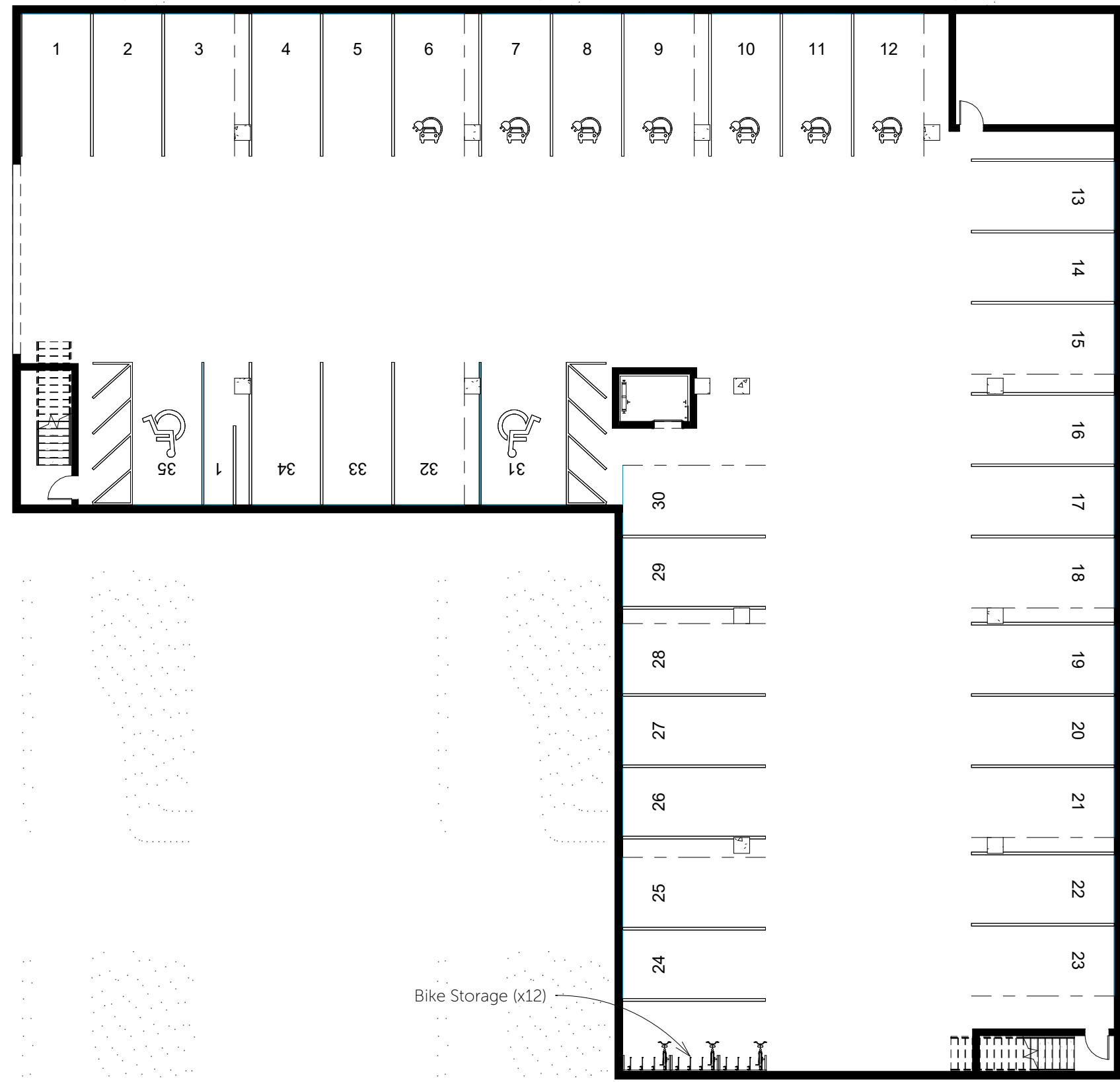


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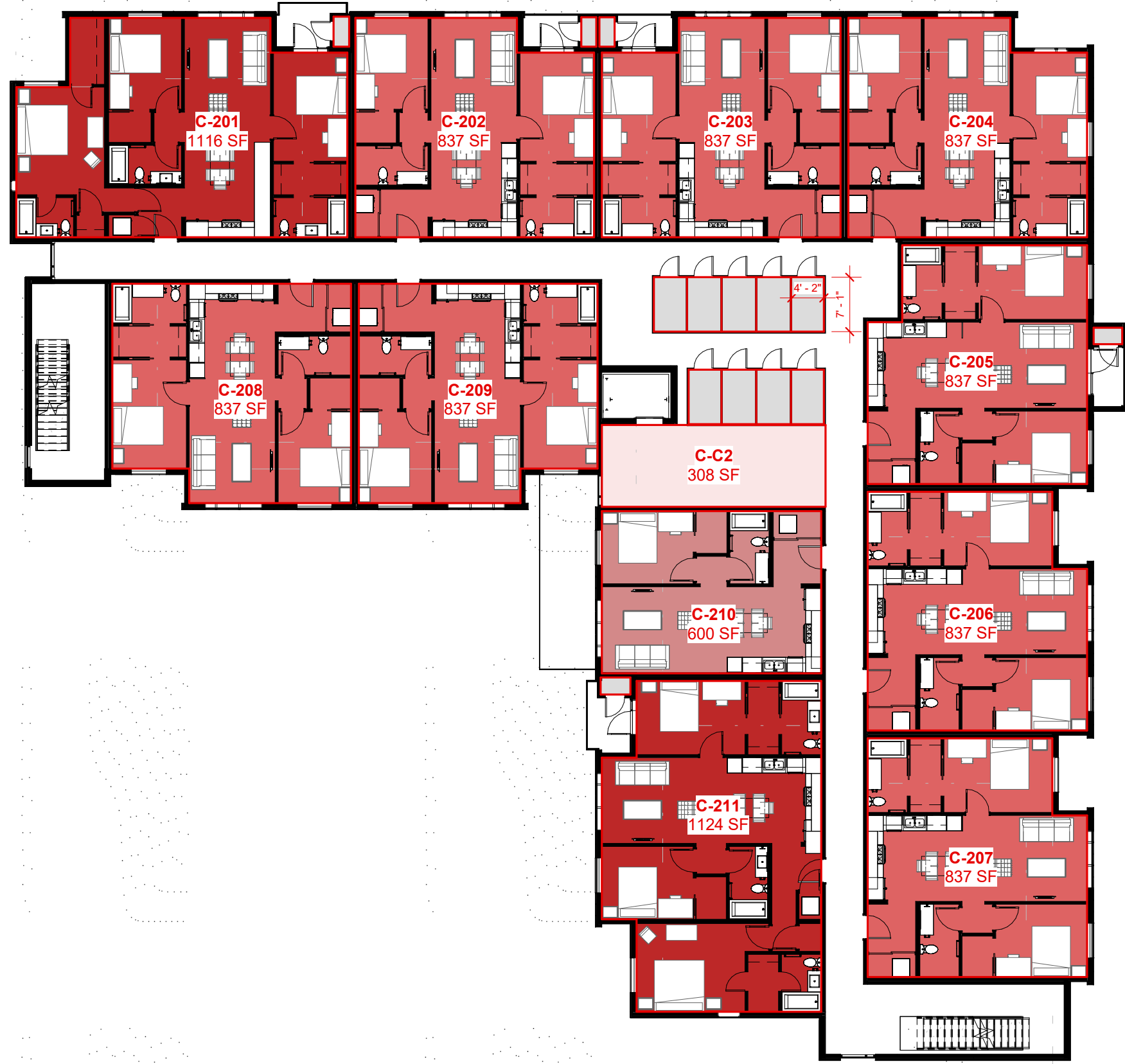
04/06/23
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Apt. Bldg. B - Facade Variation

HOPA
AMPD-114



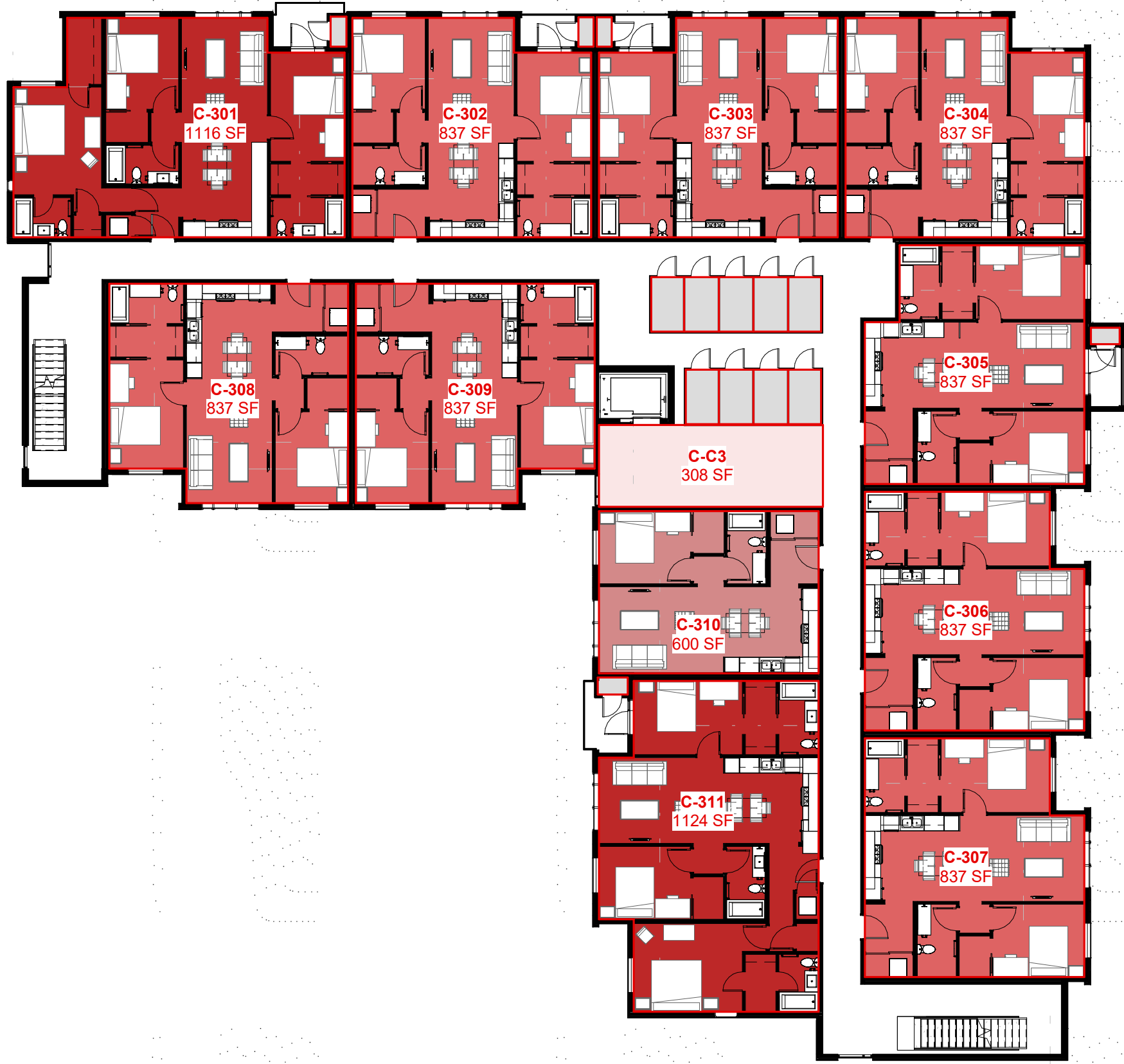
Building C - Level P
SCALE: 1/16" = 1'-0"



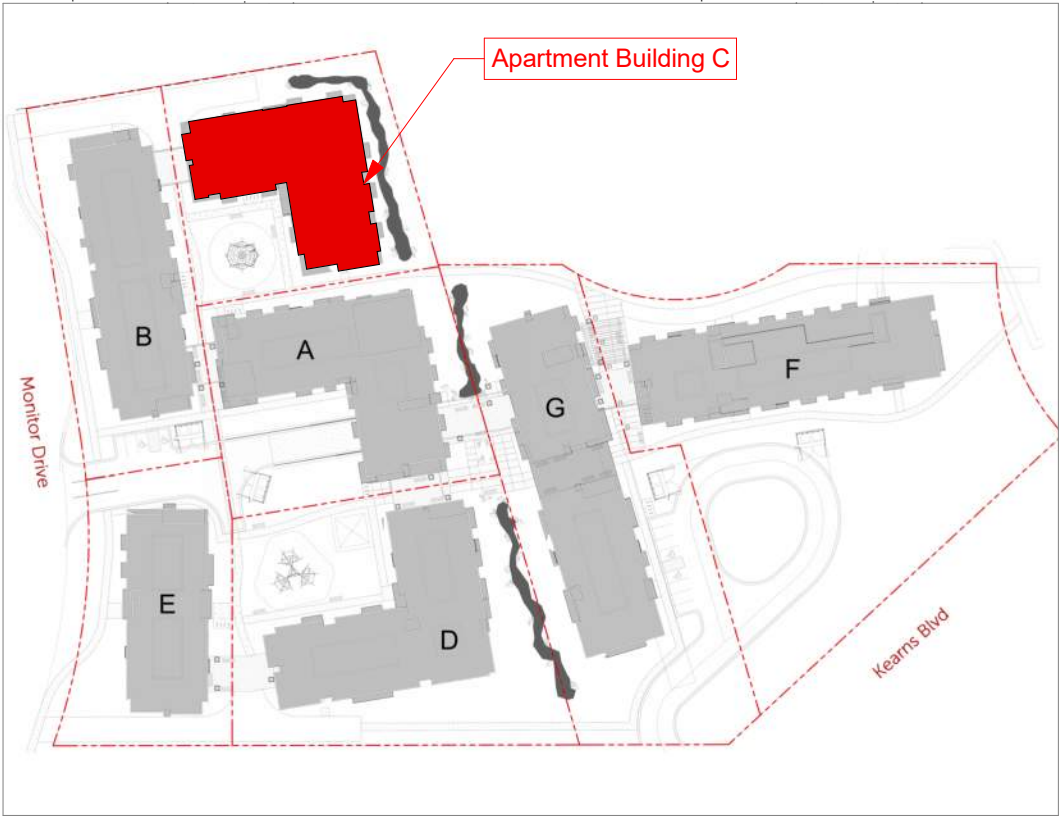
Building C - Level 2
SCALE: 1/16" = 1'-0"



Building C - Level 1
SCALE: 1/16" = 1'-0"



Building C - Level 3
SCALE: 1/16" = 1'-0"



- General Notes:**
1. Datum Elevation 6775' = Architectural 100' - 0"
 2. See Building Elevations for Proposed Materials
 3. See AMPD-009 for Landscape Plan
 4. Dimensions on Level 2 and 3 are Similar to Level 1
 5. See Facade Variation Elevations for Facade Breaks and Variation

- Building Data:**
- * (34) Parking Stalls Required per LMC 15-6.1-9 (Market Rate)
 - * (18) Parking Stalls Required per LMC 15-6.1-9 (Affordable Units)
 - * **(35) Parking Stalls Provided**
 - * **(1) Scooter / E-Bike / Motorcycle Parking Stalls Provided**
 - * **(12) Sheltered Securable Bike Parking Stalls Provided**

* 45' Allowed Building Height per LMC 15-6.1-8
* **29' 6" Proposed Building Height**

***Total Building Area: 38,645 SF**

***Total (N) Unit Equivalents: 38,645 / 2000 = 19.32**

Units:

Unit Type and Count	Unit Area
1 Bed	600 Sq. Ft.
2	
2 Bed	837 Sq. Ft.
24	
3 Bed	1125 Sq. Ft.
6	
Total: 32	

Common Spaces:

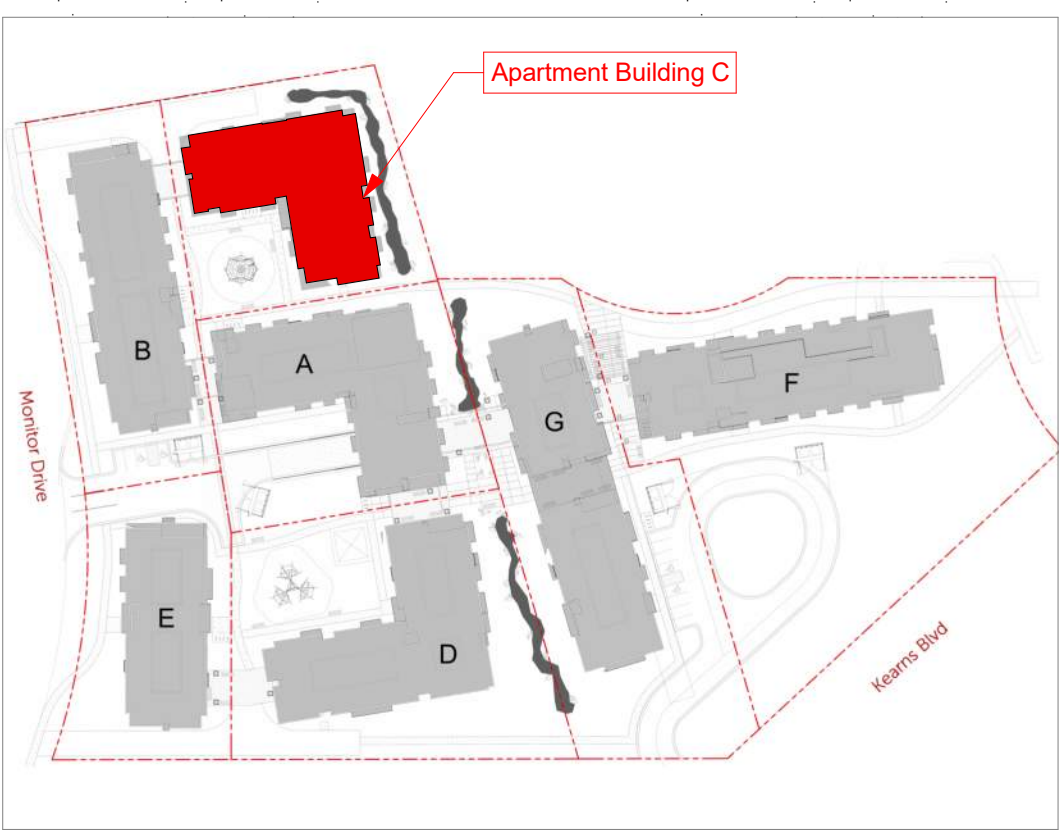
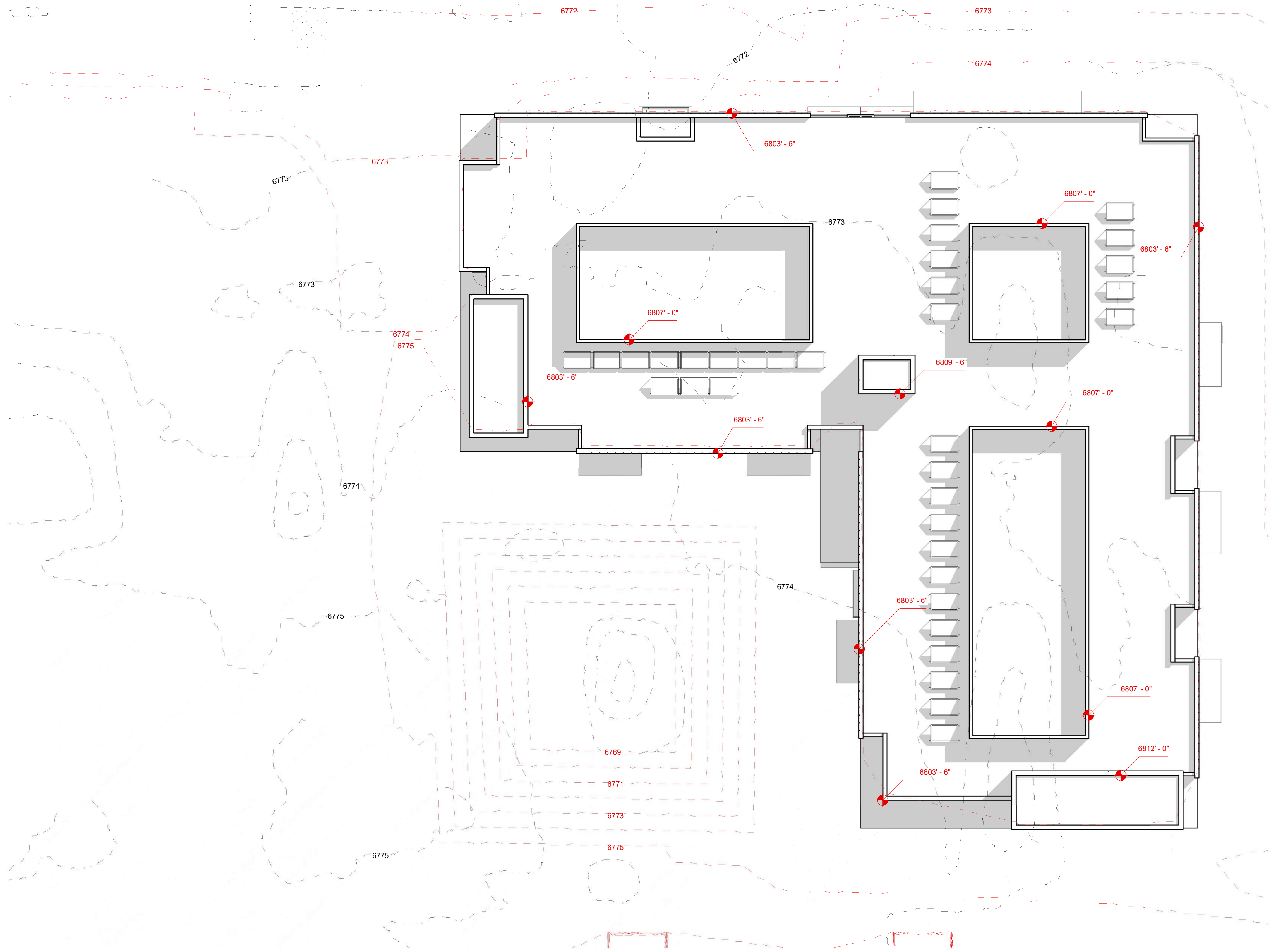
Type	Total Area
- Common Space	2453 SF
- Storage Area	679 SF

Parking:

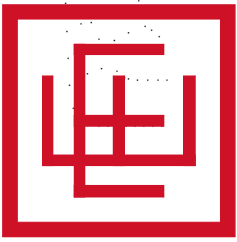
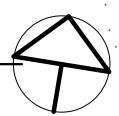
Parking Requirements per LMC 15-6.1-9		
Unit Type	Market Rate Units	Affordable Units
- Common Space	0	0
- Storage Area	0	0
1 Bed	0.5	0
2 Bed	1	0.5
3 Bed	1.5	1
Studio	0.5	0

Parking Requirement Totals		
Unit Type	Market Rate Units	Affordable Units
1 Bed	1	0
2 Bed	24	12
3 Bed	9	6
32	34	18





Roof Plan
SCALE: 3/32" = 1'-0"





Elevation 4
SCALE: 3/32" = 1'-0"



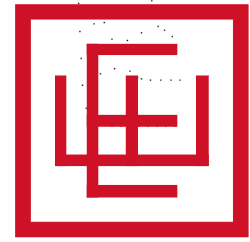
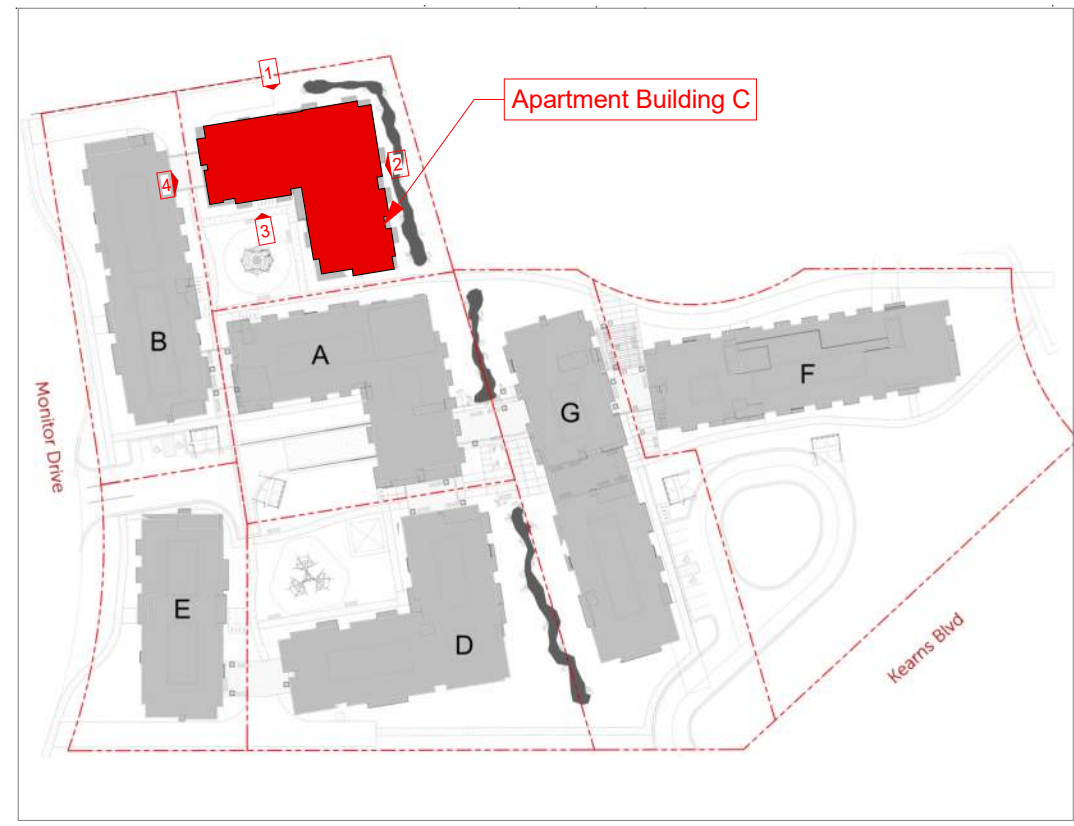
Elevation 3
SCALE: 3/32" = 1'-0"



Elevation 2
SCALE: 3/32" = 1'-0"



Elevation 1
SCALE: 3/32" = 1'-0"

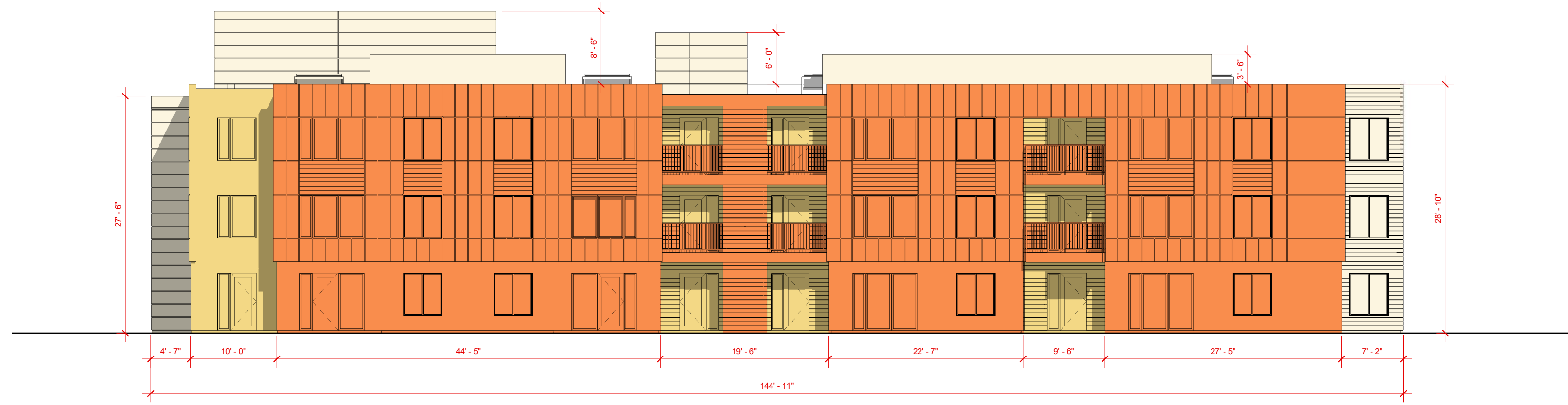


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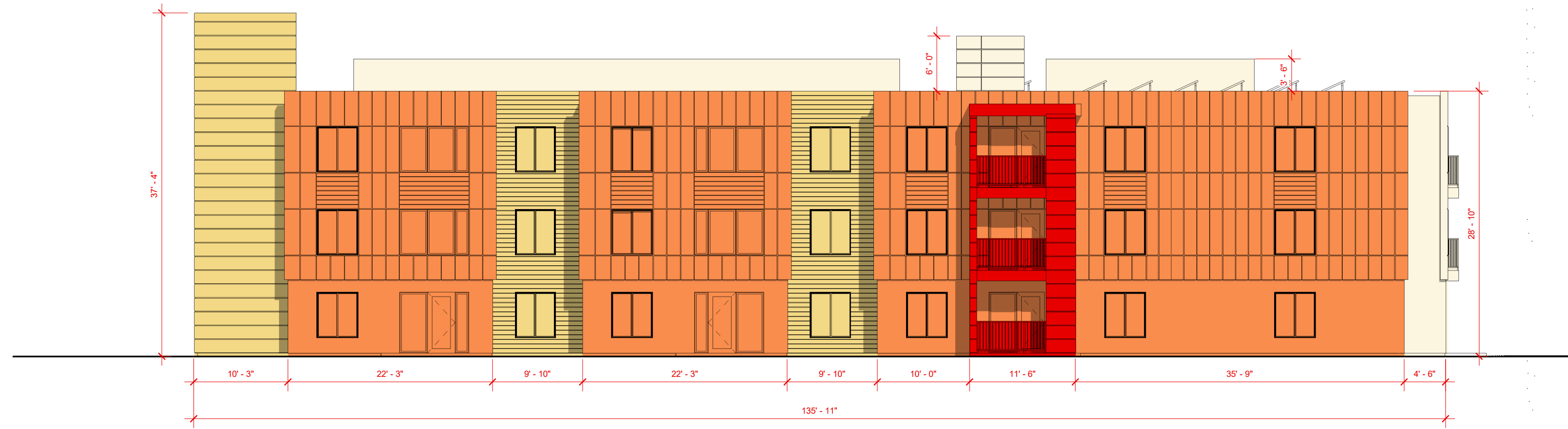
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Apt. Bldg. C - Elevations

HOPA
AMPD-122



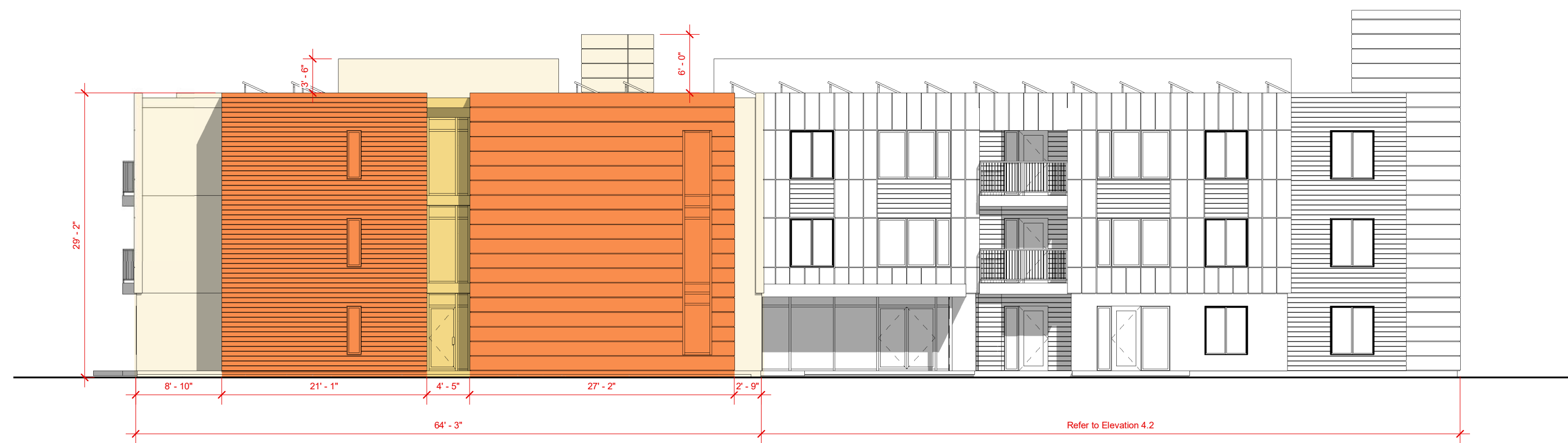
① Elevation 1 Facade Variation
SCALE: 3/32" = 1'-0"



② Elevation 2 Facade Variation
SCALE: 3/32" = 1'-0"



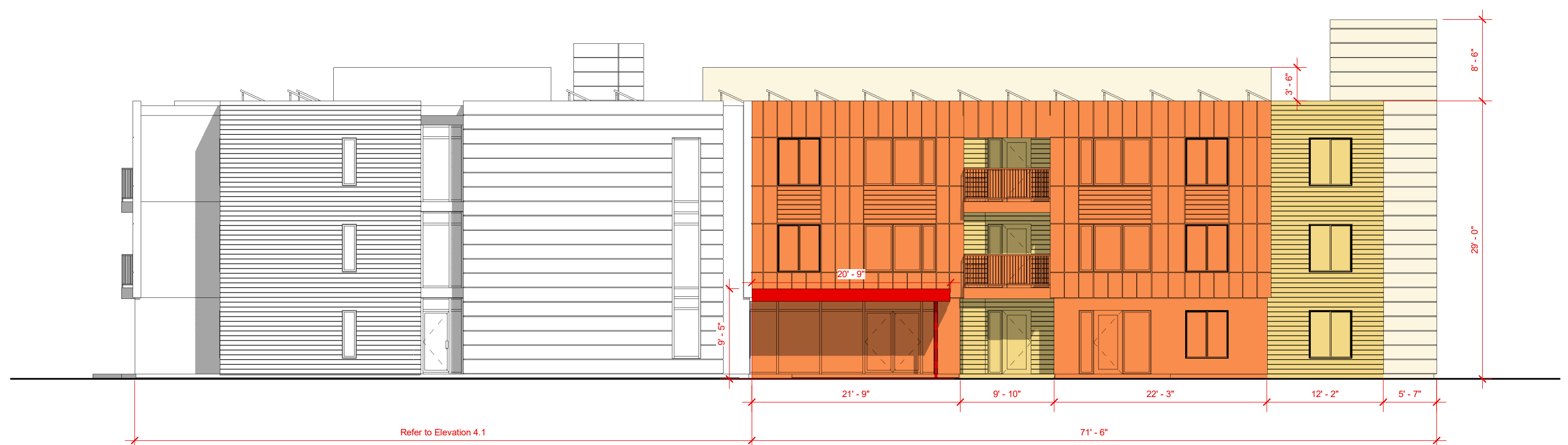
③.1 Elevation 3.1 Facade Variation
SCALE: 3/32" = 1'-0"



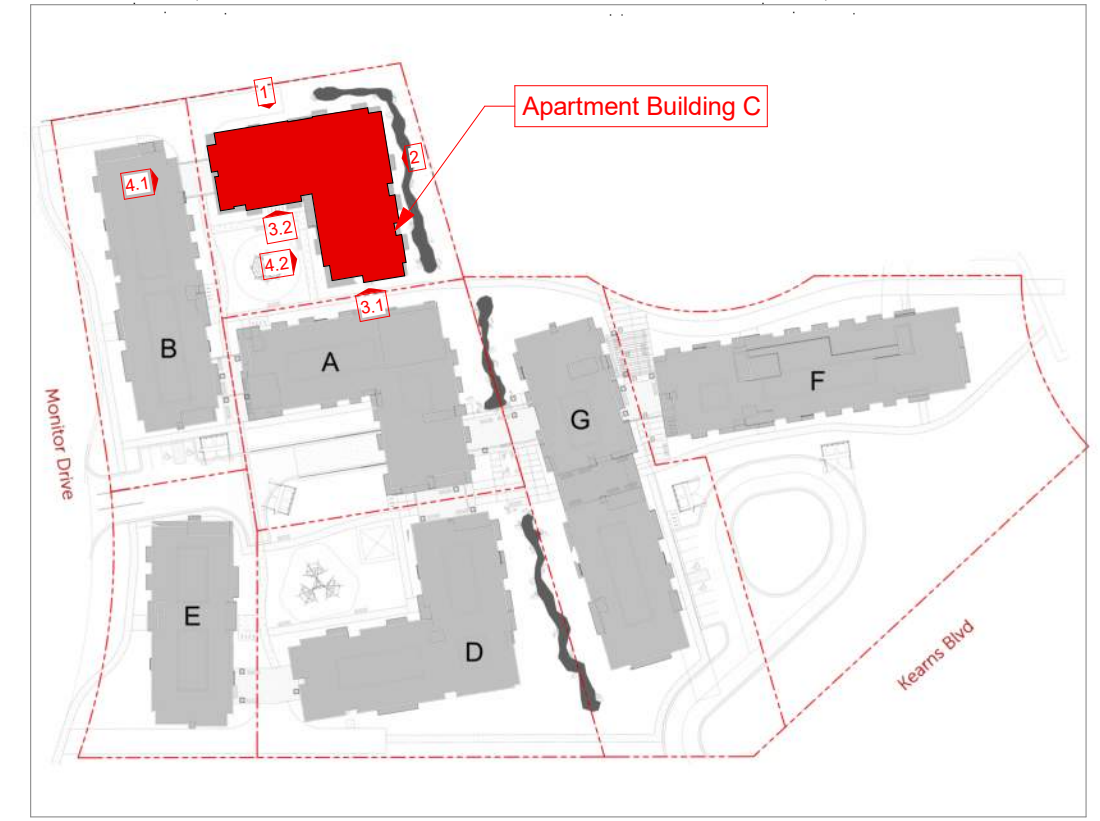
④.1 Elevation 4.1 Facade Variation
SCALE: 3/32" = 1'-0"



③.2 Elevation 3.2 Facade Variation
SCALE: 3/32" = 1'-0"

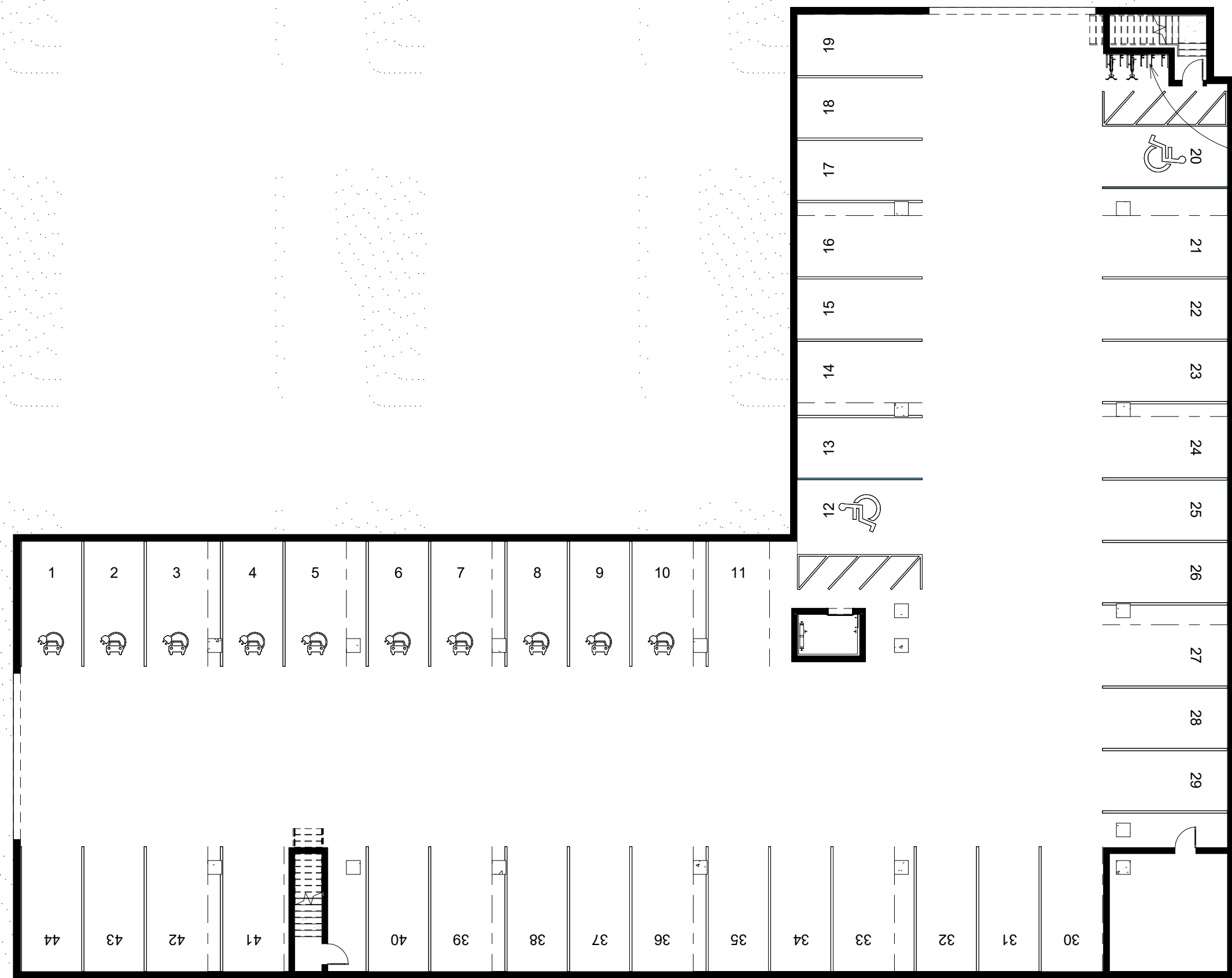


④.2 Elevation 4.2 Facade Variation
SCALE: 3/32" = 1'-0"



Facade Shift Legend

- Facade Bumpout Area.....4' to 5'
- Primary Facade Area.....0'
- Recessed Facade Area.....4' to 5'
- Recessed Facade Area.....15' +



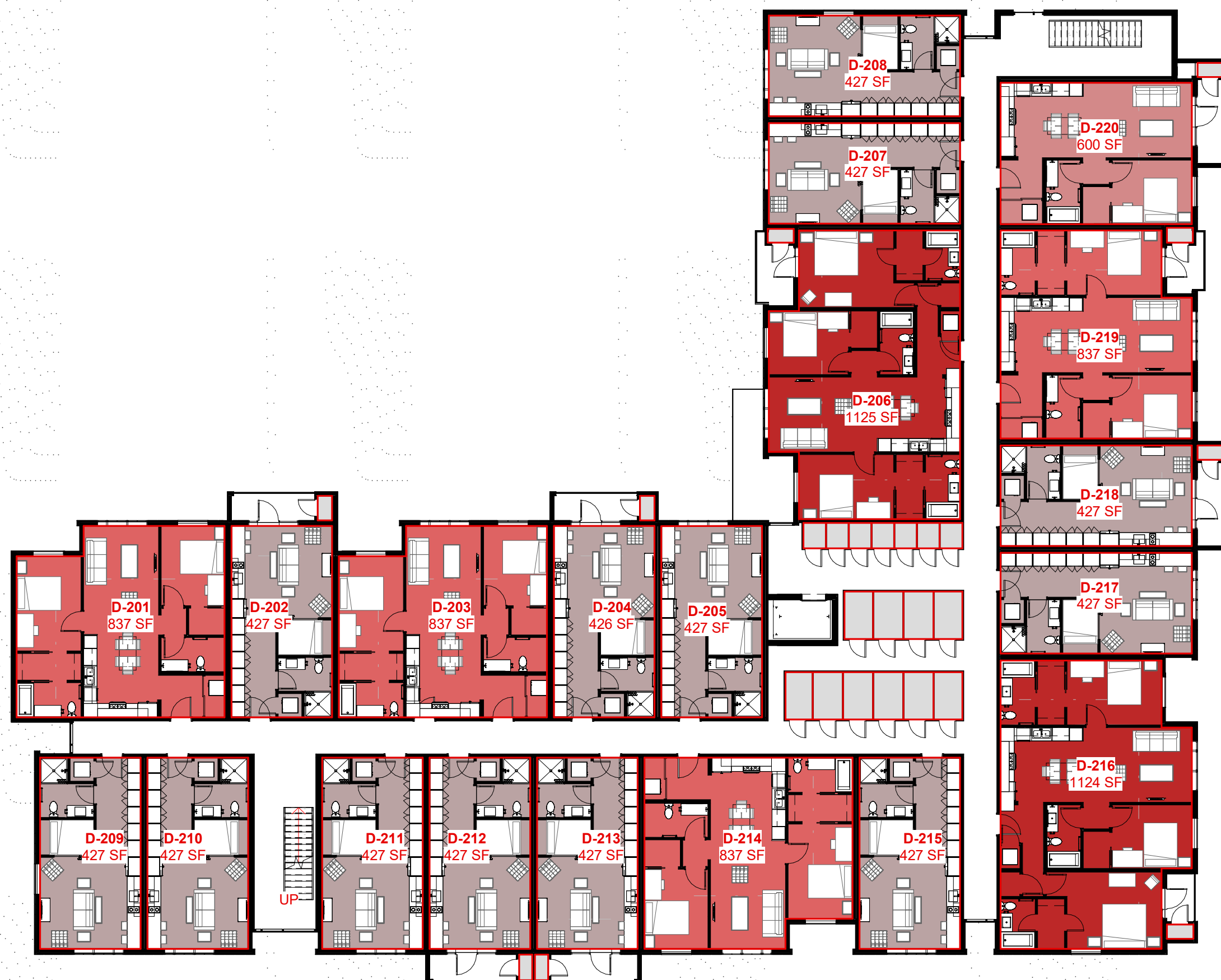
Building D - Level P

SCALE: 1/16" = 1'-0"



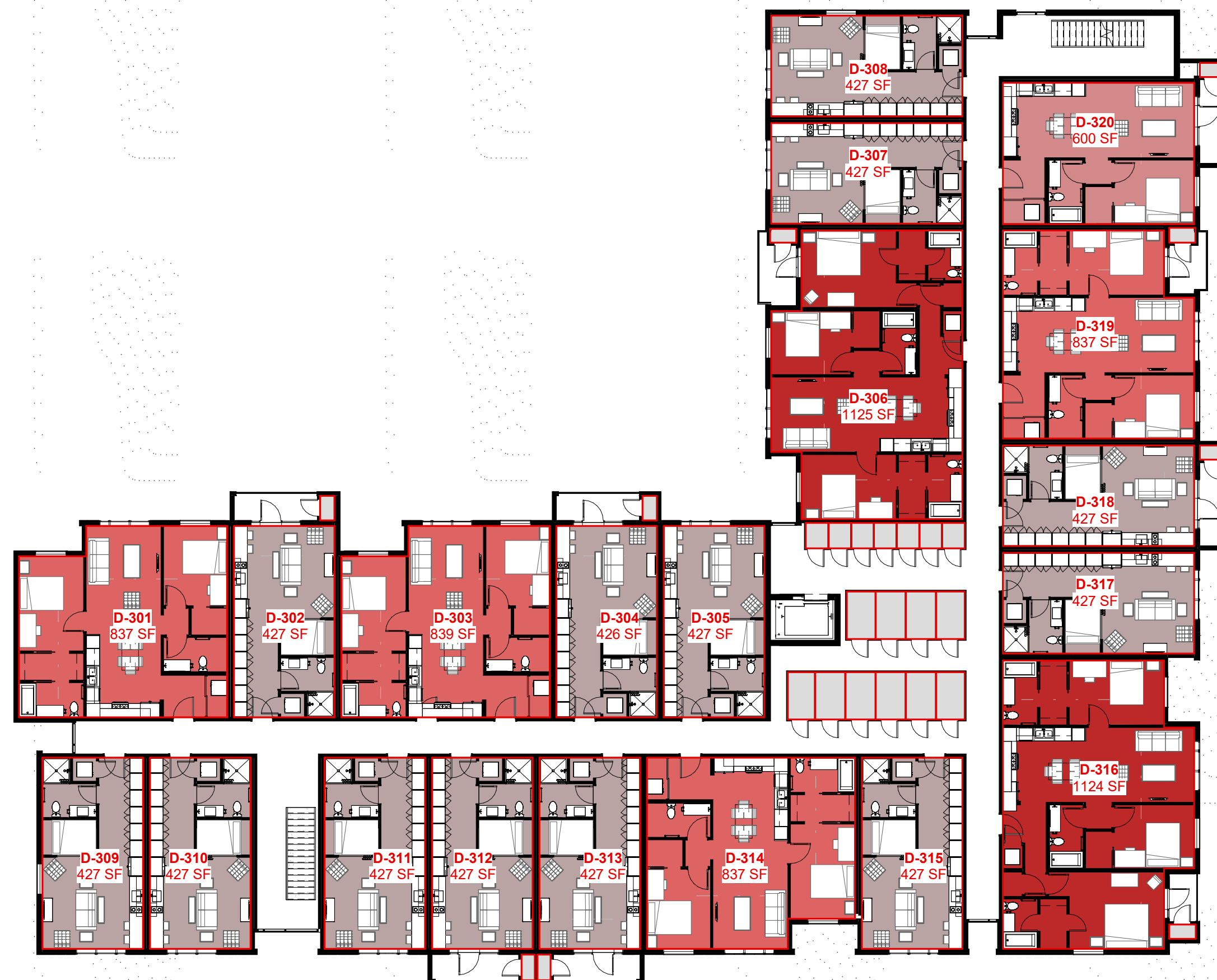
Building D - Level 1

SCALE: 1/16" = 1'-0"



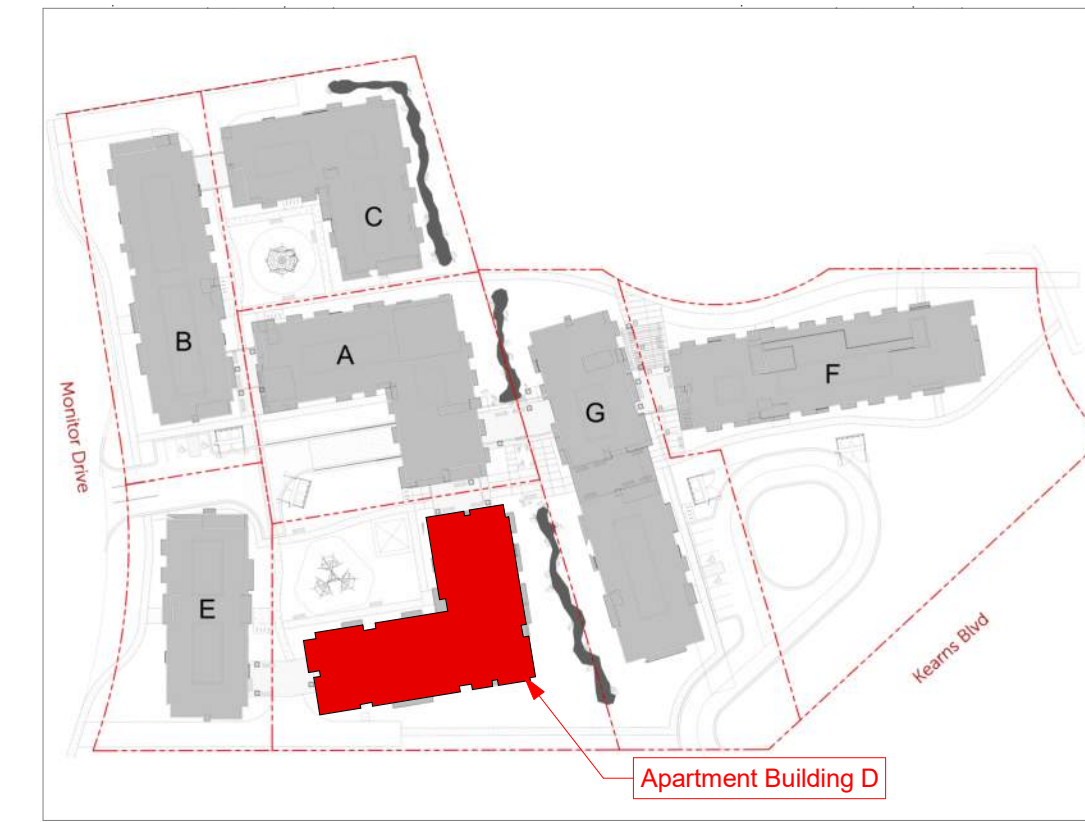
Building D - Level 2

SCALE: 1/16" = 1'-0"



Building D - Level 3

SCALE: 1/16" = 1'-0"



General Notes:

1. Datum Elevation 6777' = Architectural 100' - 0"
2. See Building Elevations for Proposed Materials
3. See AMPD-009 for Landscape Plan
4. Dimensions on Level 2 and 3 are Similar to Level 1
5. See Facade Variation Elevations for Facade Breaks and Variation

Building Data:

- * (41) Parking Stalls Required per LMC 15-6.1-9 (Market Rate)
- * (11) Parking Stalls Required per LMC 15-6.1-9 (Affordable Units)
- * **(44) Parking Stalls Provided**
- * **(0) Scooter / E-Bike / Motorcycle Parking Stalls Provided**
- * **(8) Sheltered Securable Bike Parking Stalls Provided**

- * 45' Allowed Building Height per LMC 15-6.1-8
- * **29' 6" Proposed Building Height**

***Total Building Area: 47,239 SF**

***Total New Unit Equivalents: 47,239 / 2000 = 23.62**

Units:

Unit Type and Count	Unit Area
1 Bed 4	600 Sq. Ft.
2 Bed 12	837 Sq. Ft.
3 Bed 5	1125 Sq. Ft.
Studio 39	427 Sq. Ft.
Total: 60	

Common Spaces:

Unit Type and Count	Area
- Common Space	1725 SF
- Storage Area	1007 SF

Parking:

Parking Requirements per LMC 15-6.1-9		
Unit Type	Market Rate Units	Affordable Units
- Common Space		
- Storage Area		
1 Bed	0.5	0
2 Bed	1	0.5
3 Bed	1.5	1
Studio	0.5	0

Parking Requirement Totals		
Unit Type	Market Rate Units	Affordable Units
1 Bed	2	0
2 Bed	12	6
3 Bed	7.5	5
Studio	19.5	0
60	41	11

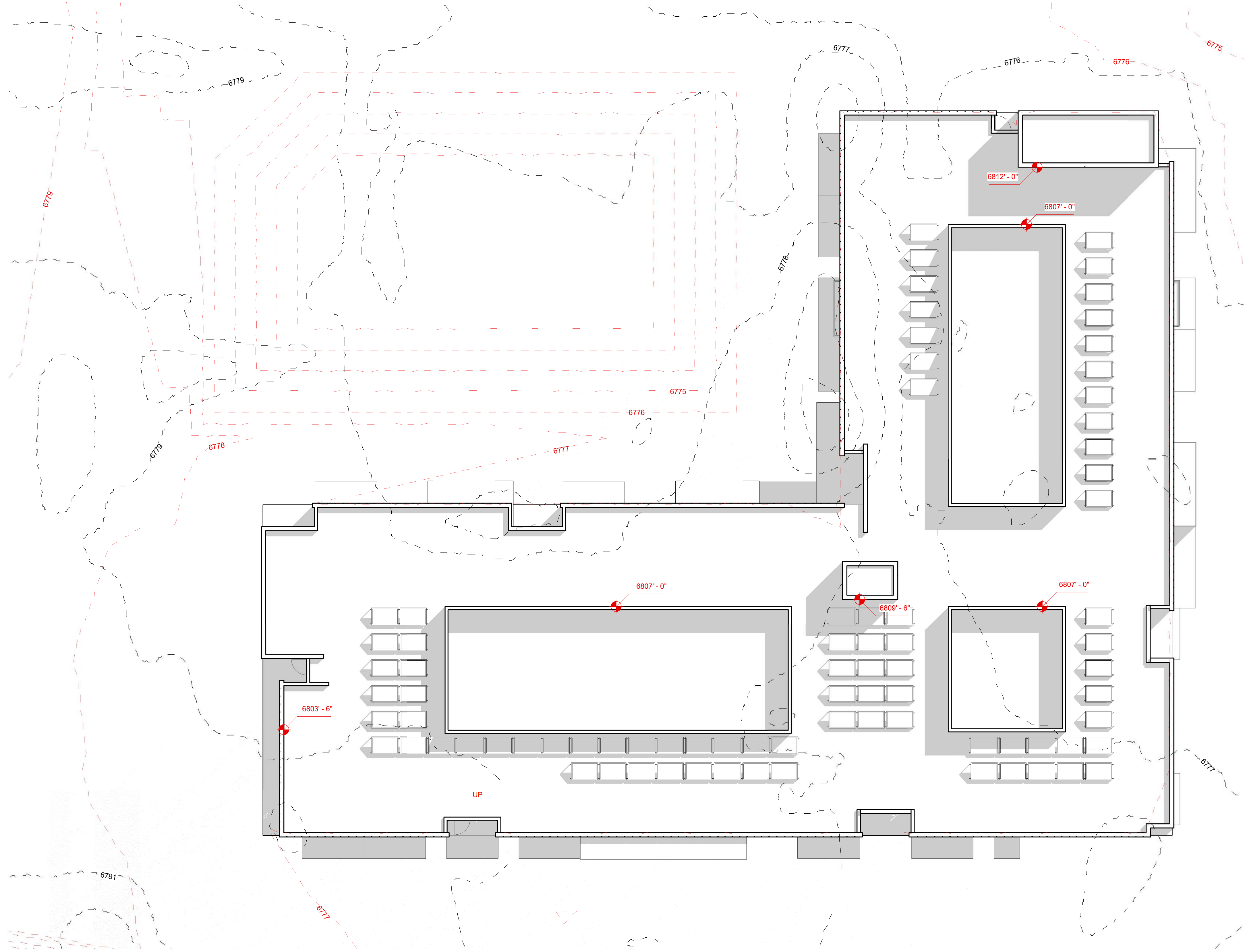


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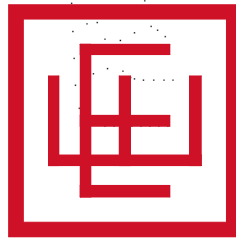
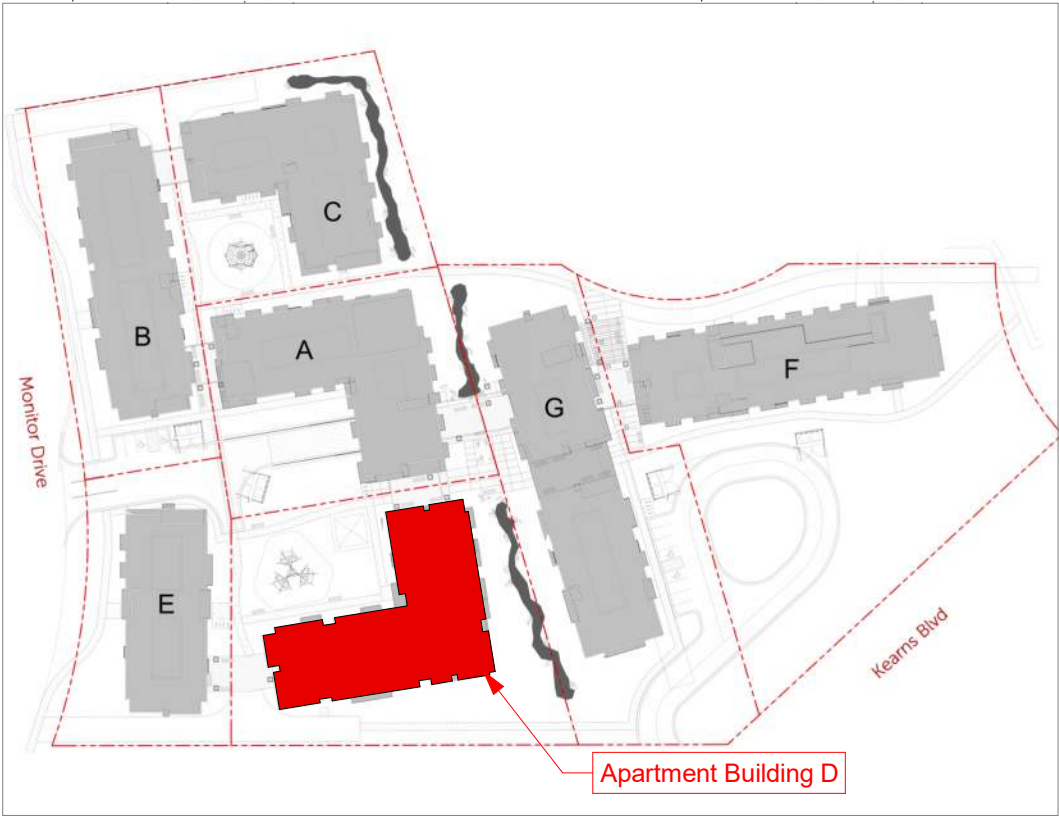
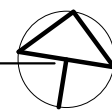
Apt. Bldg. D - Floor Plans

HOPA
AMPD-130



Roof Plan

SCALE: 3/32" = 1'-0"





Elevation 4

SCALE: 3/32" = 1'-0"



Elevation 3

SCALE: 3/32" = 1'-0"

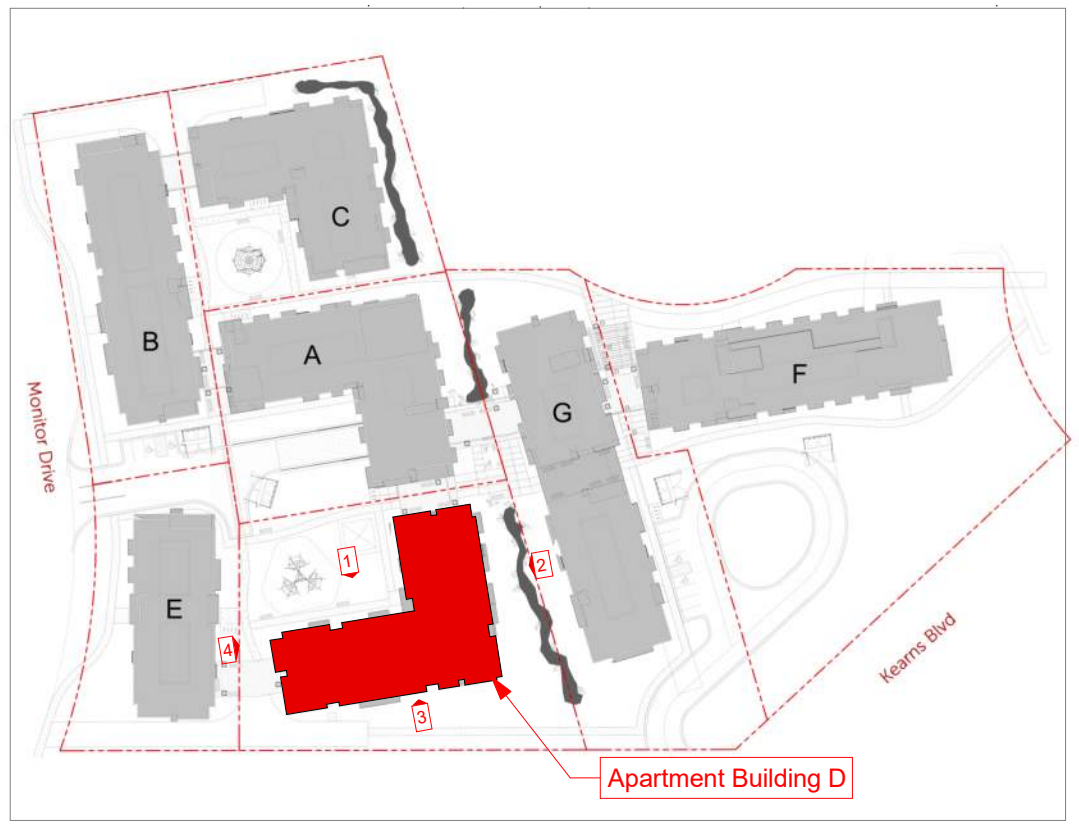


Elevation 2

SCALE: 3/32" = 1'-0"

Elevation 1

SCALE: 3/32" = 1'-0"



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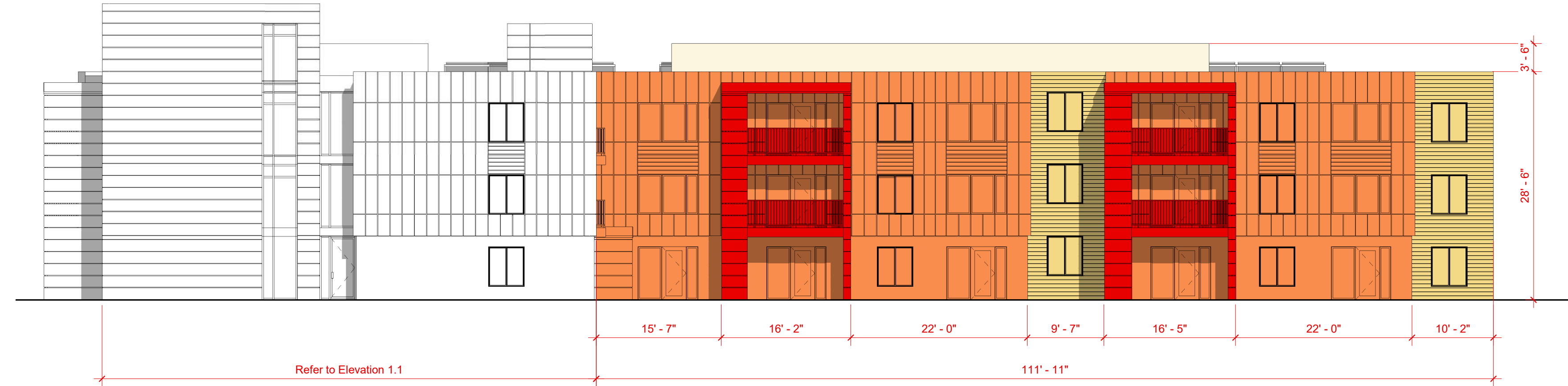
Apt. Bldg. D - Elevations

HOPA
AMPD-132



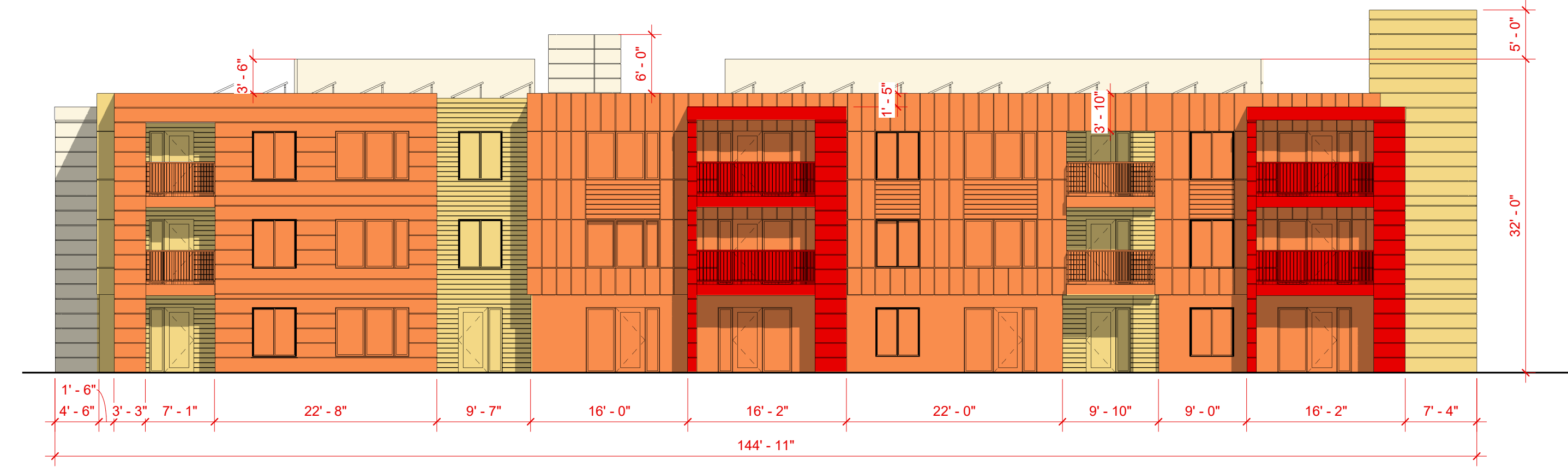
Elevation 1.1 Facade Variation

SCALE: 3/32" = 1'-0"



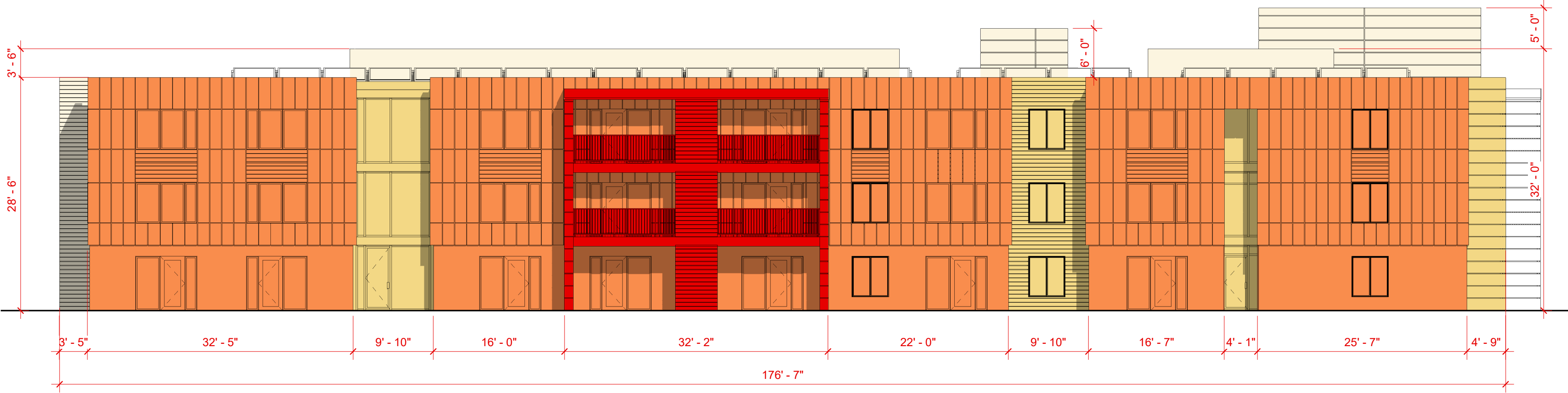
Elevation 1.2 Facade Variation

SCALE: 3/32" = 1'-0"



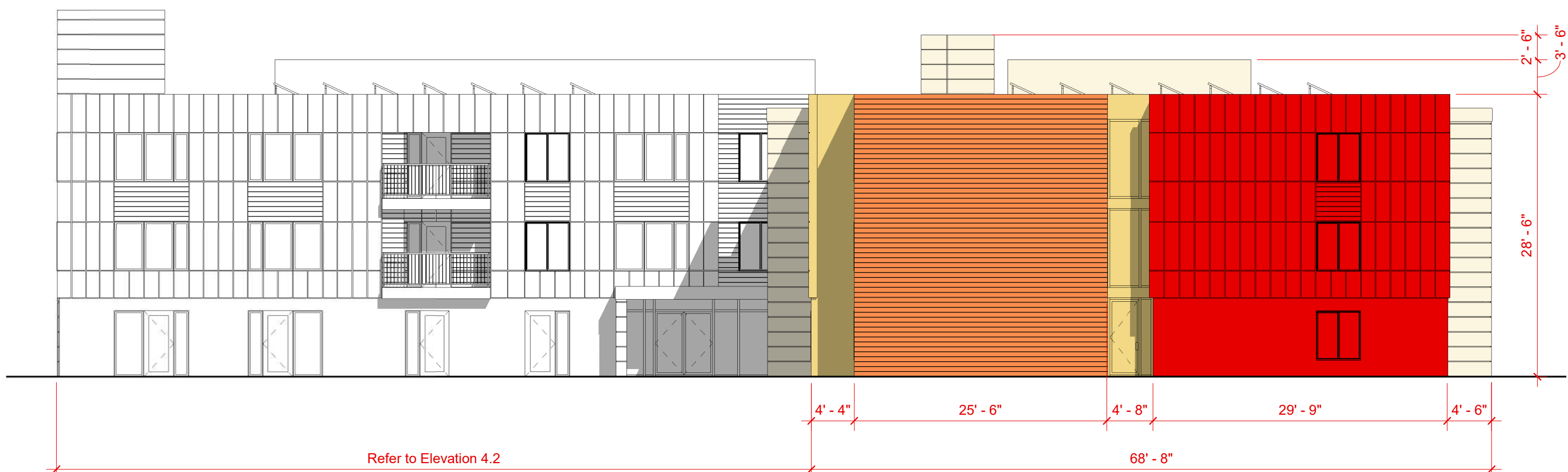
Elevation 2 Facade Variation

SCALE: 3/32" = 1'-0"



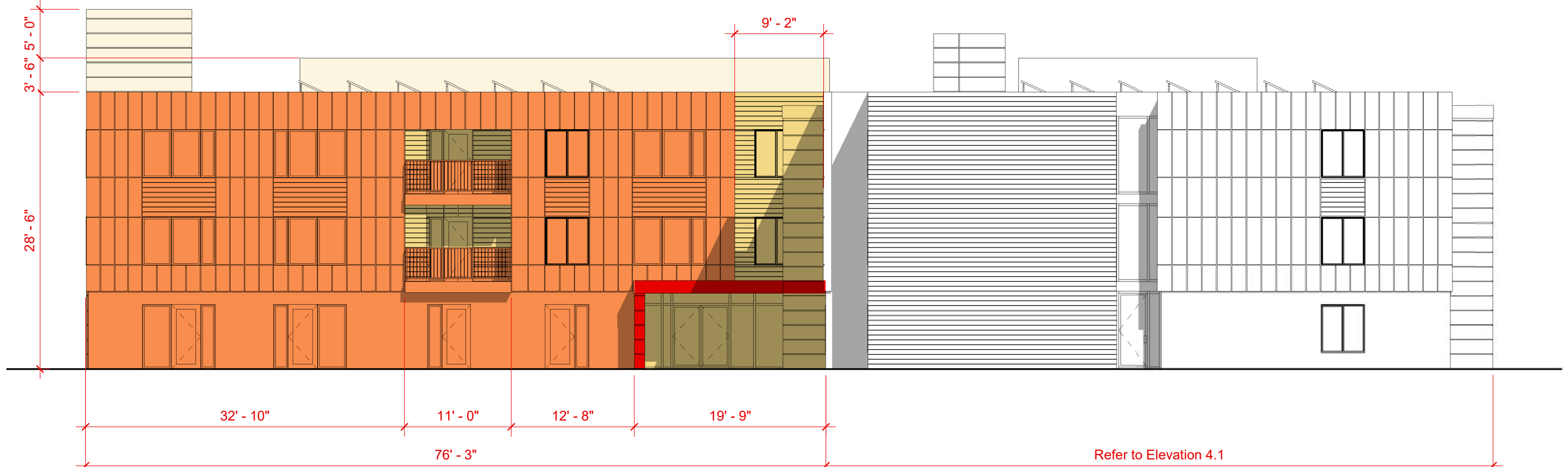
Elevation 3 Facade Variation

SCALE: 3/32" = 1'-0"



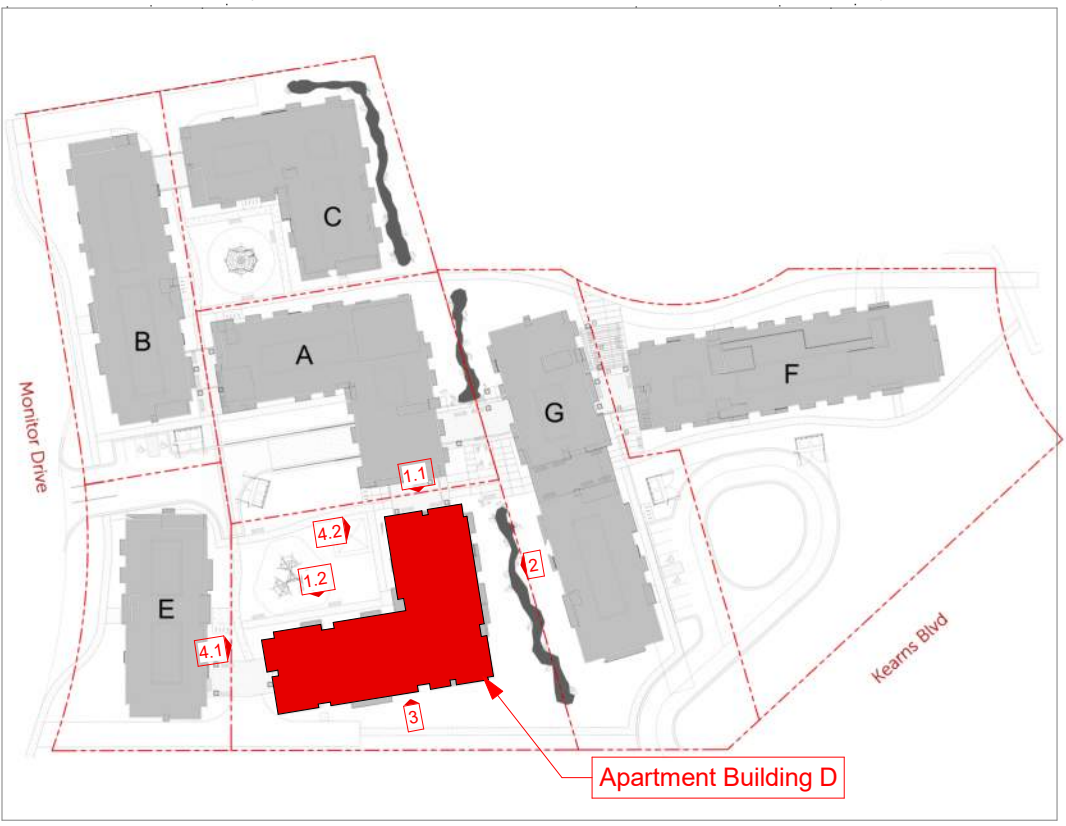
Elevation 4.1 Facade Variation

SCALE: 3/32" = 1'-0"



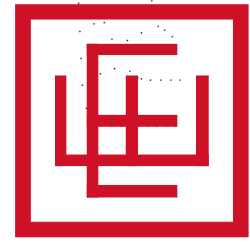
Elevation 4.2 Facade Variation

SCALE: 3/32" = 1'-0"



Facade Shift Legend

- Facade Bumpout Area.....4' to 5'
- Primary Facade Area.....0'
- Recessed Facade Area.....4' to 5'
- Recessed Facade Area.....15'+

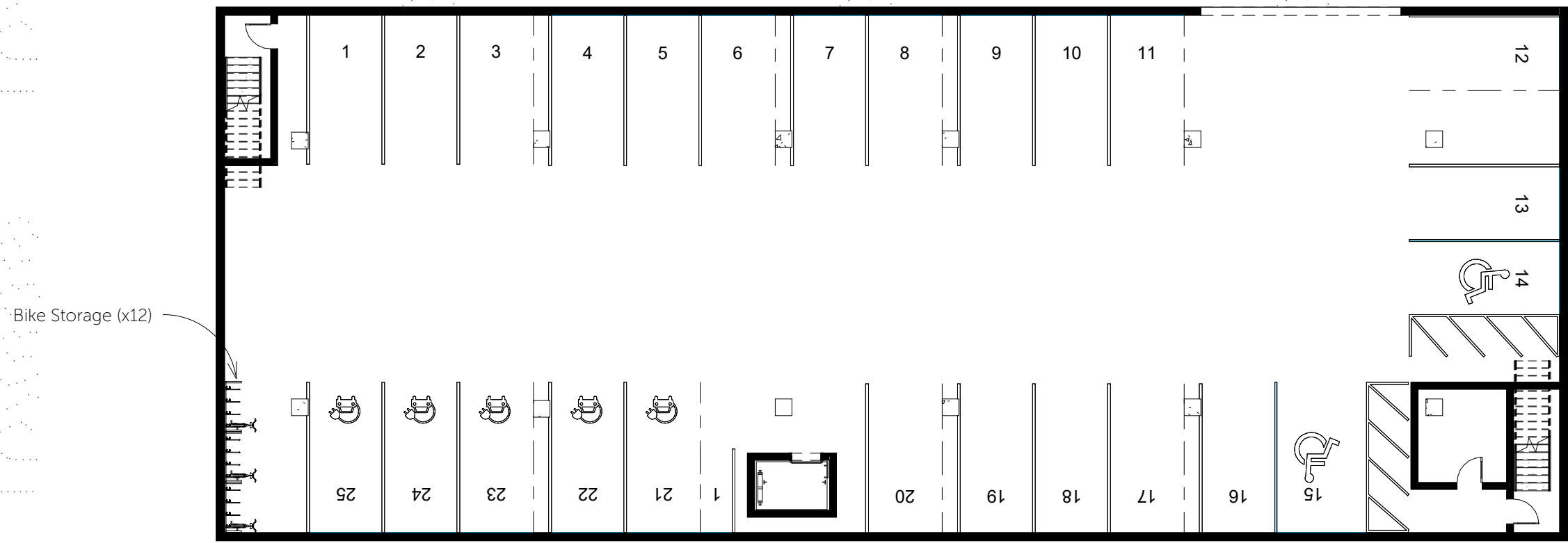


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Apt. Bldg. D - Facade Variation

HOPA
AMPD-133



- General Notes:**
1. Datum Elevation 6779' = Architectural 100' - 0"
 2. See Building Elevations for Proposed Materials
 3. See AMPD-009 for Landscape Plan
 4. Dimensions on Level 2 and 3 are Similar to Level 1
 5. See Facade Variation Elevations for Facade Breaks and Variation

- Building Data:**
- * (24) Parking Stalls Required per LMC 15-6.1-9 (Market Rate)
 - * (6) Parking Stalls Required per LMC 15-6.1-9 (Affordable Units)
 - * **(25) Parking Stalls Provided**
 - * **(1) Scooter / E-Bike / Motorcycle Parking Stalls Provided**
 - * **(21) Sheltered Securable Bike Parking Stalls Provided**

- * 45' Allowed Building Height per LMC 15-6.1-8
- * **29' 6" Proposed Building Height**

***Total Building Area: 30,001 SF**

***Total (N) Unit Equivalents: 30,001 / 2000 = 15.00**

Units:

Unit Type and Count	Unit Area (L1, L2, & L3)
1 Bed	600 Sq. Ft.
9	
2 Bed	837 Sq. Ft.
1	
3 Bed	1125 Sq. Ft.
5	
Studio	427 Sq. Ft.
21	
Total: 36	

Common Spaces:

Unit Type and Count	Area
- Common Space	1550 SF
- Storage Area	563 SF

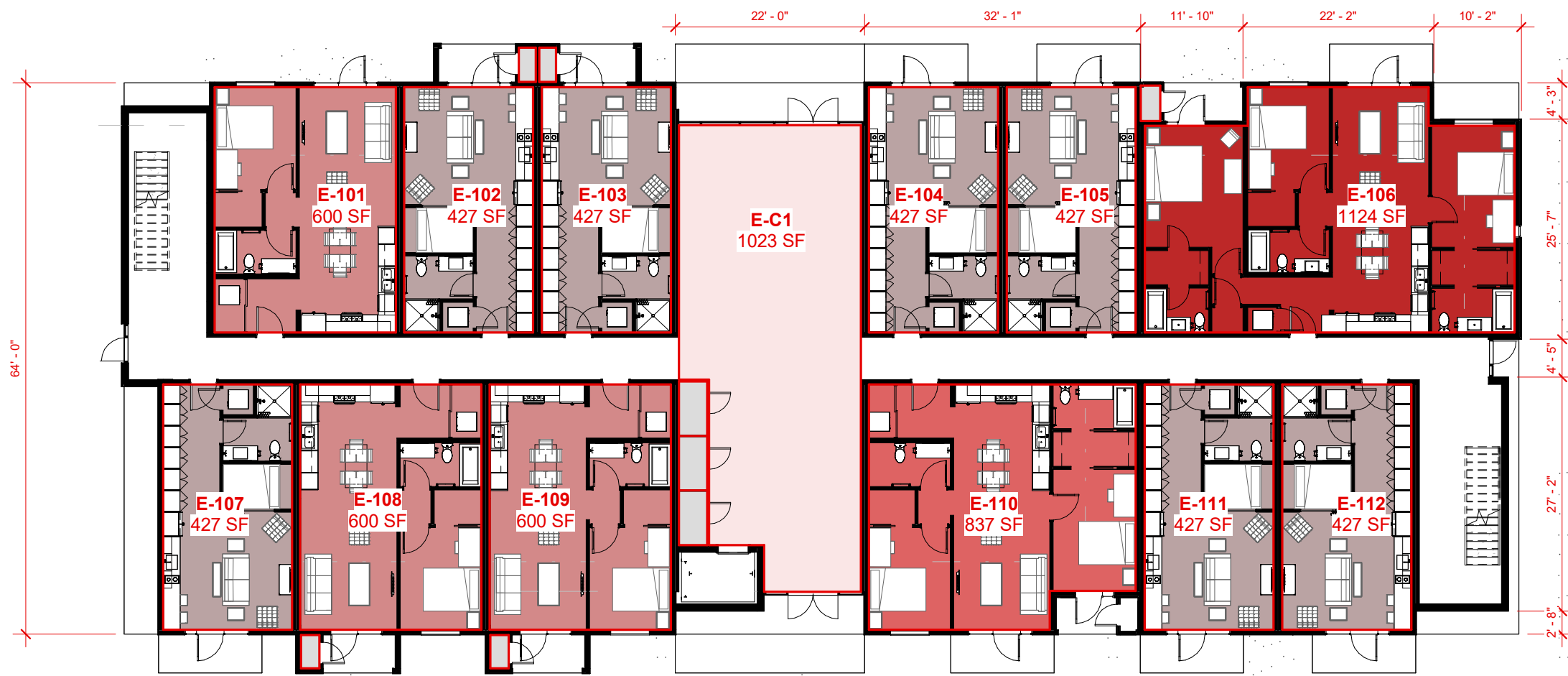
Parking:

Parking Requirements per LMC 15-6.1-9		
Unit Type	Market Rate Units	Affordable Units
- Common Space	0	0
- Storage Area	0	0
1 Bed	0.5	0
2 Bed	1	0.5
3 Bed	1.5	1
Studio	0.5	0

Parking Requirement Totals		
Unit Type	Market Rate Units	Affordable Units
1 Bed	4.5	0
2 Bed	1	0.5
3 Bed	7.5	5
Studio	10.5	0
36	23.5	5.5

Building E - Level P

SCALE: 1/16" = 1'-0"



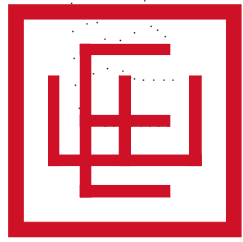
Building E - Level 1

SCALE: 1/16" = 1'-0"



Building E - Level 2

SCALE: 1/16" = 1'-0"

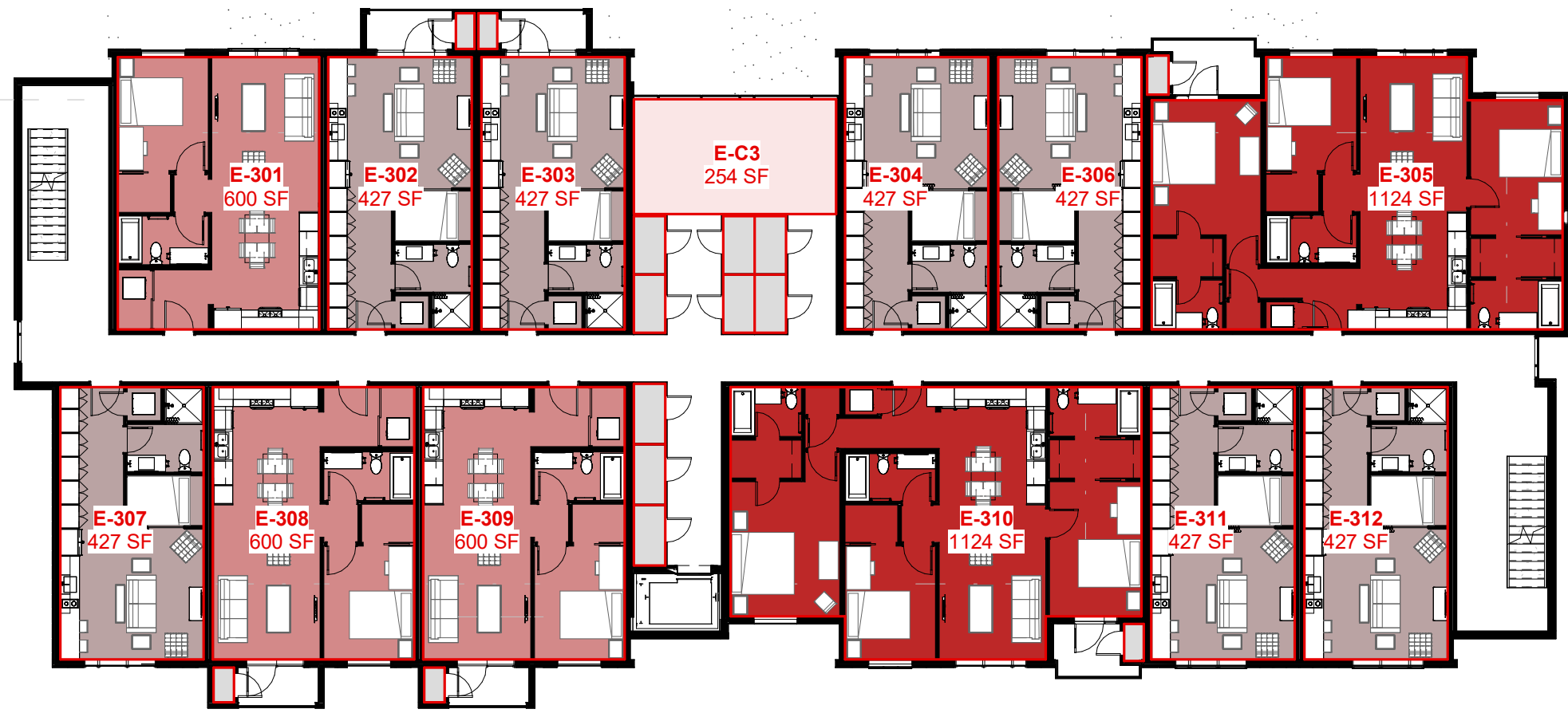


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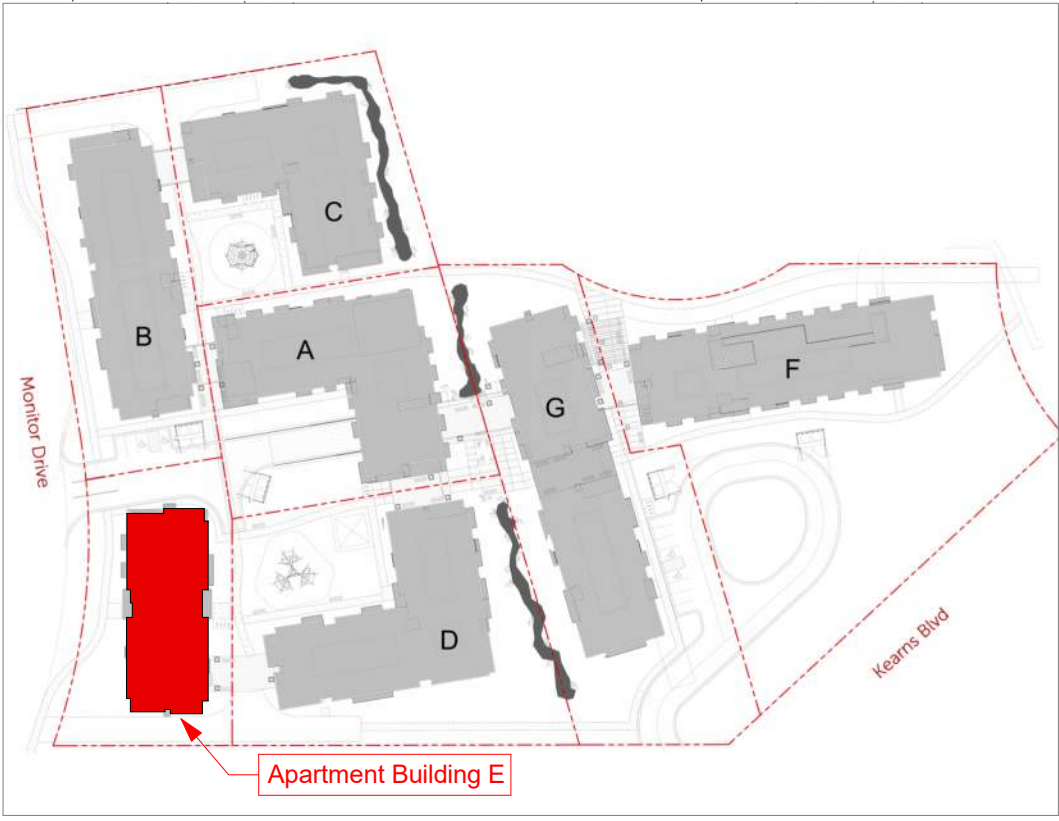
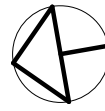
Apt. Bldg. E - Floor Plans

HOPA
AMPD-140



Building E - Level 3

SCALE: 1/16" = 1'-0"



General Notes:

- 1. Datum Elevation 6779' = Architectural 100' - 0"
- 2. See Building Elevations for Proposed Materials
- 3. See AMPD-009 for Landscape Plan
- 4. Dimensions on Level 2 and 3 are Similar to Level 1
- 5. See Facade Variation Elevations for Facade Breaks and Variation

Building Data:

- * (24) Parking Stalls Required per LMC 15-6.1-9 (Market Rate)
- * (6) Parking Stalls Required per LMC 15-6.1-9 (Affordable Units)
- * (25) Parking Stalls Provided
- * (1) Scooter / E-Bike / Motorcycle Parking Stalls Provided
- * (21) Sheltered Securable Bike Parking Stalls Provided

- * 45' Allowed Building Height per LMC 15-6.1-8
- * 29' 6" Proposed Building Height

*Total Building Area: 30,001 SF

*Total (N) Unit Equivalents: 30,001 / 2000 = 15.00

Units:

Unit Type and Count	Unit Area (L1, L2, & L3)
1 Bed	600 Sq. Ft.
9	
2 Bed	837 Sq. Ft.
1	
3 Bed	1125 Sq. Ft.
5	
Studio	427 Sq. Ft.
21	
Total: 36	

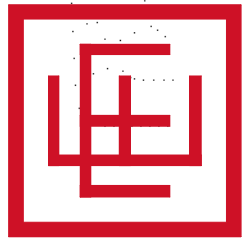
Common Spaces:

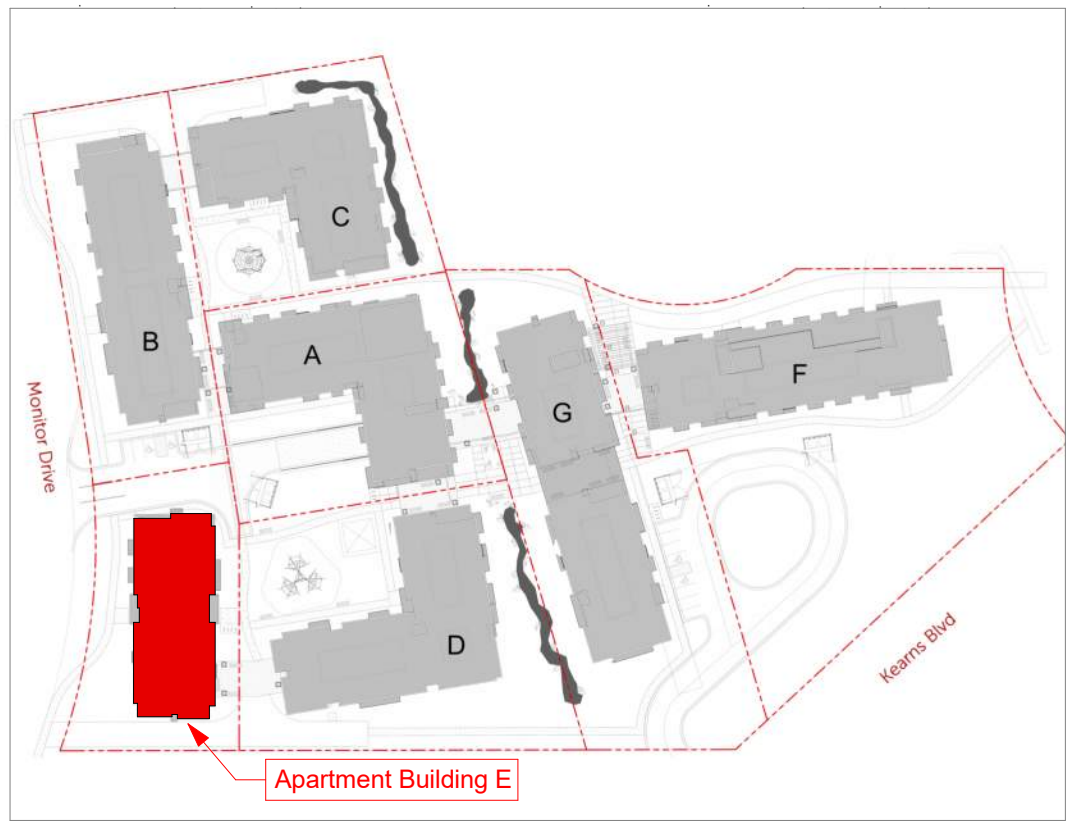
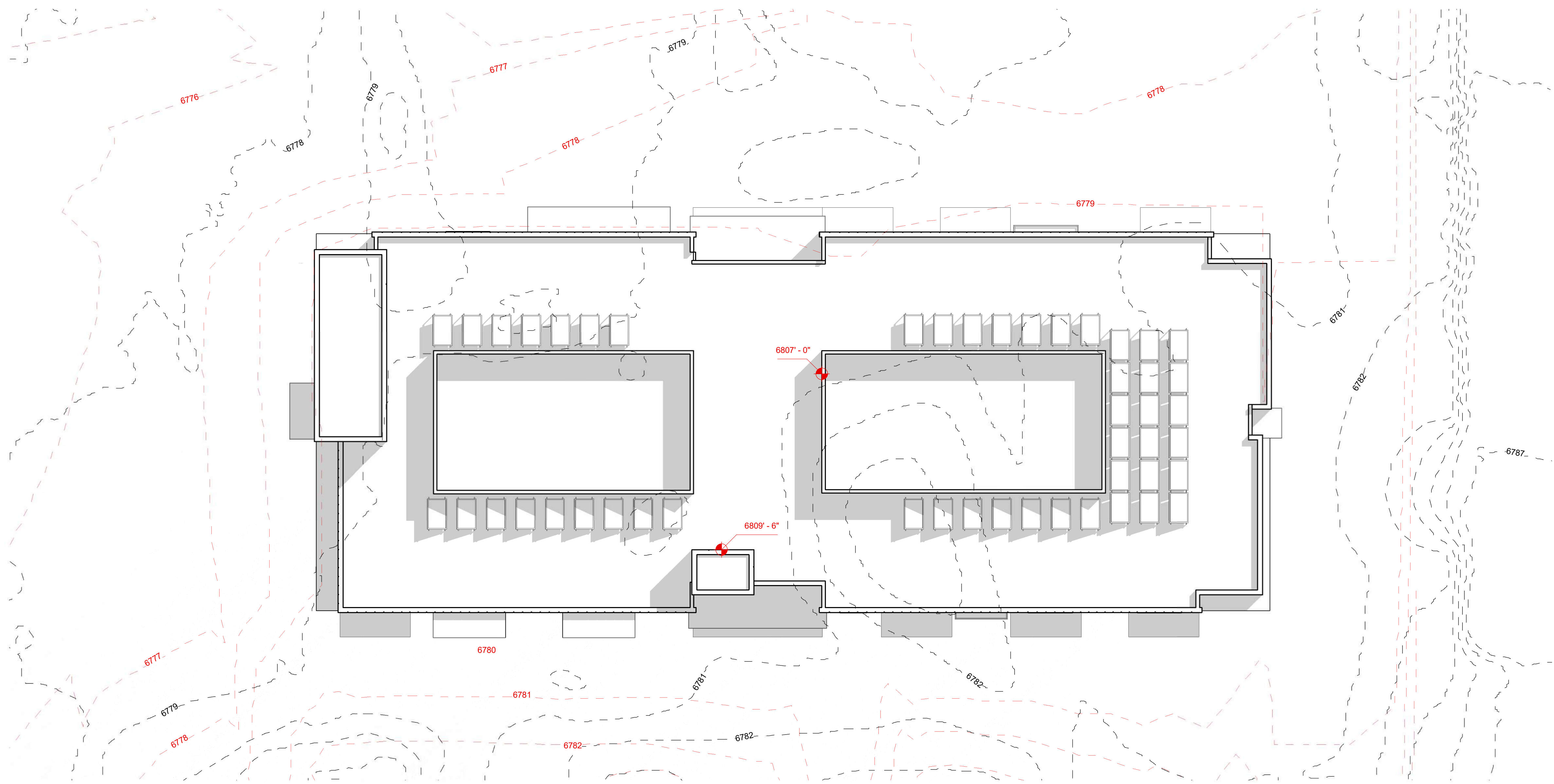
Unit Type and Count	Area
- Common Space	1550 SF
- Storage Area	563 SF

Parking:

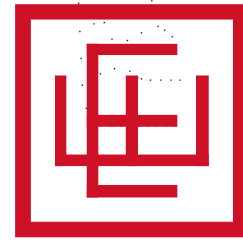
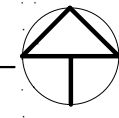
Parking Requirements per LMC 15-6.1-9		
Unit Type	Market Rate Units	Affordable Units
- Common Space	0	0
- Storage Area	0	0
1 Bed	0.5	0
2 Bed	1	0.5
3 Bed	1.5	1
Studio	0.5	0

Parking Requirement Totals		
Unit Type	Market Rate Units	Affordable Units
1 Bed	4.5	0
2 Bed	1	0.5
3 Bed	7.5	5
Studio	10.5	0
36	23.5	5.5





Roof Plan
SCALE: 3/32" = 1'-0"





Elevation 4

SCALE: 3/32" = 1'-0"



Elevation 3

SCALE: 3/32" = 1'-0"



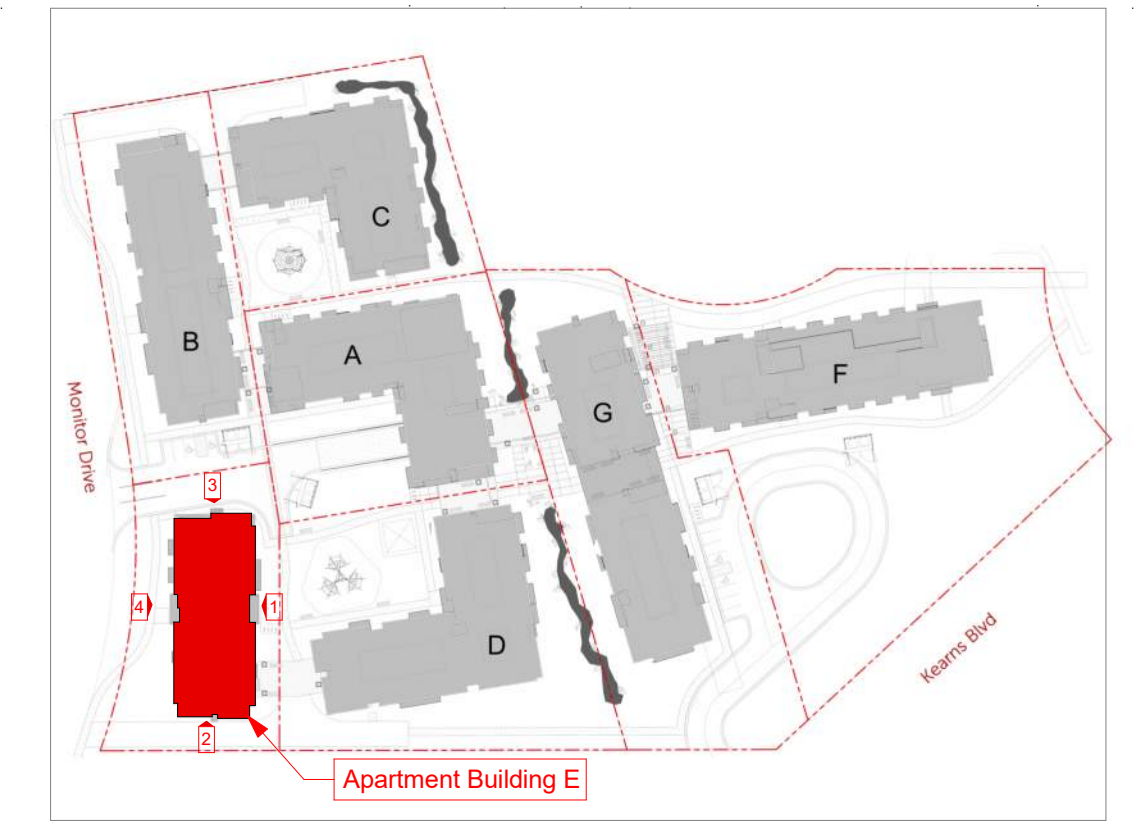
Elevation 2

SCALE: 3/32" = 1'-0"



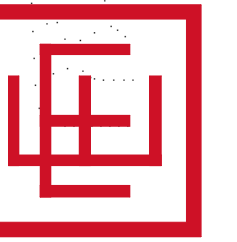
Elevation 1

SCALE: 3/32" = 1'-0"



Facade Shift Legend

- Facade Bumpout Area.....4' to 5'
- Primary Facade Area.....0'
- Recessed Facade Area.....4' to 5'
- Recessed Facade Area.....15'+

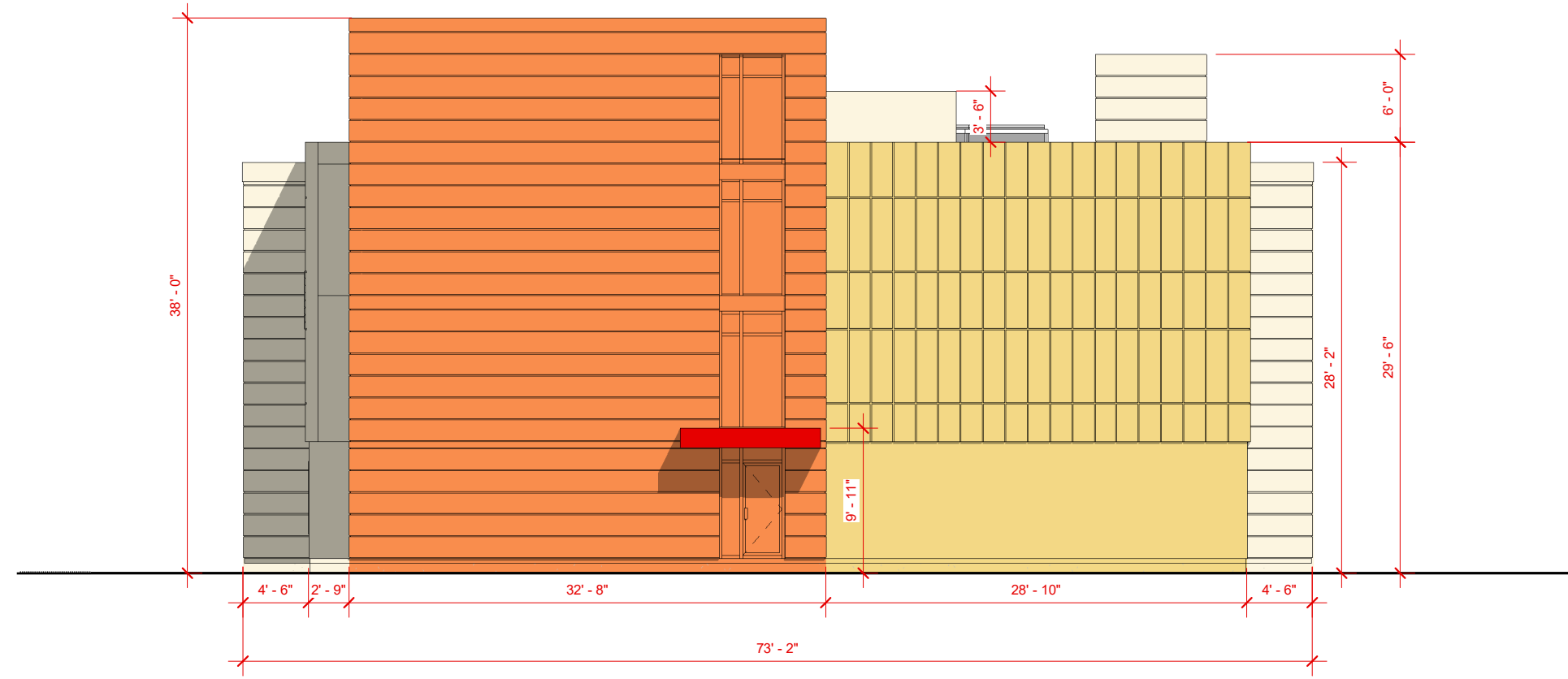


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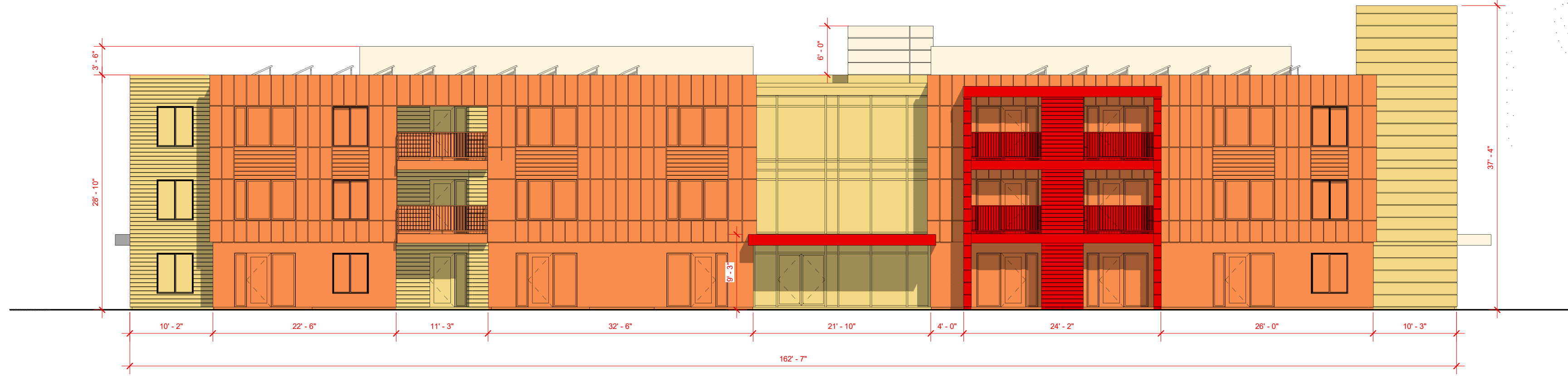
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Apt. Bldg. E - Elevations

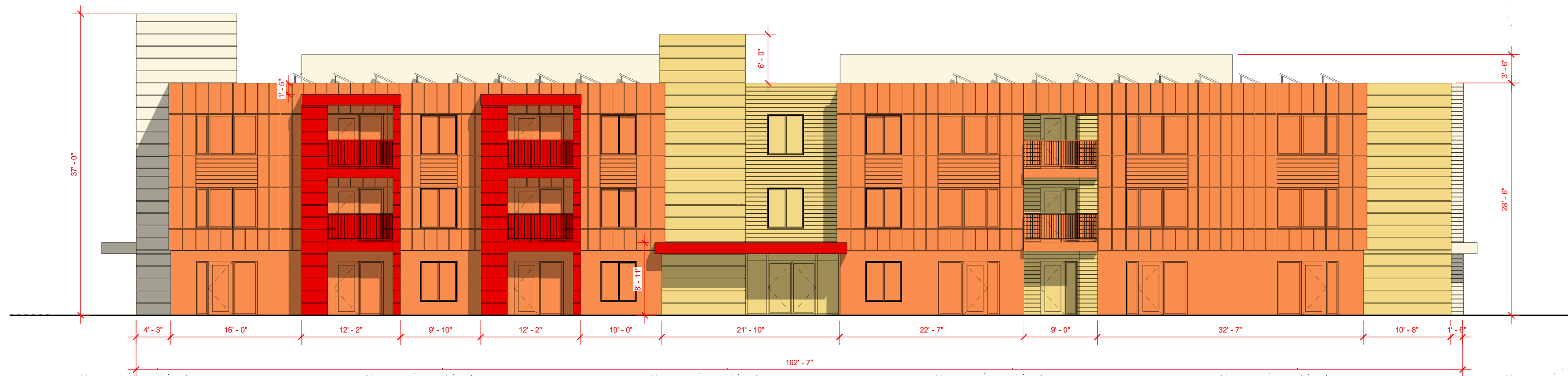
HOPA
AMPD-143



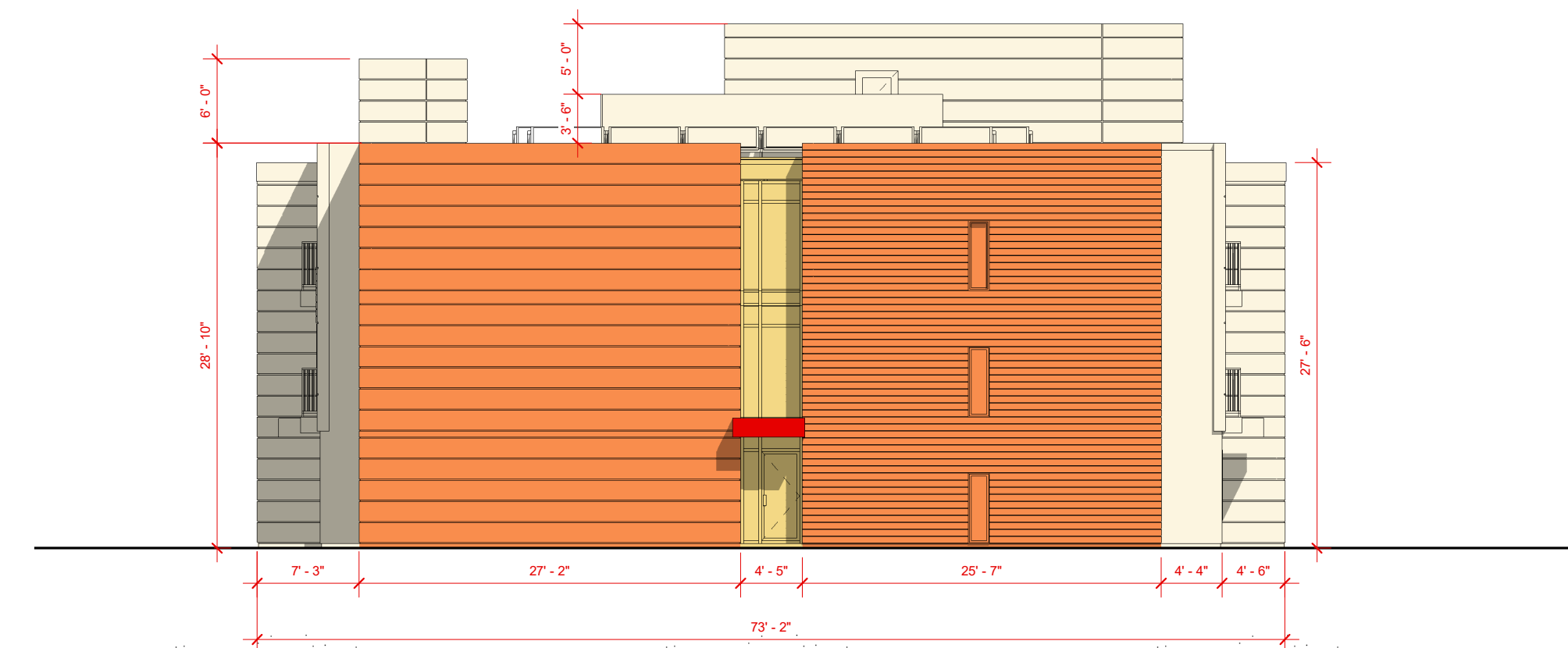
1 Elevation 1 Facade Variation
SCALE: 3/32" = 1'-0"



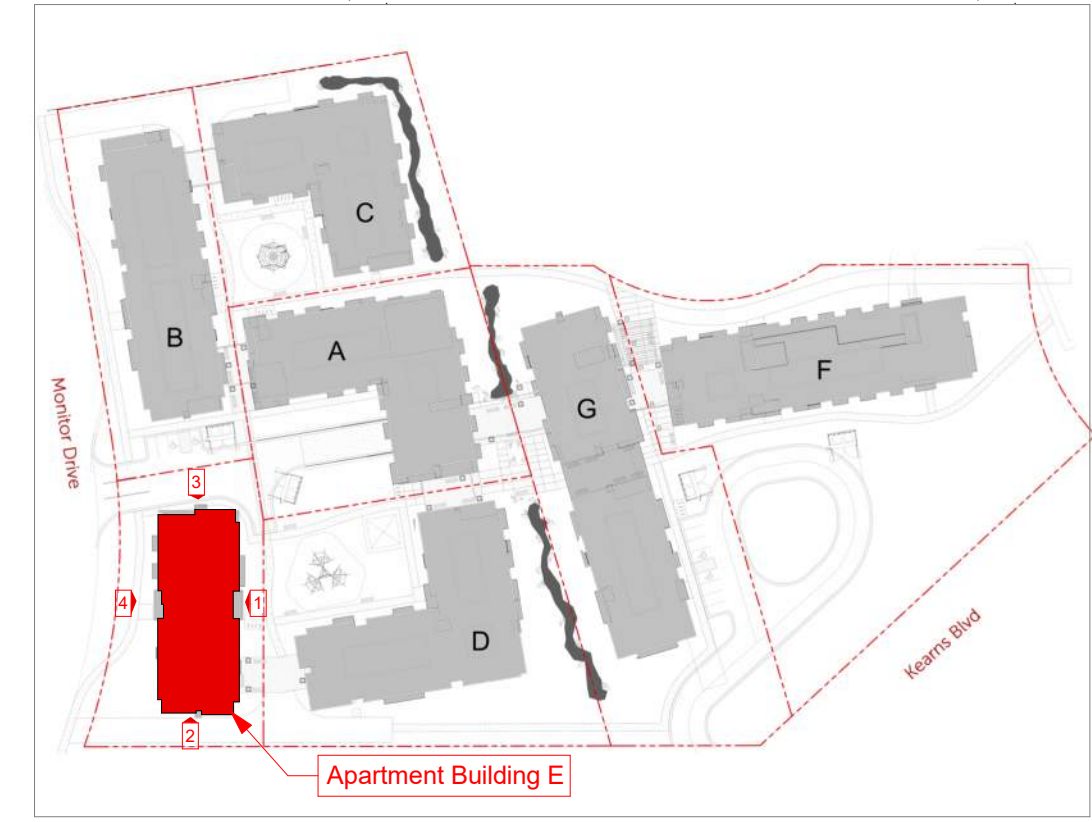
2 Elevation 2 Facade Variation
SCALE: 3/32" = 1'-0"



3 Elevation 3 Facade Variation
SCALE: 3/32" = 1'-0"

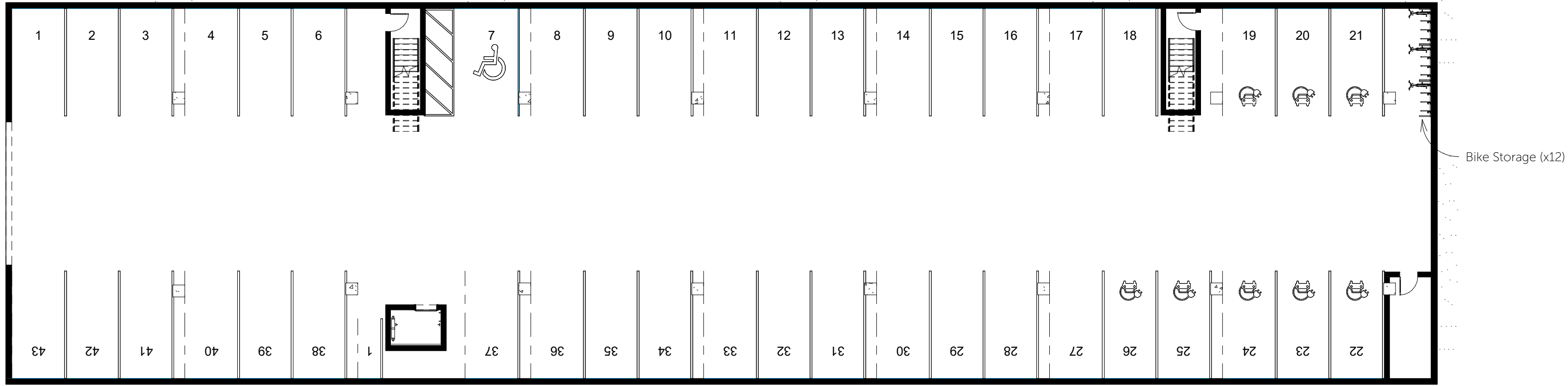


4 Elevation 4 Facade Variation
SCALE: 3/32" = 1'-0"



Facade Shift Legend

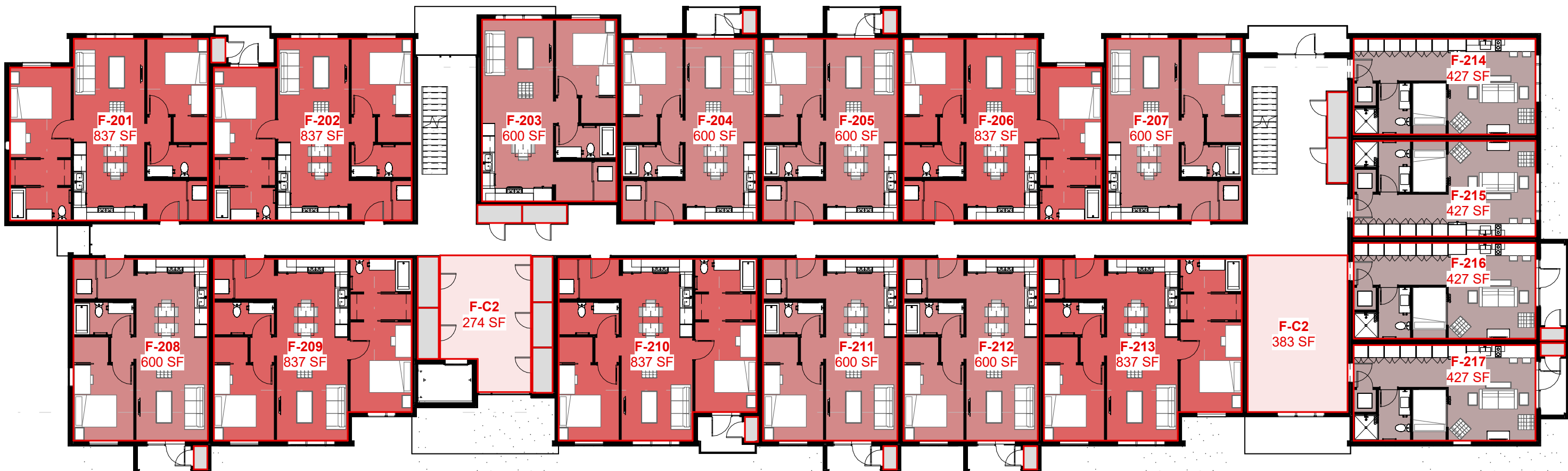
- Facade Bumpout Area.....4' to 5'
- Primary Facade Area.....0'
- Recessed Facade Area.....4' to 5'
- Recessed Facade Area.....15' +



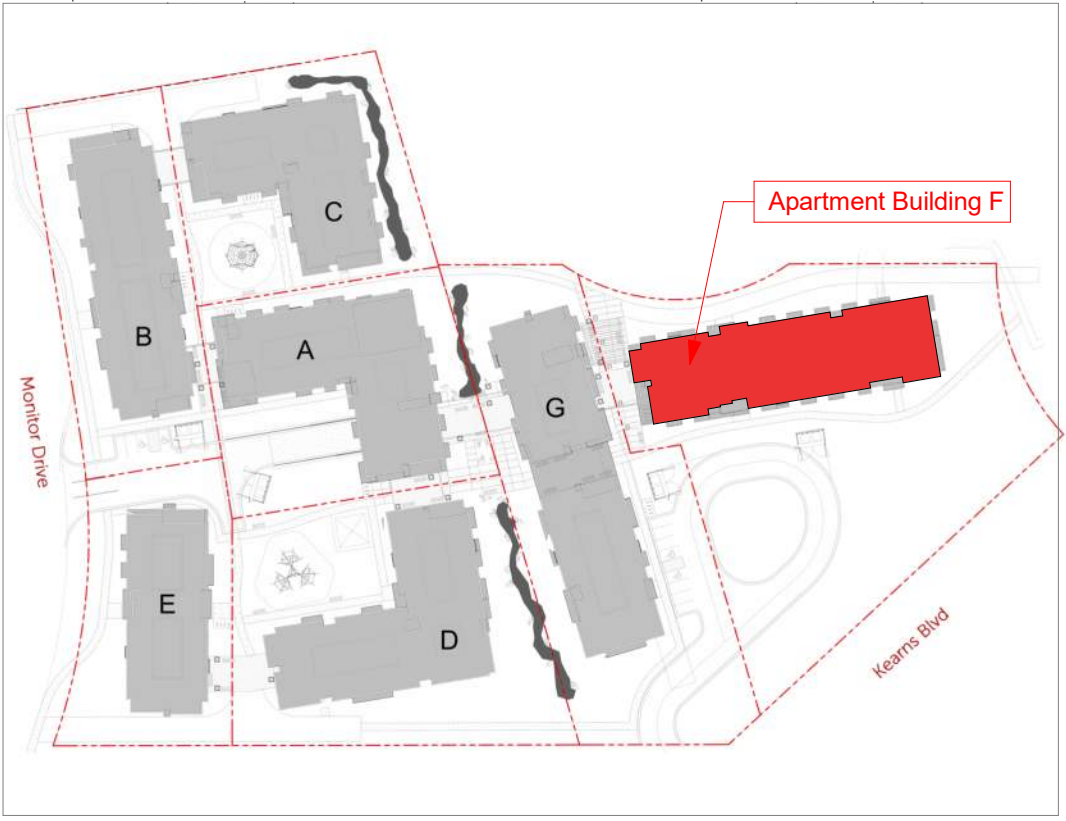
Building G - Level P
SCALE: 1/16" = 1'-0"



Building G - Level 1
SCALE: 1/16" = 1'-0"



Building G - Level 2
SCALE: 1/16" = 1'-0"



- General Notes:**
1. Datum Elevation 6771' = Architectural 100' - 0"
 2. See Building Elevations for Proposed Materials
 3. See AMPD-009 for Landscape Plan
 4. Dimensions on Level 2 and 3 are Similar to Level 1
 5. See Facade Variation Elevations for Facade Breaks and Variation

- Building Data:**
- * (35) Parking Stalls Required per LMC 15-6.1-9 (Market Rate)
 - * (10) Parking Stalls Required per LMC 15-6.1-9 (Affordable Units)
 - * **(43) Parking Stalls Provided**
 - * **(1) Scooter / E-Bike / Motorcycle Parking Stalls Provided**
 - * **(30) Sheltered Securable Bike Parking Stalls Provided**

- * 45' Allowed Building Height per LMC 15-6.1-8
- * **29' 6" Proposed Building Height**

*Total Building Area: 44,093 SF

*Total (N) Unit Equivalents: 43,093 / 2000 = 22.05

Units:

Unit Type and Count	Unit Area
1 Bed	600 Sq. Ft.
20	
2 Bed	837 Sq. Ft.
18	
Studio	427 Sq. Ft.
12	
Total: 50	

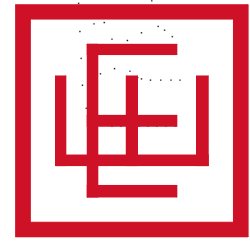
Common Spaces:

Unit Type and Count	Area
- Common Space	5302 SF
- Storage Area	780 SF

Parking:

Parking Requirements per LMC 15-6.1-9		
Unit Type	Market Rate Units	Affordable Units
- Common Space		
- Storage Area		
1 Bed	0.5	0
2 Bed	1	0.5
3 Bed	1.5	1
Studio	0.5	0

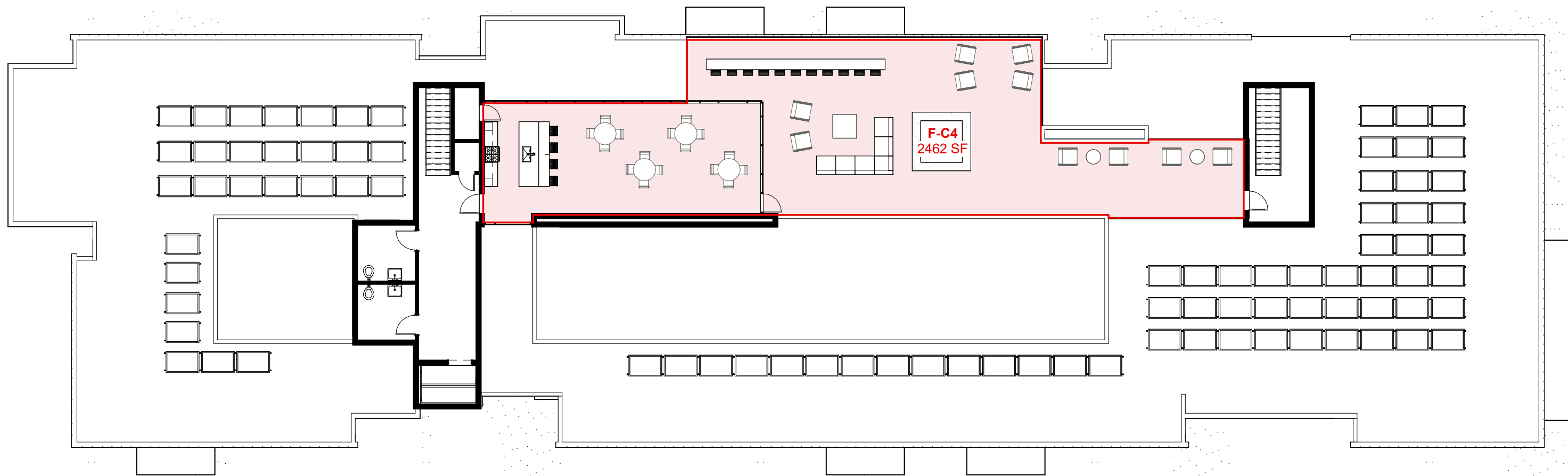
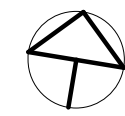
Parking Requirement Totals		
Unit Type	Market Rate Units	Affordable Units
1 Bed	10	0
2 Bed	18	9
Studio	6	0
50	34	9





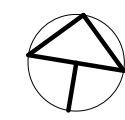
Building G - Level 3

SCALE: 1/16" = 1'-0"



Building G - Level 4

SCALE: 1/16" = 1'-0"



General Notes:

1. Datum Elevation 6773' = Architectural 100' - 0"
2. See Building Elevations for Proposed Materials
3. See AMPD-009 for Landscape Plan
4. Dimensions on Level 2 and 3 are Similar to Level 1
5. See Facade Variation Elevations for Facade Breaks and Variation

Building Data:

- * (35) Parking Stalls Required per LMC 15-6.1-9 (Market Rate)
- * (10) Parking Stalls Required per LMC 15-6.1-9 (Affordable Units)
- * **(43) Parking Stalls Provided**
- * **(1) Scooter / E-Bike / Motorcycle Parking Stalls Provided**
- * **(30) Sheltered Securable Bike Parking Stalls Provided**

- * 45' Allowed Building Height per LMC 15-6.1-8
- * **29' 6" Proposed Building Height**

***Total Building Area: 44,093 SF**

***Total (N) Unit Equivalents: 43,093 / 2000 = 22.05**

Units:

Unit Type and Count	Unit Area
1 Bed 20	600 Sq. Ft.
2 Bed 18	837 Sq. Ft.
Studio 12	427 Sq. Ft.
Total: 50	

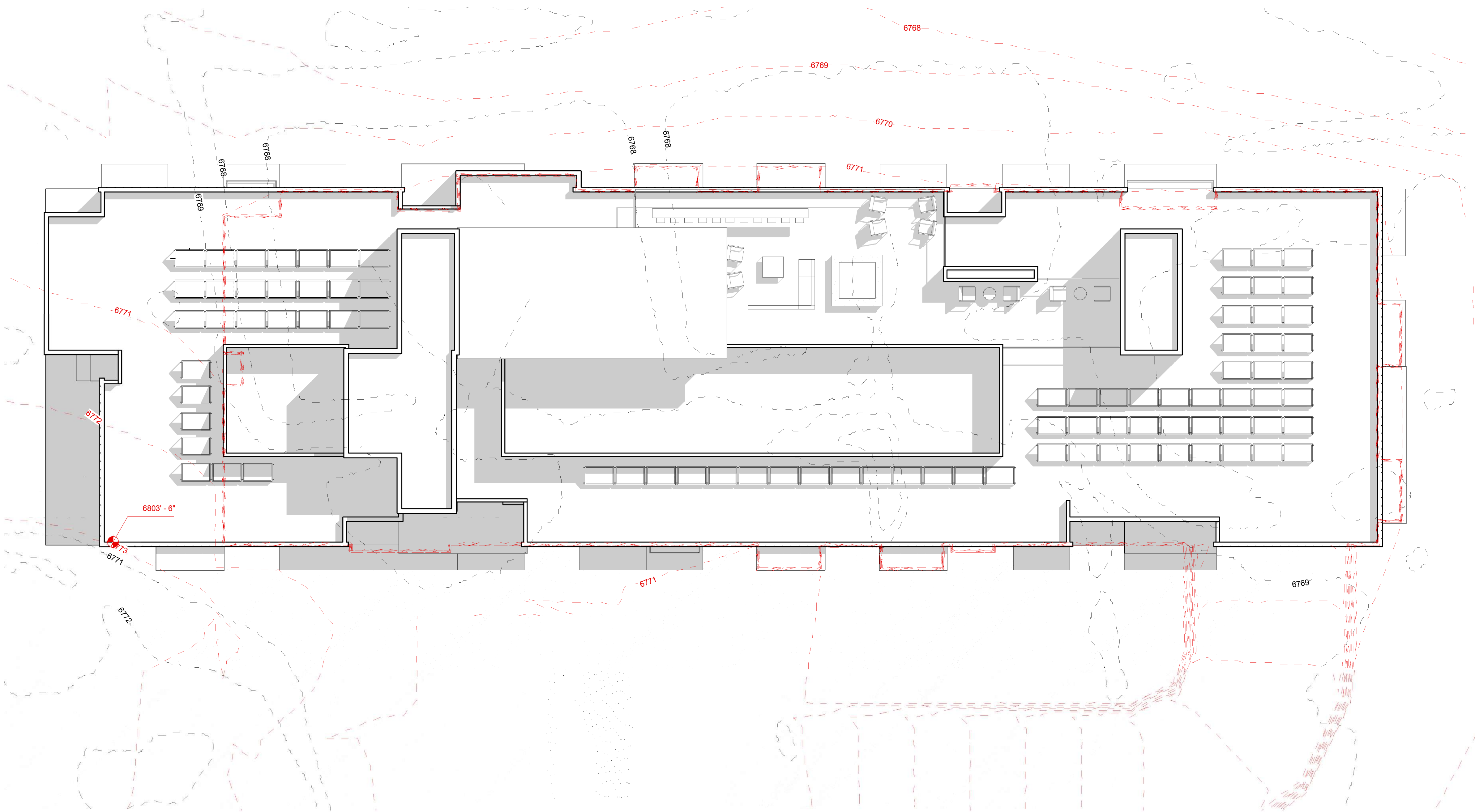
Common Spaces:

Unit Type and Count	Area
- Common Space	5302 SF
- Storage Area	780 SF

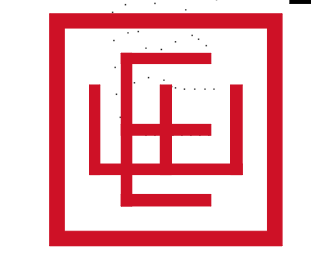
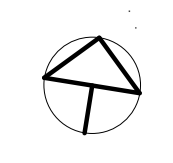
Parking:

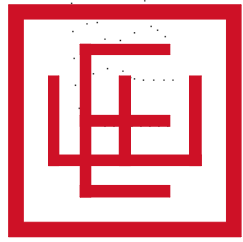
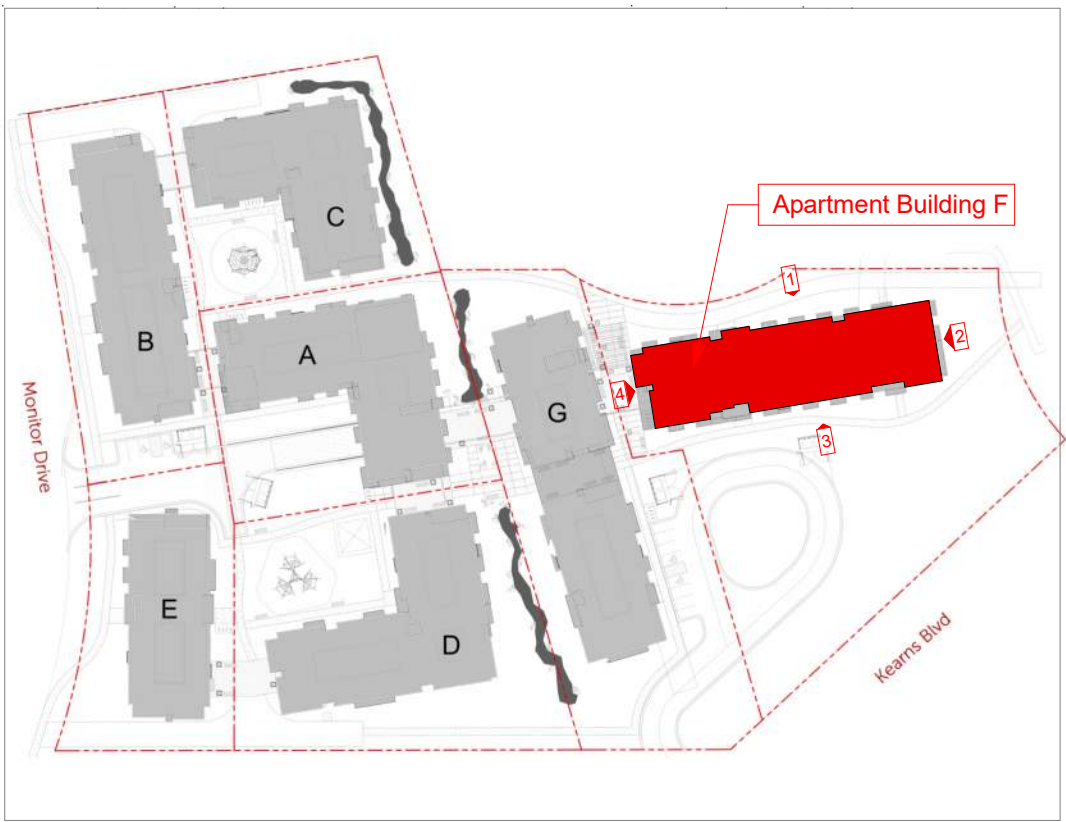
Parking Requirements per LMC 15-6.1-9		
Unit Type	Market Rate Units	Affordable Units
- Common Space		
- Storage Area		
1 Bed	0.5	0
2 Bed	1	0.5
3 Bed	1.5	1
Studio	0.5	0

Parking Requirement Totals		
Unit Type	Market Rate Units	Affordable Units
1 Bed	10	0
2 Bed	18	9
Studio	6	0
50	34	9



Roof Plan
SCALE: 3/32" = 1'-0"





Elevation 4

SCALE: 3/32" = 1'-0"



Elevation 3

SCALE: 3/32" = 1'-0"



Elevation 2

SCALE: 3/32" = 1'-0"

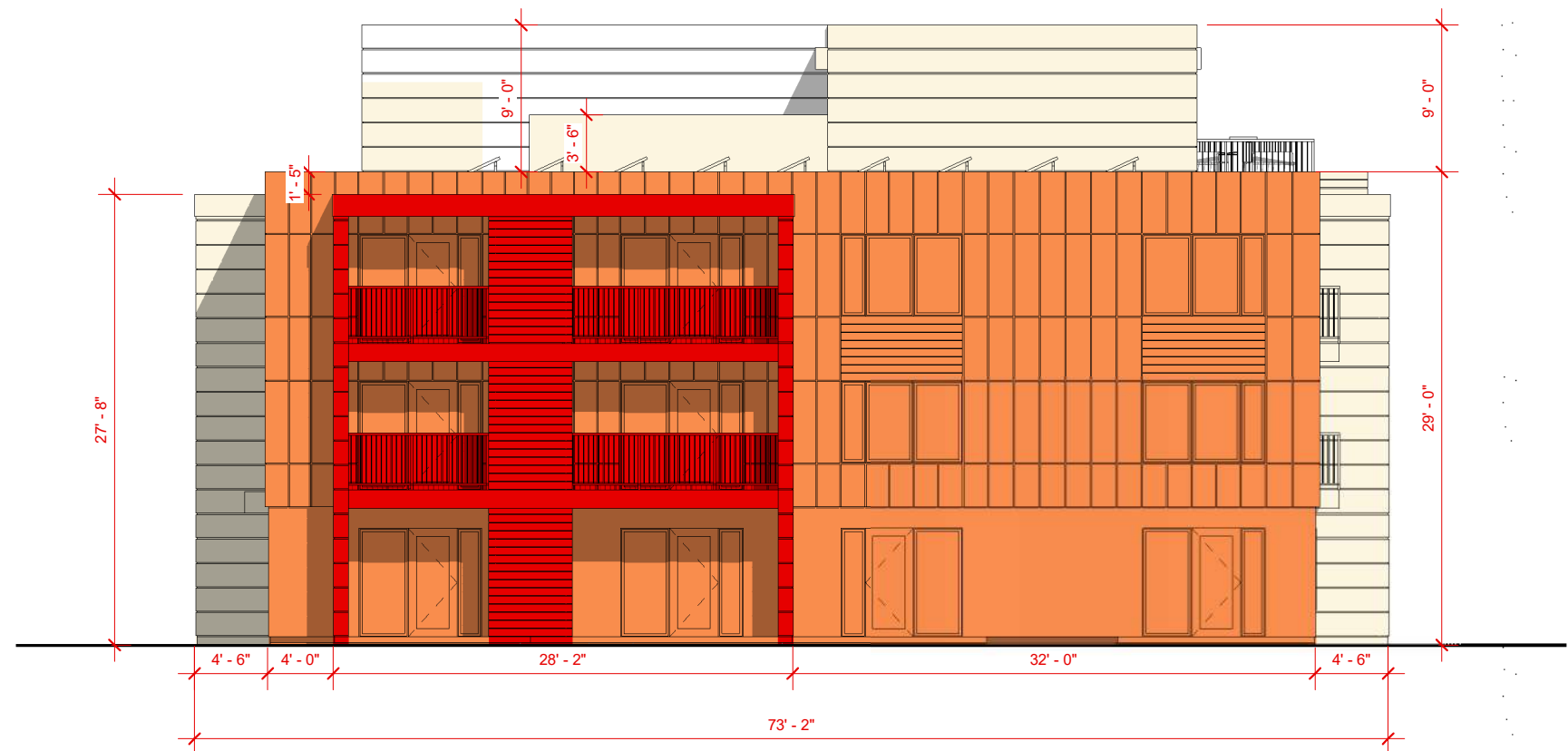


Elevation 1

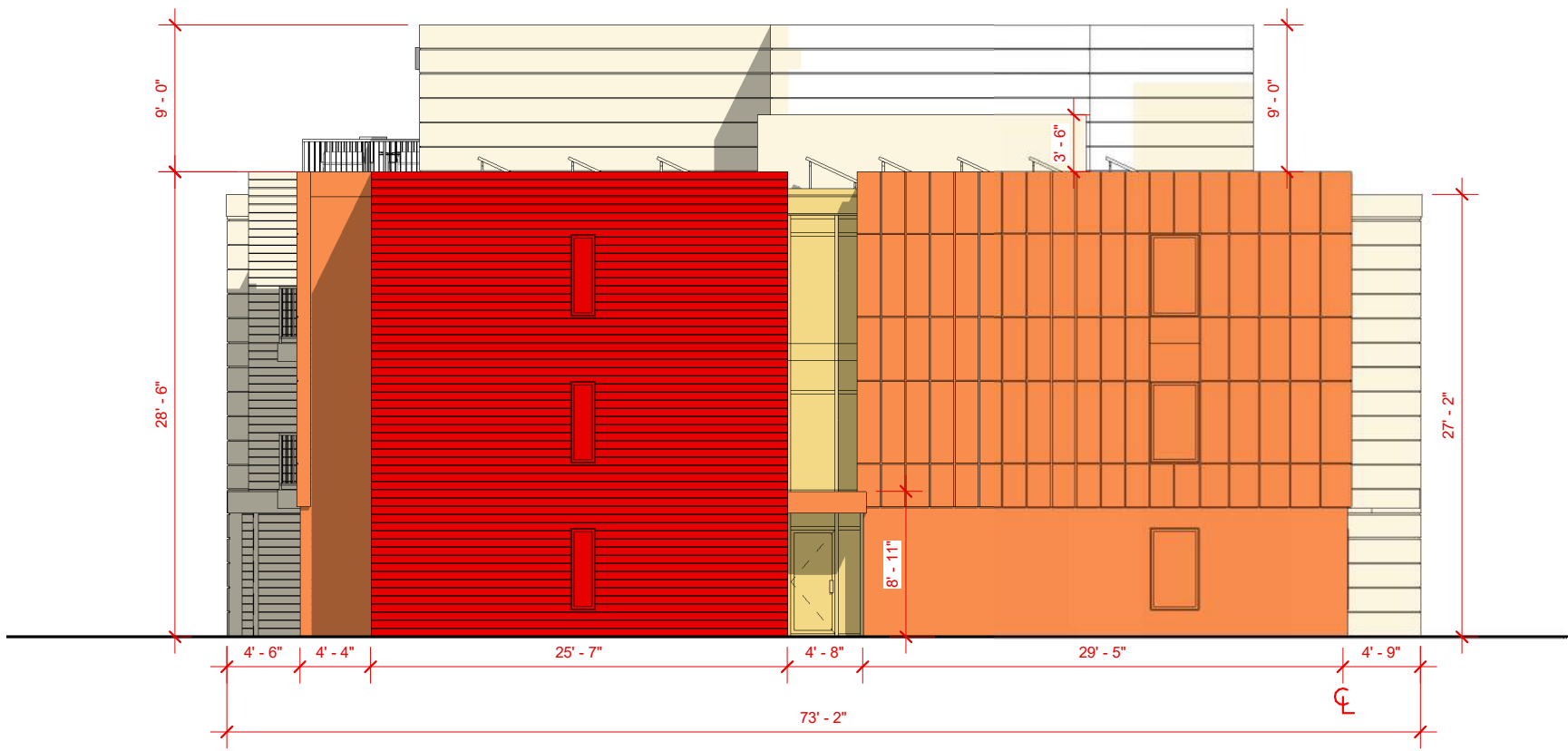
SCALE: 3/32" = 1'-0"



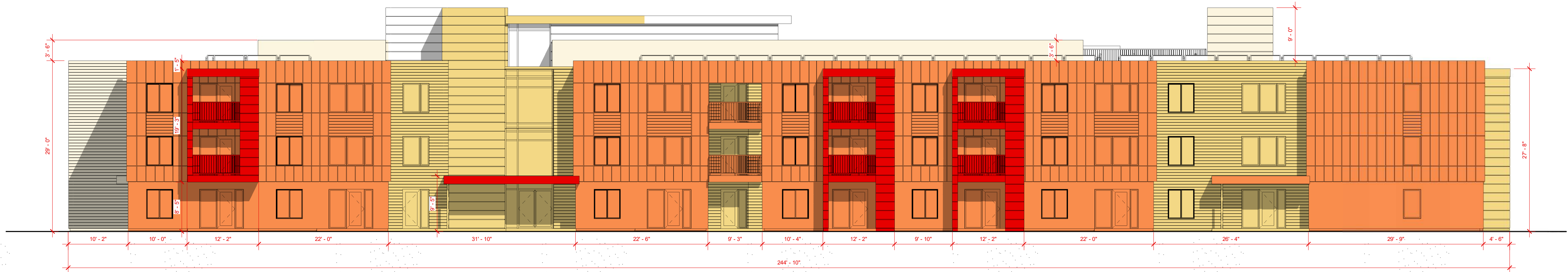
① Elevation 1 Facade Variation
SCALE: 3/32" = 1'-0"



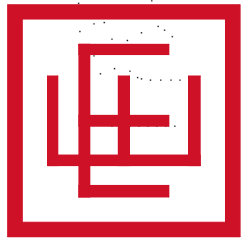
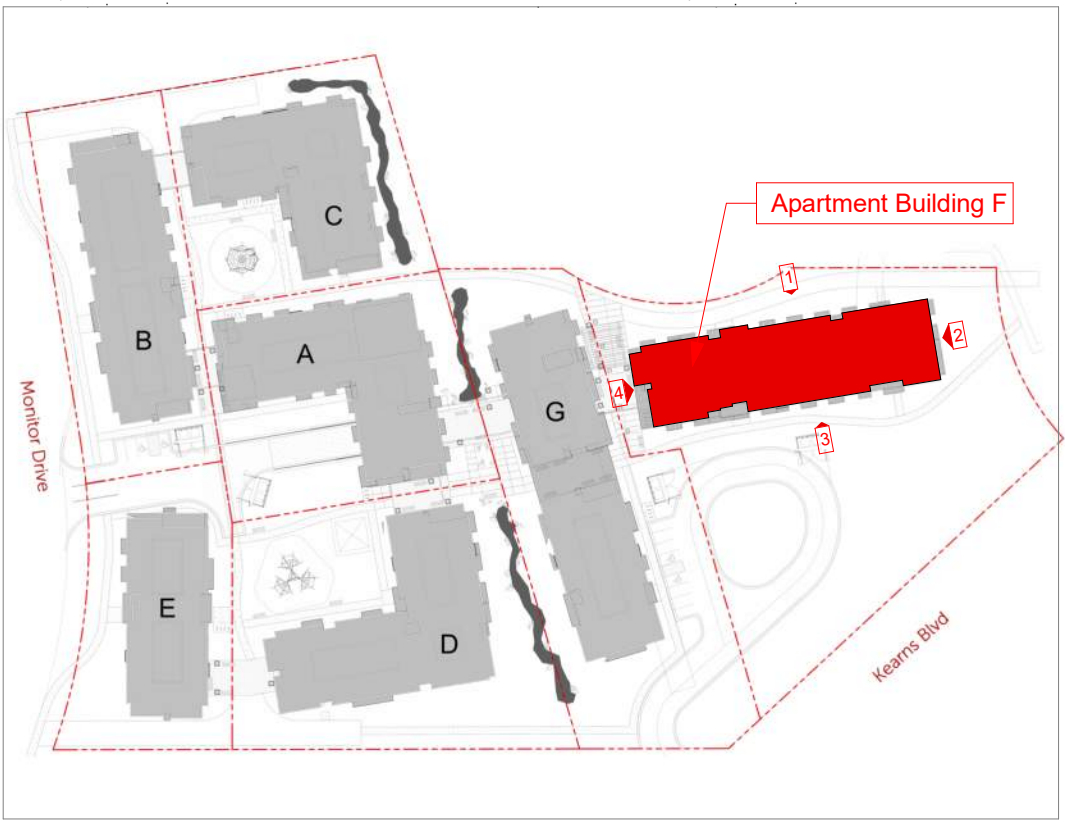
② Elevation 2 Facade Variation
SCALE: 3/32" = 1'-0"



④ Elevation 4 Facade Variation
SCALE: 3/32" = 1'-0"



③ Elevation 3 Facade Variation
SCALE: 3/32" = 1'-0"

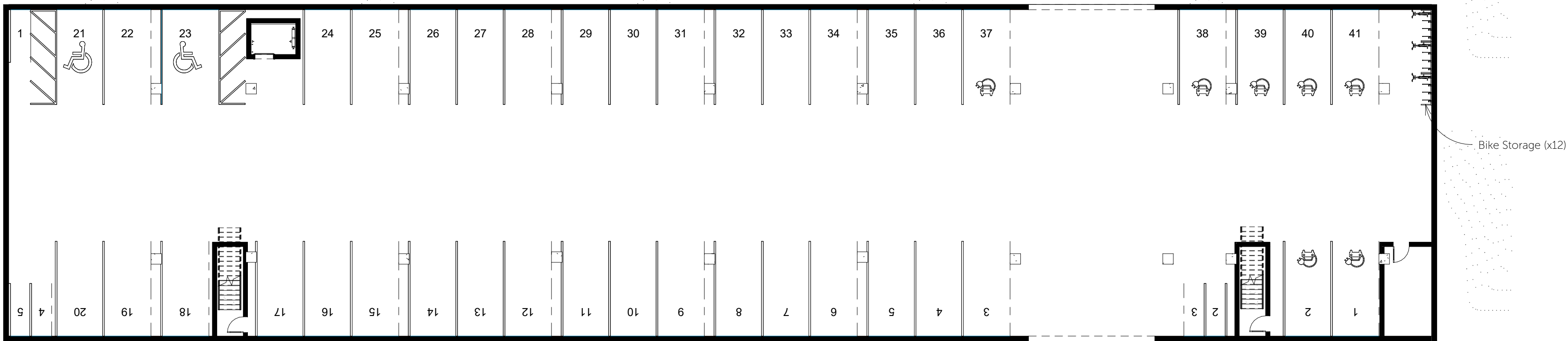


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Apt. Bldg F - Elevations Facade
Variation

HOPA
AMPD-154



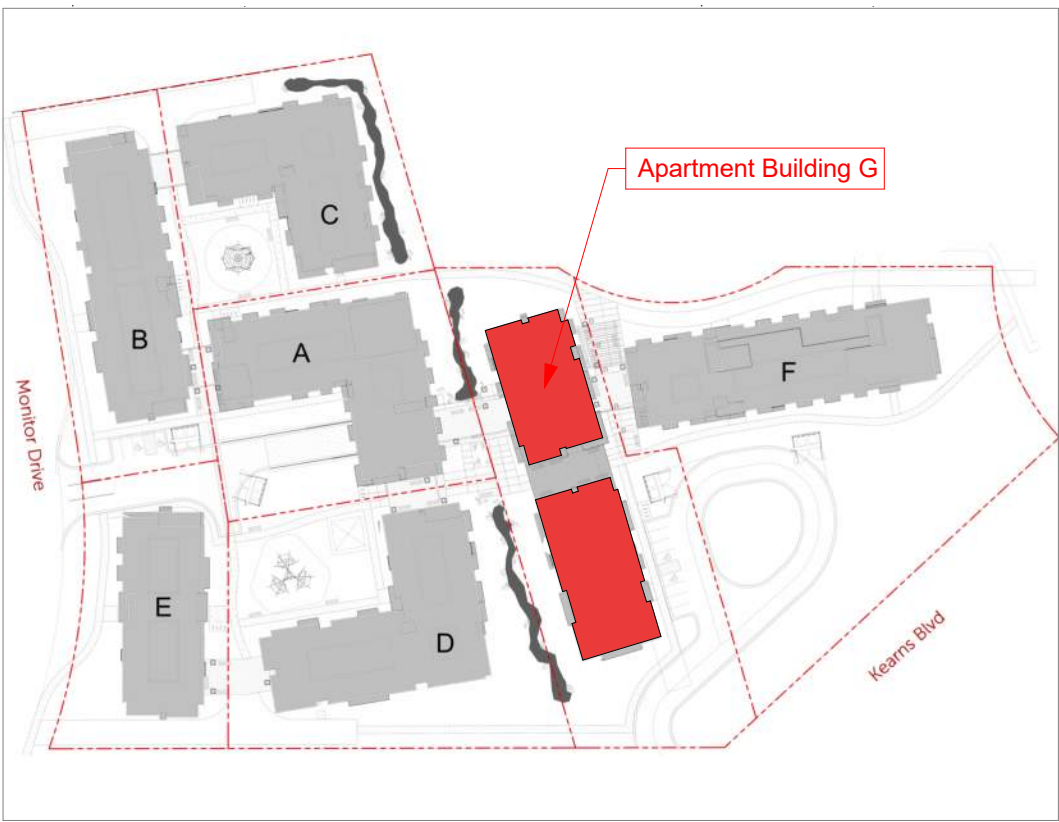
Building G - Level P
SCALE: 1/16" = 1'-0"



Building G - Level 1
SCALE: 1/16" = 1'-0"



Building G - Level 2
SCALE: 1/16" = 1'-0"



General Notes:

1. Datum Elevation 6774' = Architectural 100' - 0"
2. See Building Elevations for Proposed Materials
3. See AMPD-009 for Landscape Plan
4. Dimensions on Level 2 and 3 are Similar to Level 1
5. See Facade Variation Elevations for Facade Breaks and Variation

Building Data:

- * (35) Parking Stalls Required per LMC 15-6.1-9 (Market Rate)
- * (10) Parking Stalls Required per LMC 15-6.1-9 (Affordable Units)
- * (41) Parking Stalls Provided
- * (5) Scooter / E-Bike / Motorcycle Parking Stalls Provided
- * (30) Sheltered Securable Bike Parking Stalls Provided

- * 45' Allowed Building Height per LMC 15-6.1-8
- * 29' 6" Proposed Building Height

*Total Building Area: 45,588 SF

*Total (N) Unit Equivalents: 45,588 / 2000 = 22.79

Units:

Unit Type and Count	Unit Area
1 Bed	600 Sq. Ft.
20	
2 Bed	837 Sq. Ft.
18	
Studio	427 Sq. Ft.
12	
Total: 50	

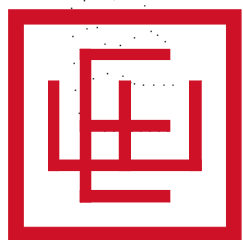
Common Spaces:

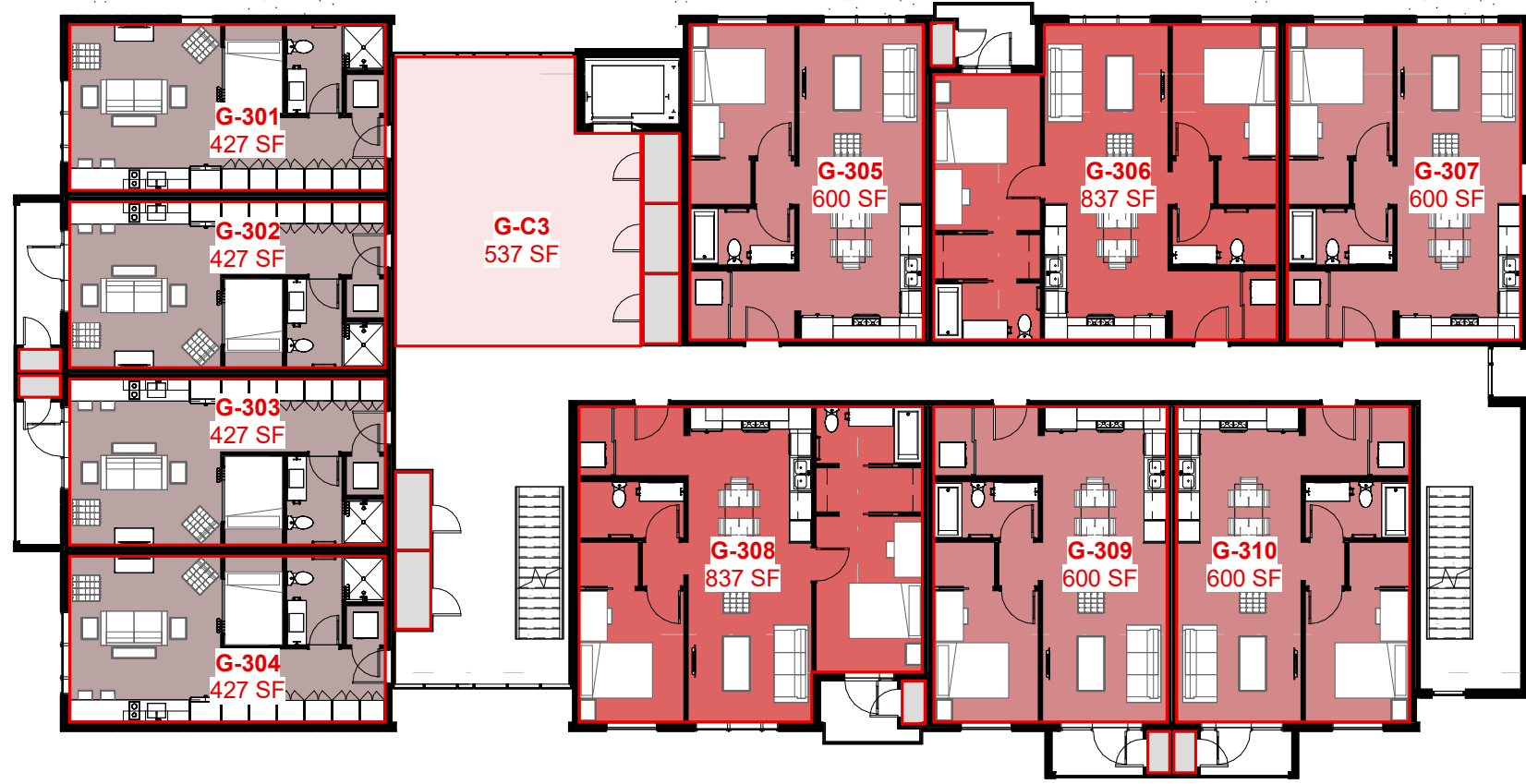
Unit Type and Count	Area
- Common Space	2226 SF
- Storage Area	886 SF

Parking:

Parking Requirements per LMC 15-6.1-9		
Unit Type	Market Rate Units	Affordable Units
- Common Space	0	0
- Storage Area	0	0
1 Bed	0.5	0
2 Bed	1	0.5
3 Bed	1.5	1
Studio	0.5	0

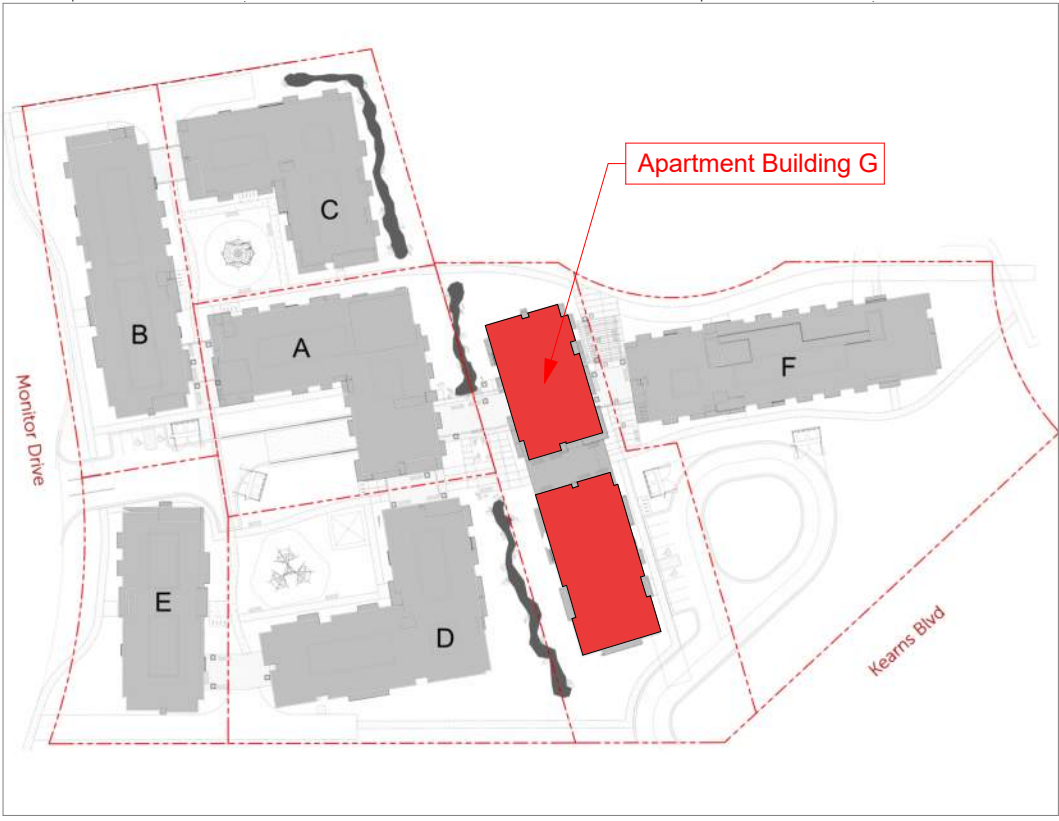
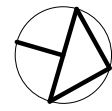
Parking Requirement Totals		
Unit Type	Market Rate Units	Affordable Units
1 Bed	10	0
2 Bed	18	9
Studio	6	0
50	34	9





Building G - Level 3

SCALE: 1/16" = 1'-0"



General Notes:

- 1. Datum Elevation 6774' = Architectural 100' - 0"
- 2. See Building Elevations for Proposed Materials
- 3. See AMPD-009 for Landscape Plan
- 4. Dimensions on Level 2 and 3 are Similar to Level 1
- 5. See Facade Variation Elevations for Facade Breaks and Variation

Building Data:

- * (35) Parking Stalls Required per LMC 15-6.1-9 (Market Rate)
- * (10) Parking Stalls Required per LMC 15-6.1-9 (Affordable Units)
- * (41) Parking Stalls Provided
- * (5) Scooter / E-Bike / Motorcycle Parking Stalls Provided
- * (30) Sheltered Securable Bike Parking Stalls Provided

- * 45' Allowed Building Height per LMC 15-6.1-8
- * 29' 6" Proposed Building Height

*Total Building Area: 45,588 SF

*Total (N) Unit Equivalents: 45,588 / 2000 = 22.79

Units:

Unit Type and Count	Unit Area
1 Bed 20	600 Sq. Ft.
2 Bed 18	837 Sq. Ft.
Studio 12	427 Sq. Ft.
Total: 50	

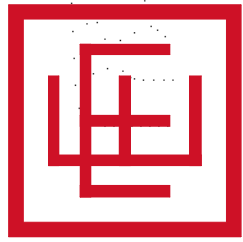
Common Spaces:

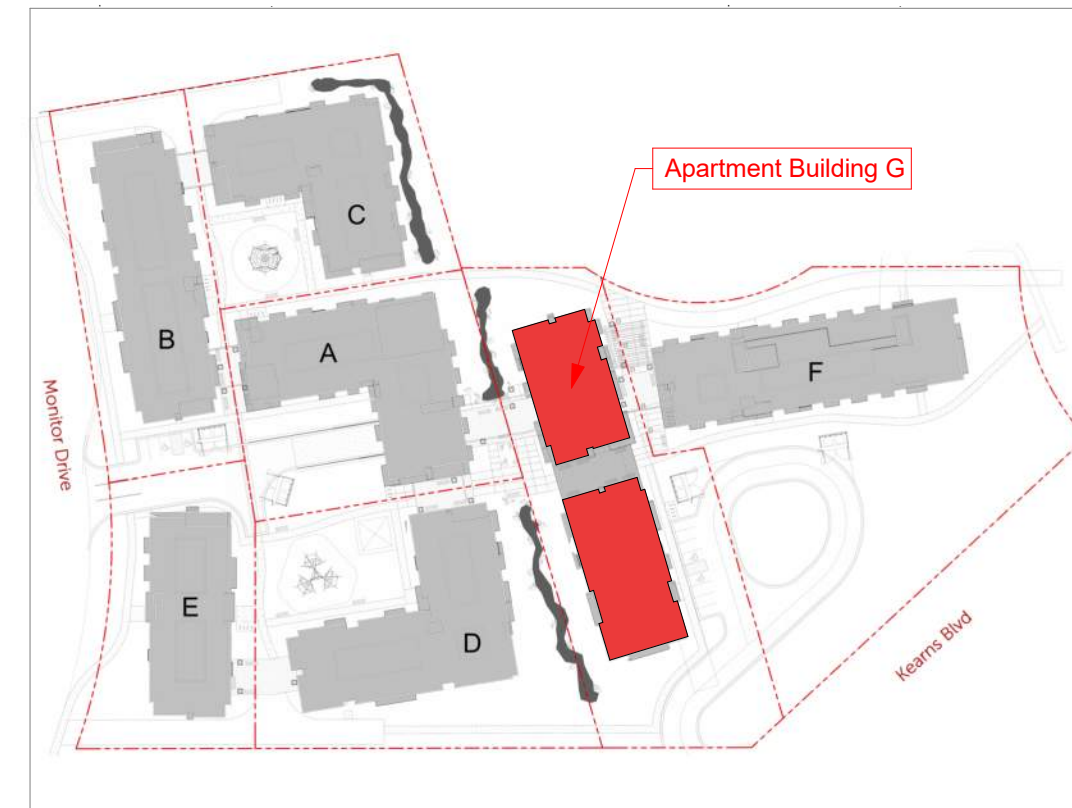
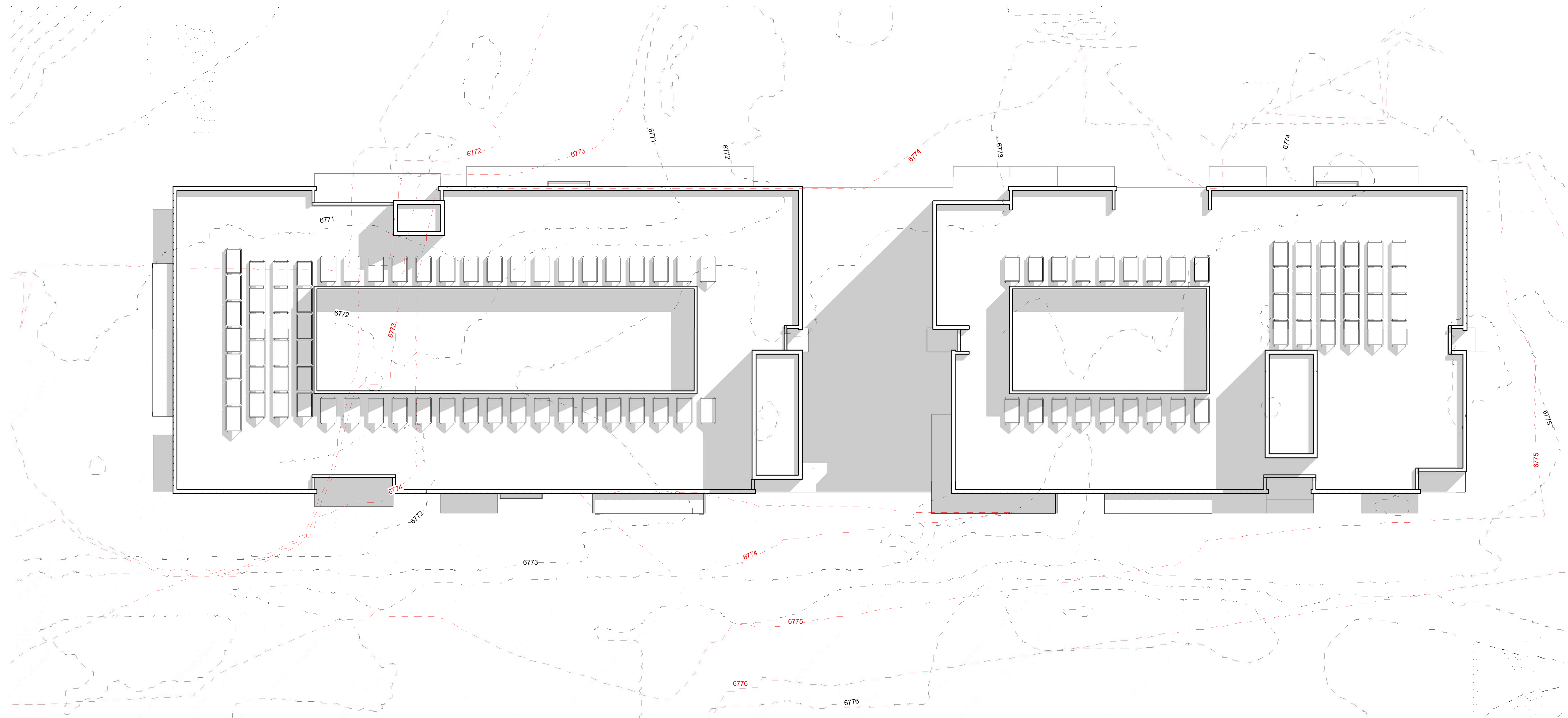
Unit Type and Count	Area
- Common Space	2226 SF
- Storage Area	886 SF

Parking:

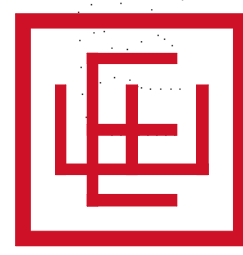
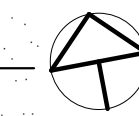
Parking Requirements per LMC 15-6.1-9		
Unit Type	Market Rate Units	Affordable Units
- Common Space	0	0
- Storage Area	0	0
1 Bed	0.5	0
2 Bed	1	0.5
3 Bed	1.5	1
Studio	0.5	0

Parking Requirement Totals		
Unit Type	Market Rate Units	Affordable Units
1 Bed	10	0
2 Bed	18	9
Studio	6	0
50	34	9





Roof Plan
SCALE: 3/32" = 1'-0"





Elevation 4
SCALE: 3/32" = 1'-0"



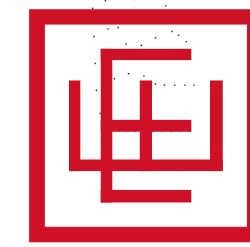
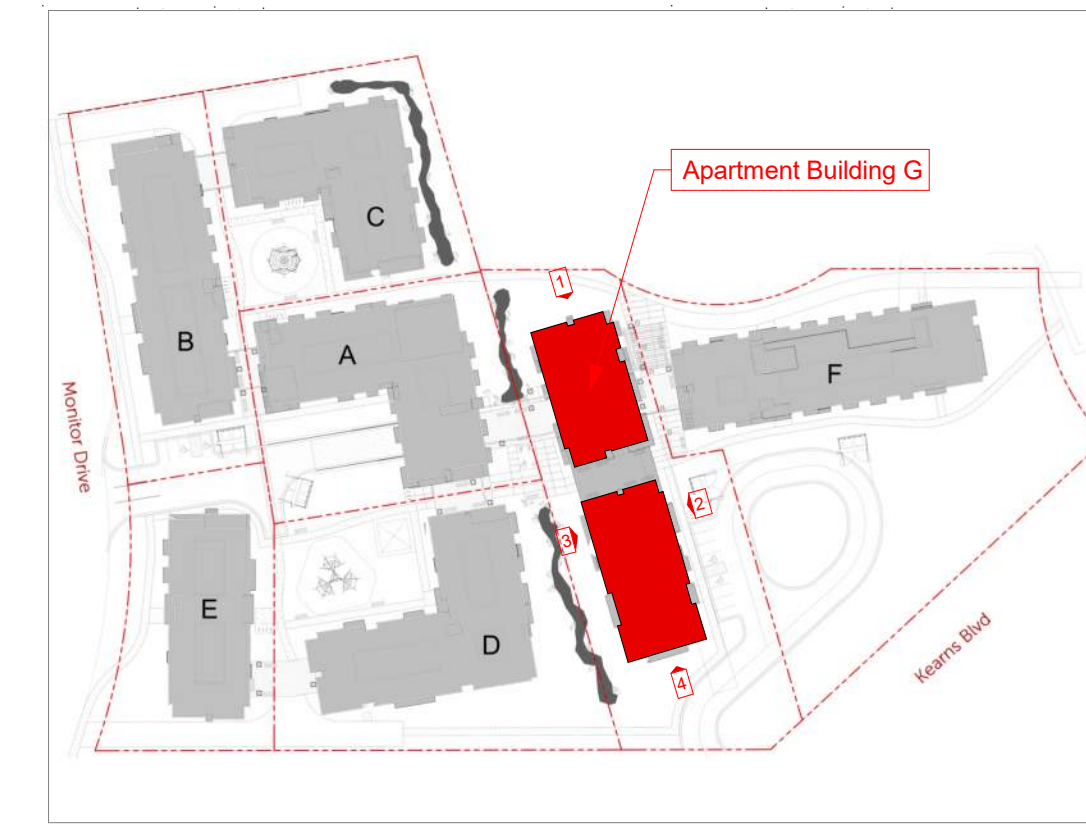
Elevation 3
SCALE: 3/32" = 1'-0"

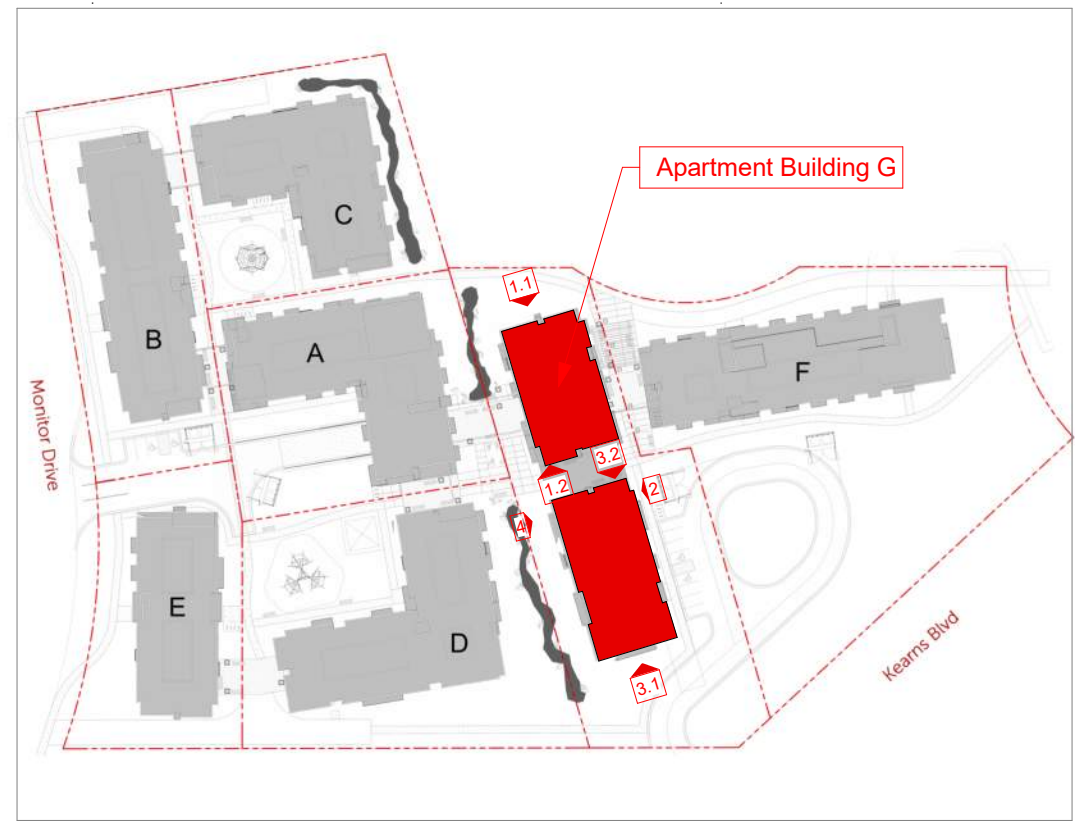


Elevation 2
SCALE: 3/32" = 1'-0"



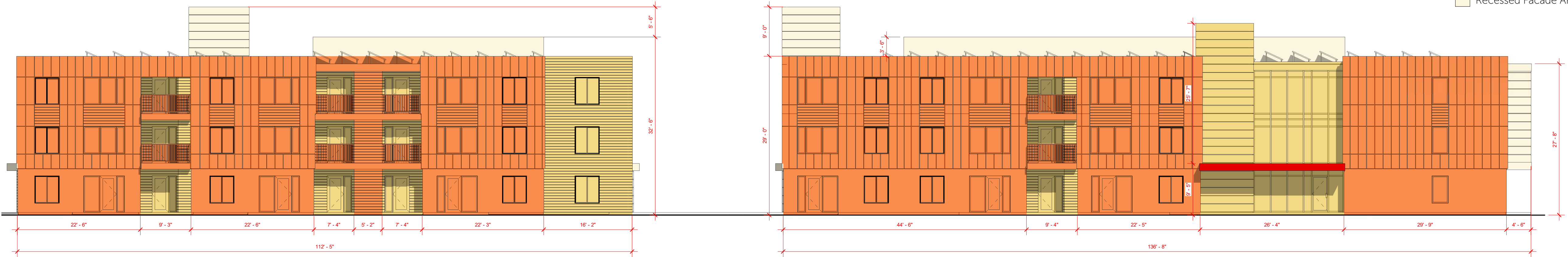
Elevation 1
SCALE: 3/32" = 1'-0"



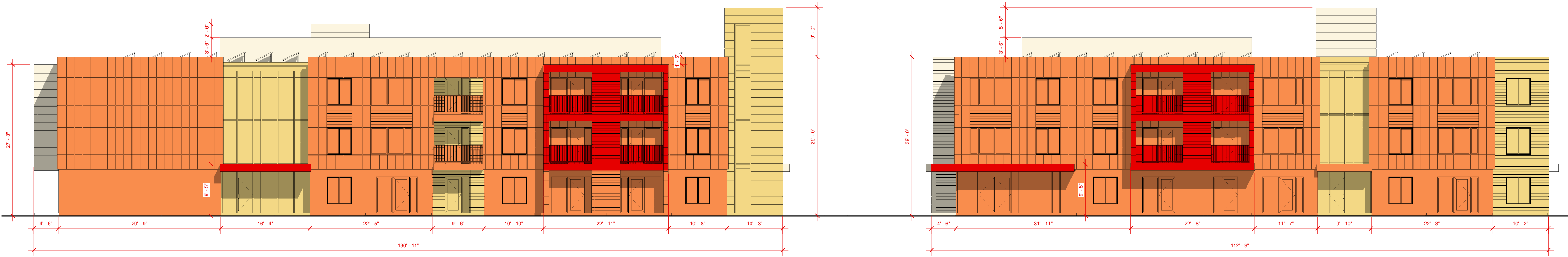


Facade Shift Legend

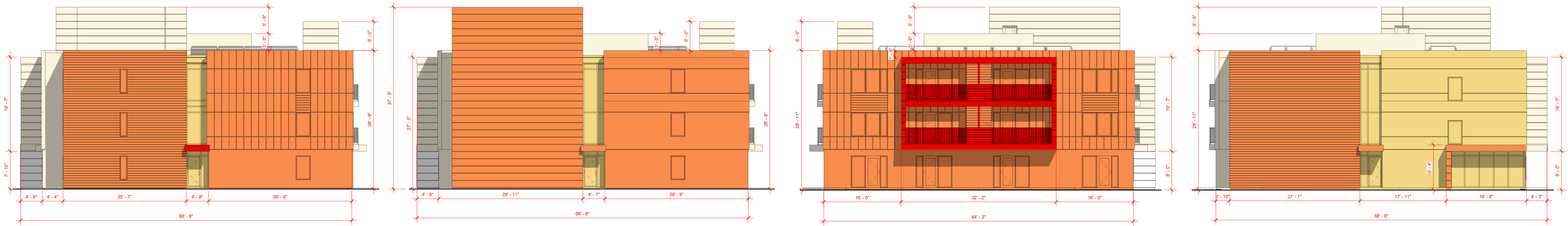
- Facade Bumpout Area.....4' to 5'
- Primary Facade Area.....0'
- Recessed Facade Area.....4' to 5'
- Recessed Facade Area.....15+



2 Elevation 2 Facade Variation
SCALE: 3/32" = 1'-0"



4 Elevation 4 Facade Variation
SCALE: 3/32" = 1'-0"

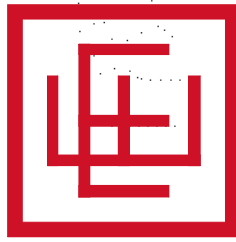


3.1 Elevation 3.1 Facade Variation
SCALE: 3/32" = 1'-0"

3.2 Elevation 3.2 Facade Variation
SCALE: 3/32" = 1'-0"

1.1 Elevation 1.1 Facade Variation
SCALE: 3/32" = 1'-0"

1.2 Elevation 1.2 Facade Variation
SCALE: 3/32" = 1'-0"



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Apt. Bldg G - Elevations Facade
Variation

HOPA
AMPD-164



Arbor Plus of Utah, Corp.

P.O. Box 71348

Salt Lake City, UT 84171

801-485-8733

office@arborplus.us

2200 Monitor Drive

Park City, UT 84060

Holiday Village / Parkside Apartments

March 9, 2023

Assignment:

I was contacted by Elyse Kats to perform a health assessment and construction evaluation of all the trees at Holiday Village and Parkside Apartments.

Observations:

Roughly 30% of the Spruce trees were in decline or completely dead due to IPS Beetle (Bark Beetle)

There were signs of high influx of IPS in the area with a row of Spruce trees that were dead at Park City High School as well as other surrounding properties in the area.



Image of a healthy Spruce next to a dead Spruce



Image of a healthy mature Spruce. This tree will die if left untreated.



Image of mature Spruce that has died from the IPS Beetle.



Image of a Spruce that is dying from the top of the crown downward a key indicator that the damage is from the IPS Beetle.

Future Mitigation:

The Spruce trees and other Pines will need to be treated for the unseen future in order for them to survive. Left untreated the trees will decline and ultimately die and then need to be removed. Remaining trees will need protection zones and mulching to prevent construction damage.

Other testing or examinations:

No other testing or examination was requested nor is recommended at the time of the site inspection.

Assumptions and Limitations:

This report provides information about the subject trees at the time of the inspection. Trees and conditions may change over time. This report is only valid for the tree with the conditions present at the times of the inspection. All observations were made while standing on the ground. The inspection consisted of visual observations. No further examinations were requested or performed. Arborists are tree specialists who use their education, knowledge, training and experience to examine trees, recommend measures to enhance the beauty and health of trees, and attempt to reduce the risk of living near trees. Clients may choose to accept or disregard the observations and recommendations of the arborist, or seek additional advice. Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. Trees are living organisms that can fail in ways we do not fully understand. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time. Likewise, remedial treatments, like any medicine, cannot be guaranteed. Treatments, pruning, and removal of trees may involve considerations beyond the scope of the arborist's services such as property boundaries, property ownership, site lines, disputes between neighbors, landlord-tenant matters, etc. Arborists cannot take such issues into account unless complete and accurate information is given to the arborist. The person hiring the arborist accepts full responsibility for authorizing the recommended treatment or remedial measures. Trees can be managed, but they cannot be controlled. To live near a tree is to accept some degree of risk. The only way to eliminate all risks is to eliminate all trees. Our company goal is to help clients enjoy life with trees. Please contact me at 801-598-5906, or charles@arborplus.us, if you have any questions about this report or desire any other services for this project. I certify that all the statements in this report are true, complete, and correct to the best of my knowledge, and that all statements were made in good faith.

Sincerely,

Charles Denney, TRAQ
ISA Certified Arborist #UT-4666A
ISA Qualified Tree Risk Assessor

MEMORANDUM

Date: April 19, 2023
To: Park City
From: Hales Engineering



Subject: Park City Holiday Village & Parkside Parking Study

UT23-2487

Introduction

This memorandum discusses the parking study completed for the proposed Holiday Village & Parkside development located in Park City, Utah. The study identifies the City parking supply rates and parking demand rates identified at nearby local affordable housing units. The proposed development is located northeast of the Monitor Drive & Bonanza Drive / Kearns Boulevard (S.R. 248) intersection in Park City, Utah. A vicinity map of the project site is shown in Figure 1.

Project Description

The development consists of 317 multi-family affordable housing units, including 26 three-bedroom units, 99 two-bedroom units, 108 one-bedroom units, and 84 studio units. The three-bedroom units are planned to be sized between 1,000 and 2,000 square feet and the rest of the units sized less than 1,000 square feet. A summary of the unit and bedroom count is shown in Table 1.

Table 1: Summary of Proposed Unit Count

Unit Type	# Units	# Bedrooms
Studio	84	84
1-Bedroom	108	108
2-Bedroom	99	198
3-Bedroom	26	78
TOTAL	317	468

A supply of 268 parking stalls is currently planned for the project. An underground parking structure will contain 256 of those parking stalls and an additional 12 parking stalls will be provided at surface level. Included within the parking garage stall count are 7 motorcycle parking stalls and 54 electric vehicle charging stalls. There are also 74 bicycle parking stalls proposed. A site plan is provided in Appendix A.



Figure 1: Site vicinity map of the project in Park City, Utah

City Parking Code

The Park City Municipal code specifies parking rates for various land use types. The required parking rates found in the City code for the study land uses are shown in Table 2. The calculations for the parking required by the City without any reductions are shown in Table 3. As shown, it is anticipated that the City would require 330 parking stalls for the proposed development.

Table 2: City Parking Rates

Land Use	Unit Type	Rate
Multi-Unit Dwelling	< 1,000 sq. ft.	1 per dwelling unit
	1,000 – 2,000 sq. ft.	1.5 per dwelling unit
	> 2,000 sq. ft.	2 per dwelling unit

Source: Park City Municipal code, 2023

Table 3: City Parking Calculations – No Reductions

City Parking Calculations Park City - Holiday Village & Parkside				
Land Use	# of Units	Unit Type	Rate (stalls per unit)	Total Stalls
Multi-Unit Dwelling (< 1,000 sq. ft.)	291	Units	1.00	291
Multi-Unit Dwelling (1,000 - 2,000 sq. ft.)	26	Units	1.50	39
TOTAL				330
Source: Park City Municipal code, 2023.				

Parking Reductions

Park City allows for potential parking requirement reductions for affordable housing developments based on a number of criteria from Section 15-6.1-9D of the City code. There is no provided quantification for how much reduction can be applied from implementing each of these strategies. However, there are quantitative measures provided in a South Salt Lake study from national sources that were applied to estimate the potential reduction that these strategies could have. Since those quantitative measures are in a per unit rate, a ratio was used to calculate a percentage reduction based on nationwide rates found in the Institute of Transportation Engineering (ITE), *Parking Generation Manual*, 5th Edition, 2019. The following criteria are listed in the Park City code with the reduction percentage listed in parentheses:

- **The development is within ¼-mile from a bus stop that includes a waiting shelter consistent with City standards (11%)**
 - There are multiple bus stops adjacent to the development within a quarter mile that offer waiting shelters, and a new enhanced bus stop is planned on Monitor Drive as a part of the development. There are also planned micro-transit pullouts at the development.
- **On-Site parking is provided for motorcycles and/or scooters (1%)**
 - There are planned motorcycle stalls as part of the development.
- **Bicycle parking exceeds the requirements of Section 15-3-9 (4%)**
 - New construction of Multi-Unit Dwellings must provide at least three (3) bicycle Parking Spaces or ten percent (10%) of the required off-Street Parking Spaces, whichever is greater, for the temporary storage of bicycles. The development is planning on providing 74 bicycle parking spaces, which equates to approximately 22% of the required off-street parking spaces.
- **The development provides dedicated parking spaces for resident carshare vehicles (4%)**
 - The development is open to providing resident carshare vehicles. If this is pursued, it is recommended that at least 4 carshare vehicles be provided for the development.

The development has also stated that they plan to enforce one vehicle per unit to reduce parking demand and that there is potential to encourage use of parking stalls off-site at the Richardson Flat Park and Ride lot and shuttle to and from the parking lot with a shared agreement. These were not assumed within the reduction calculation.

A summary of the City Parking calculations with these reductions is shown in Table 4. As shown, it is anticipated that a parking supply of 265 parking stalls would be recommended after all of the affordable housing parking reductions are taken into consideration.

Table 4: City Parking Calculations with Reductions

City Parking Calculations Park City - Holiday Village & Parkside						
Land Use	# of Units	Unit Type	Rate (stalls per unit)	Stalls	% Red.	Total Stalls
Multi-Unit Dwelling (< 1,000 sq. ft.)	291	Units	1.00	291	20%	233
Multi-Unit Dwelling (1,000 - 2,000 sq. ft.)	26	Units	1.50	39	20%	32
TOTAL				330		265

Source: Park City Municipal code, 2023.

Local Parking Demand

Local parking demand counts were taken at a time between 12-4 a.m. at three affordable multi-family residential complexes within the Park City area on Monday, April 18, 2023. These include the existing Parkside and Holiday Village areas, as well as the Iron Horse Park Apartments. Since two of these locations were mostly two- and three-bedroom units, the parking demand rate per bedroom was found to be more consistent among all three locations. An average rate of 0.64 parking stalls per bedroom was calculated from the local counts.

The parking demand counts were taken at apartment complexes with nearby transit already accessible so the full 20% reduction is not applicable. However, with planned improvements to the transit infrastructure at the development including a new enhanced bus stop and a micro-transit pullout, it was assumed that approximately half of the 11% transit could be applied. Therefore a range for the total reduction of 14-16% was used in the calculation. The parking demand and supply calculations are shown in Table 5.

Table 5: Local Parking Demand

Local Parking Demand and Supply Park City - Holiday Village & Parkside							
Land Use	# of Units	Unit Type	Average Rate	Total	Reductions	Demand	Supply (+5%)
Affordable Housing	468	Bedrooms	0.64	300	14 - 16%	252 - 258	265 - 271

Source: Hales Engineering, 2023

Since the local rates represent actual parking demand, it is common to provide a parking supply beyond what the anticipated demand is to accommodate occasional surges in demand and to reduce the need for drivers to circle the parking lot to find an open stall. Hales Engineering recommends providing 5% additional stalls beyond the anticipated demand for residential developments. Based on this, a supply of approximately 265 – 271 parking stalls should be provided for the project based on local data.

Comparison and Recommendation

A comparison of the proposed supply, the local parking demand, and the city's parking requirement including any applicable parking reductions is shown in Table 6. Based on the provided information, Hales Engineering recommends that at least 265 to 271 stalls be provided for the project if all previously mentioned parking demand reduction strategies are pursued and implemented by the development. The development will need to implement effective transit management strategies in order for parking reductions to be maximized.

Table 6: Parking Comparison

Source	# of Stalls
Proposed Site Plan	268
Local Parking Demand + 5%	265 - 271
City Requirement (no reductions)	330
City Requirement w/ Reductions	265

Conclusions

The key findings of this study are as follows:

- The proposed development includes 317 multi-family affordable housing units and a total count of 468 bedrooms
- There are 268 proposed parking stalls, including 7 motorcycle parking stalls and 54 electric vehicle charging stalls
- Park City would require 330 parking stalls for the proposed development without considering any potential parking reduction strategies
- Park City allows for a reduction in parking requirements for affordable housing developments
 - An estimated 20% reduction in the parking requirement was calculated based on the development being nearby existing and planned transit facilities, having more than twice the required bicycle parking stalls, having carshare parking stalls, and having motorcycle parking stalls
 - With these reductions, the parking requirement is reduced to 265 parking stalls
- Local parking demand counts were taken at three existing affordable housing apartment locations within Park City, including the two that exist on-site
 - An average parking demand rate of 0.64 parking stalls per bedroom was calculated

- An additional 5% buffer was used to convert the parking demand to a recommended parking supply
- With the reductions and the buffer taken into account, the recommended parking supply is at least 265 to 271 parking stalls if all parking demand reduction strategies are pursued and implemented by the development.

If you have any questions regarding this memorandum, please contact us at 801.766.4343.

APPENDIX A

Site Plan

Lot 2
0.74 Acres

Monitor Drive

Lot 5
0.67 Acres

Lot 1
0.76 Acres

Lot 4
1.09 Acres

Lot 6
1.37 Acres

Lot 6
1.52 Acres

Building C - Units
(2)
(24)
(6)
32 Total Units

Building C - Parking
(35) RD District
(34) Market Rate
(18) Affordable housing
35 Underground
(7)
(12)

Building A - Units
(26)
(14)
(5)
45 Total Units

Building A - Parking
(48) RD District
(35) Market Rate
(12) Affordable housing
34 Underground
(7)
(8)

Building F - Units
(12)
(20)
(18)
50 Total Units

Building F - Parking
(50) RD District
(35) Market Rate
(10) Affordable housing
43 Underground
(9)
(12)

Building B - Units
(27)
(12)
(5)
44 Total Units

Building B - Parking
(47) RD District
(33) Market Rate
(11) Affordable housing
34 Underground
4 Surface
(8)
(12)

Building E - Units
(21)
(4)
(1)
(5)
36 Total Units

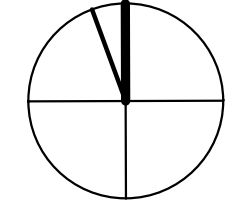
Building E - Parking
(39) RD District
(25) Market Rate
(7) Affordable housing
25 Underground
(5)
(12)

Building D - Units
(39)
(4)
(12)
(5)
60 Total Units

Building D - Parking
(63) RD District
(41) Market Rate
(11) Affordable housing
44 Underground
(9)
(6)

Building G - Units
(12)
(20)
(18)
50 Total Units

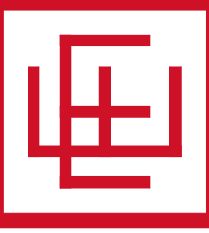
Building G - Parking
(50) RD District
(34) Market Rate
(19) Affordable housing
41 Underground
8 Surface
(9)
(12)



Legend

- Property Line
- Set Back Line
- Underground Connection
- Studio Unit (428 SF)
- One Bedroom Unit (598.5 SF)
- Two Bedroom Unit (838.5 SF)
- Three Bedroom Unit (1126.5 SF)
- Required Parking Stalls per LMC 15-6.1-9 Table 1 (Market Rate & Affordable Housing)
- Proposed Parking Stalls per Building
- Electric Car Charging Stations Provided per Building as per LMC 15-3-11
- Proposed Sheltered Securable Bike Parking Stalls per Building (Minimum of 10% of Required Off-Street Parking Per LMC 15-3-9)

Total Units.....317
Total Stalls.....268

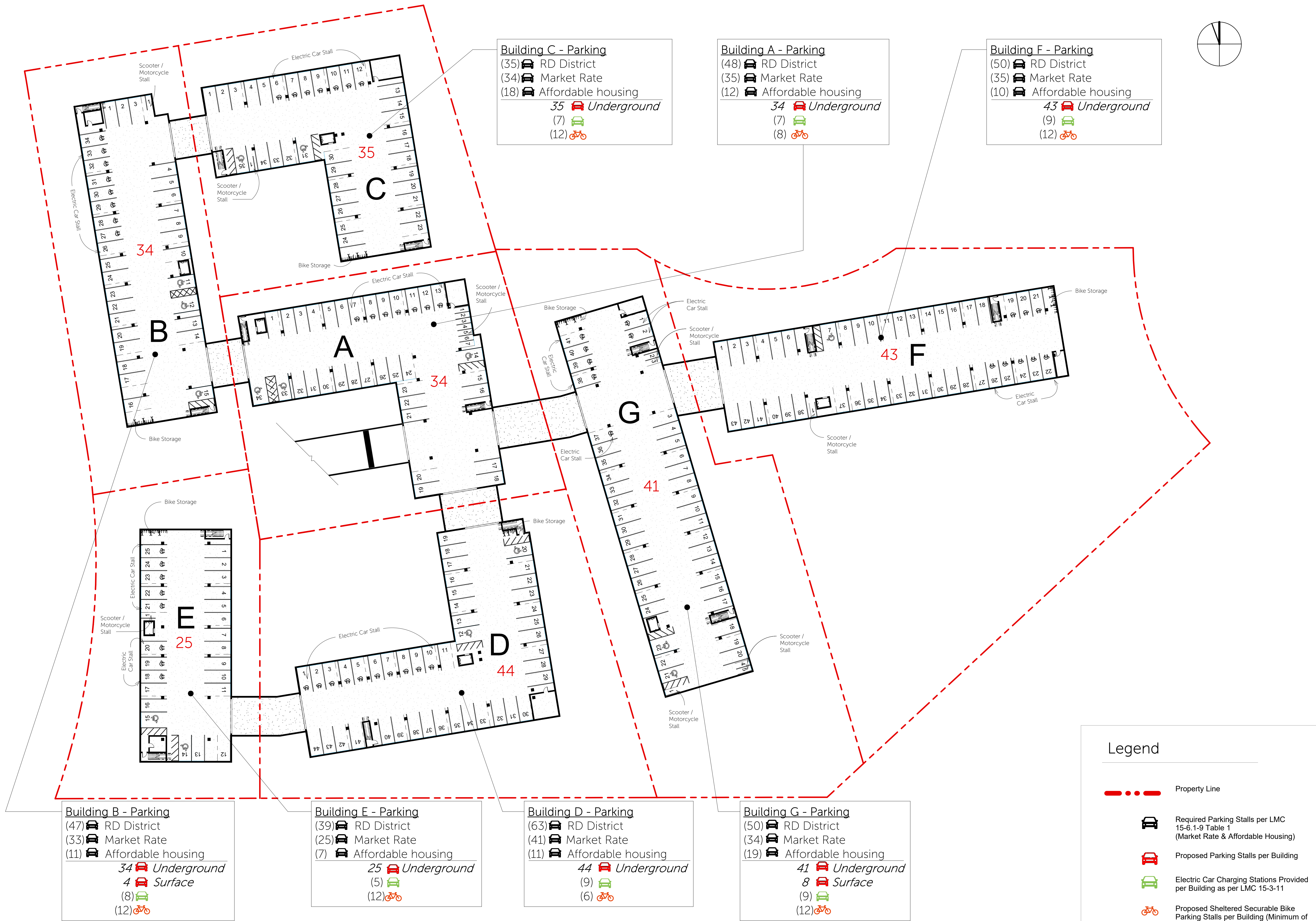


ELLIOTT WORKGROUP

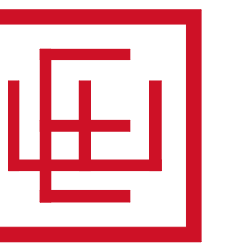
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Site Plan

HOPA
AMPD-005



Total Stalls.....268





HOPA Parking Management Plan DRAFT

Stage #1- Pre-Construction

Existing tenants have been asked to register their cars to obtain current car count.

Results	# Spaces Available	# Units	# Bdrms	# Cars Registered
HV N =	51	40	60	37
HV S =	51	40	60	36
PS =	90	42	96	41
Totals	192	122	216	114

MCHT is collecting additional survey information from current HOPA residents to get more information regarding current transportation methods, habits and usage. Results as 5/12/2023 are summarized below.

The survey, which had a 1/4th response rate, showed that all but one residents own a gas car, with one owning an electric vehicle. The survey also demonstrated that 50% of respondents walk, 25% bike, and 75% take public transit to access daily needs. Several respondents also noted they use paratransit and ride share (uber/ lyft) to access daily needs. Two respondents use a scooter/ motorcycle. Nearly half of respondents would be interested in a car or bike share program.

Stage #2- During Construction

Prior to construction start HOPA parking stickers will be issued for registered cars only, and cars without stickers will be towed if left more than 24 hours. Parking spaces for both projects will be assigned to tenants. No guest parking will be available during the first construction phases.

Building A Construction:

Residents of Holiday Village (currently 73 cars) will be asked to park in the following locations:

- Parkside excess parking stalls – 49 stalls
- Parking garage owned by KIC – 40 stalls
 - LOI for 2024 with possible extension to June 2025.
- 12 temporary stalls would be provided on the existing courtyards for ADA tenants and for short term parking.

Buildings B&C Construction –

Existing tenants of HV-N w/cars registered will be given an assigned parking spot in new building when they take occupancy – 38 stalls created

Existing tenants who don't have a car registered will be given the following incentives:

- First choice of new unit location of appropriate size in appropriate building
- Designated bike, scooter or motorcycle parking spot of their choice (or maybe two spots if they need them)
- The additional 5 units after all HV-N residents are relocated will first be offered to HV-S residents who don't own a car, if remaining unit sizes are appropriate, since no additional parking spaces are available in that building
- HV-S residents will continue to park in PS Parking Lot, which should have sufficient spaces for all HV-S residents

If future parking demands warrant, additional parking can be added in FPZ on Parkside side.

Once Buildings B&C are completed, remaining HV and PS tenants should be permanently relocated (76 cars).

Stage #3- Permanent Parking Plan

- All underground parking spaces will be assigned, and tenants will have to keep their vehicles registered with management. No household will be allowed to store more than one car onsite.
- The project will be marketed as ideal for local workers and their families who use transit and active transportation instead of cars.
- MCHT will keep two separate waiting lists for households with and without cars and allow people to get on both lists. If their name comes to the top of the "no car" list, they have the option to accept the spot and get rid of their car if they choose.
- Optional surface parking in Frontage Protection Zone will be Conditionally Approved until the last building(s) are completed to give an additional parking option if the demand for parking is high enough.
- Paratransit and microtransit turnarounds will be located on the current Parkside side of the development.
- There will be indoor and outdoor (but enclosed) bike storage.
- Incentives as a Park City Bike Share pass will be given to residents without cars. MCHT will work with PCMC to incorporate bike share on site.
- The development will help the City to enhance the Monitor Drive bus stop to encourage further transit usage.

May 4, 2023

David Levine, Executive Director
Mountainlands Community Housing Trust
1960 Sidewinder Dr, Suite 107
Park City UT 84060

RE: Temporary parking – HOPA redevelopment

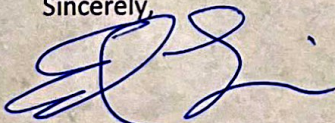
David,

Thank you for sharing Mountainlands' plans for the redevelopment of Holiday Village and Parkside Apartments (HOPA). Building new homes for the 122 existing residents of these properties and significantly increasing the total number of units on the site are worthy goals supportive of the larger Park City community. Kensington Investment Company (KIC) is a proud supporter of Mountainlands and many other nonprofit organizations who serve our community members so well.

To facilitate the HOPA project, KIC will consider donating the temporary use of a portion of the parking stalls at Park Meadows Plaza immediately adjacent to the south side of the HOPA site. A formal agreement will be drafted between KIC and Mountainlands after plans are approved by the Park City Planning Commission and City Council. The anticipated agreement would indemnify KIC from liability and outline the donation of 40 stalls of parking in the parking structure at Park Meadows Plaza for 2024 at an expected rate of \$100 per stall, per month.

As I understand from you, the temporary parking solution on KIC's adjacent site is a critical part of the HOPA redevelopment plan. Our company is happy to support efforts that preserve and enhance housing for members of the Park City community. We wish you the best of luck with this much needed project and look forward to a continued collaboration in the future.

Sincerely,



Ed Lewis

Chief Executive Officer, KIC

Survey of occupied parking stalls at Park Meadows Plaza (PMP)

These data were collected by Mountainlands staff and represent the number of vehicles parked on the top of the parking structure located along the northern property line of the Park Meadows Plaza (just south of Holiday Village). There are 57 total stalls on the top of the structure. Anecdotally, there are typically between 6 and 12 cars parked on the bottom level of the structure.

Date	Day of Week	Time	Vehicles @ PMP
9/14/2022	Wednesday	8:30 AM	0
9/15/2022	Thursday	9:40 AM	0
9/16/2022	Friday	7:47 AM	0
9/16/2022	Friday	11:00 AM	2
9/17/2022	Saturday	12:00 PM	1
9/18/2022	Sunday	6:00 PM	0
9/22/2022	Thursday	9:00 AM	0
9/23/2022	Friday	7:30 PM	0
9/26/2022	Monday	8:30 PM	0
9/27/2022	Tuesday	8:00 AM	2
9/27/2022	Tuesday	2:00 PM	3
9/28/2022	Wednesday	9:00 AM	2

Planning Commission Staff Communication



Subject: Lot Combinations in Historic Districts
Application: PL-23-05655
Author: Planning Team
Date: May 24, 2023
Type of Item: Legislative – Land Management Code Amendments

Description

Applicant: Planning Department
Zoning Districts: Historic Residential Low – Density
Historic Residential – 1
Historic Residential – 2
Historic Residential Medium

Land Management Code Sections Amended: Historic Residential Low – Density
§ 15-2.1-2 Lot and Site Requirements
§ 15-2.1-4 Existing Historic Buildings and/or Structures

Historic Residential – 1
§ 15-2.2-3 Lot and Site Requirements
§ 15-2.2-4 Existing Historic Buildings and/or Structures

Historic Residential – 2
§ 15-2.3-3 Lot and Site Requirements
§ 15-2.3-4 Existing Historic Buildings and/or Structures

Historic Residential Medium
§ 15-2.4-3 Lot and Site Requirements
§ 15-2.4-4 Existing Historic Buildings and/or Structures

Reason for Review: The Planning Commission reviews and forwards a recommendation to the City Council for Land Management Code amendments; the City Council takes Final Action¹

Background

In the fall of 2022, the Planning Commission conducted a series of work sessions to identify Land Management Code (LMC) amendments for 2023. On January 25, 2023, the Planning Commission reviewed the list of amendments for 2023 and prioritized Conventional Chain Business and Vibrancy Ordinances, Final Action, and Affordable Master Planned Developments ([Minutes](#), p. 37-38). On April 26, 2023, the Planning Commission requested to also prioritize lot combinations in Historic Districts ([Audio](#)).

¹ LMC [Section 15-1-7](#)

The Planning team has been researching the background on the formation of current lot combination regulations and the General Plan recommendations, and compiling GIS data for lots in the Historic Districts regarding the number of vacant lots, adjoining vacant lots, and average lot sizes. On December 7, 2022, the Historic Preservation Board conducted an introductory work session on lot combinations ([Staff Report](#); [Minutes](#)). The Board identified opportunities to explore revisions to the Design Guidelines for Historic Districts and Historic Sites, but overall were in support of the lot combination encouragement and Maximum Building Footprint in the LMC. Public input was provided to the City Council regarding lot combinations on December 8, 2022 ([Minutes](#), p. 5 – 6).

In response to the Planning Commission's April 26, 2023 request to prioritize lot combinations, the Planning team issued public notice of a *Pending Ordinance Establishing Maximum Lot Sizes for Lot Combinations in the Historic Districts* on May 10, 2023. As a result, lot combination applications submitted prior to the pending ordinance will continue to be processed under the established standards in the LMC and applications submitted after May 10, 2023 will be processed only to the extent they comply with the pending ordinance until new standards are adopted.

Planning Commission public hearings to discuss lot combinations are scheduled for May 24, 2023, July 12, 2023, and August 23, 2023.

The Pending Ordinance establishes a baseline for the Planning Commission discussions as follows, but may be modified throughout the six-month period:

- **Historic Residential Low – Density Zoning District**
 - Establish a maximum lot size of 5,623 square feet, or three Old Town lots, for Single-Family Dwelling (the only residential use allowed)
 - Exempt Historic Sites that exceed the maximum lot size
- **Historic Residential Medium Zoning District**
 - Establish maximum lot sizes for Single-Family, Duplex, Triplex, and Fourplex Dwellings and Planning Commission discretion to establish a maximum lot size during Conditional Use Permit review
 - Exempt Historic Sites that exceed the maximum lot size
- **Historic Residential – 1 and Historic Residential – 2 Zoning Districts**
 - Establish a maximum lot size of 3,750 square feet, or two Old Town lots, for Single-Family Dwellings and a maximum lot size of 7,500 square feet, or four Old Town lots, for Duplexes.
 - Exempt Historic Sites that exceed the maximum lot size (Exhibit A)

In addition to preparing information for Planning Commission consideration, the Planning team sent public notice of the pending ordinance to property owners within the Historic Residential Zoning Districts. Many community members, architects, and surveyors have reached out regarding potential amendments. As a result, staff met with community stakeholders, including property owners, architects, developers, and

community members. Initial input submitted for consideration is summarized below:

- When evaluating maximum lot sizes, consider requirements for construction staging and impacts to neighborhoods
- Allow flexibility for unique features in Old Town, including:
 - Unusual lot configurations
 - Rights-of-Way that are not constructed as platted
 - Parcels that reflect property ownership of existing structures and sites, but have not yet been platted
- Establish criteria for compatible infill that reflects Old Town's historic residential character while allowing for modern living, including accommodations for service and delivery vehicles and larger living areas
- Mitigating impacts that may result from smaller lot size requirements, including increased vehicles in neighborhoods and pavement and parking on sites, snow shedding between properties, long-term maintenance of structures and impacts on adjacent properties, and landscaping and Wildland Urban Interface requirements
- Address existing Master Planned Development, subdivision and resulting non-conforming status of lots previously combined in excess of the proposed new regulations

Analysis

(I) Current regulations encourage lot combinations and establish a Maximum Building Footprint that decreases as lot size increases. Properties within the Historic Districts—whether designated Landmark or Significant Historic Properties on the City's Historic Sites Inventory—must complete Historic District Design Review prior to building permit issuance for evaluation of streetscape and character area.

Old Town is significantly built out and the Planning team is working on GIS analysis to determine the number of vacant parcels that remain. As infill development occurred in Old Town over the years, the City amended land use regulations to balance the historic character with compatible infill.

In 1990, the City Council adopted Ordinance No. 90-17 *An Ordinance Amending Section 7.1.3 of the Land Management Code to Require Floor Area Ratios in the Historic Residential (HR-1) District* (Exhibit B). The ordinance recitals highlight the Historic Residential District small lot sizes—typically 25 feet by 75 feet—and the residences constructed to reflect the small lots and codified a Floor Area Ratio (FAR) in an effort “to encourage construction of structures in the Historic Residential District which are in keeping with the historic scale of other structures within the district and to provide a disincentive for structures which are out of scale” (Exhibit B).

FAR regulates density for a site by establishing a maximum gross floor area divided by the area of the lot or parcel.² The 1992 FAR for Lots up to 1,875 square feet (a traditional 25-foot by 75-foot Old Town Lot) was 0.9. The FAR decreased as Lot size increased. For Lots 1,876 square feet to 3,750 square feet, the FAR was 0.75, and for Lots larger than 3,750 square feet, the FAR was 0.6. A 400-square-foot allowance was granted for a two-car garage. Historic Sites were exempt from the FAR (Exhibit B).

As properties were built using the FAR, concerns developed regarding design limitations that resulted in prominent garages along street fronts, snow shedding issues between properties, height, parking, and construction impacts. The Historic District and Planning Commissions conducted work sessions for nearly two years to evaluate the results of the FAR and to recommend modifications and refinements (Exhibit C).

On December 7, 1995, the City Council revised the FAR for the Historic Residential – 1 Zoning District and adopted Ordinance No. 95-65 *An Ordinance Amending Chapters 1, 2, 7, 8 and 13 of the Land Management Code Relating to Building Height, Snow Shedding, Setbacks, Garages/Parking, Notification to Adjacent Property Owners and Floor Area Ratios in the Historic Residential (HR-1) and Historic Residential Development Low-Density (HRL) Districts in Park City, Utah* (Exhibit D).

Current land use regulations encourage lot combinations to reduce overall density in the Historic Residential – 1, Historic Residential – 2, and Historic Residential Low – Density Zoning Districts, the Old Town residential areas. On July 27, 2006, the City Council adopted [Ordinance No. 06-56](#), to encourage lot combinations and to mitigate infill development on larger lots ([Staff Report](#), p. 105).

The LMC establishes Maximum Building Footprint regulations in the Historic Residential – 1,³ Historic Residential – 2,⁴ and Historic Residential Low – Density⁵ Zoning Districts that reduce the building footprint as lot size increases:

MAXIMUM FP = $(A/2) \times 0.9A/1875$ 1 LMC § 15-2.2-1(D) 2
LMC § 15-2.3-1(E) Where FP = maximum Building Footprint
and A = Lot Area.

Example: 3,750 sq. ft. Lot: $(3,750/2) \times 0.9(3750/1875) =$
 $1,875 \times 0.81 = 1,519$ sq. ft.³

² LMC [§ 15-15-1](#)

³ LMC [§ 15-2.2-3\(E\)](#)

⁴ LMC [§ 15-2.3-3\(E\)](#)

⁵ LMC [§ 15-2.1-3\(E\)](#)

The Table below shows the reduced percentage of the lot that can be built upon as the lot size increases:

Lot Area	Maximum Building Footprint	Maximum Building Footprint percentage of Lot
1,875 SF	844 SF	45%
2,813 SF	1,201 SF	43%
3,750 SF	1,519 SF	41%
4,688 SF	1,801 SF	38%
5,625 SF	2,050 SF	36%
6,563 SF	2,269 SF	35%
7,500 SF	2,460 SF	33%

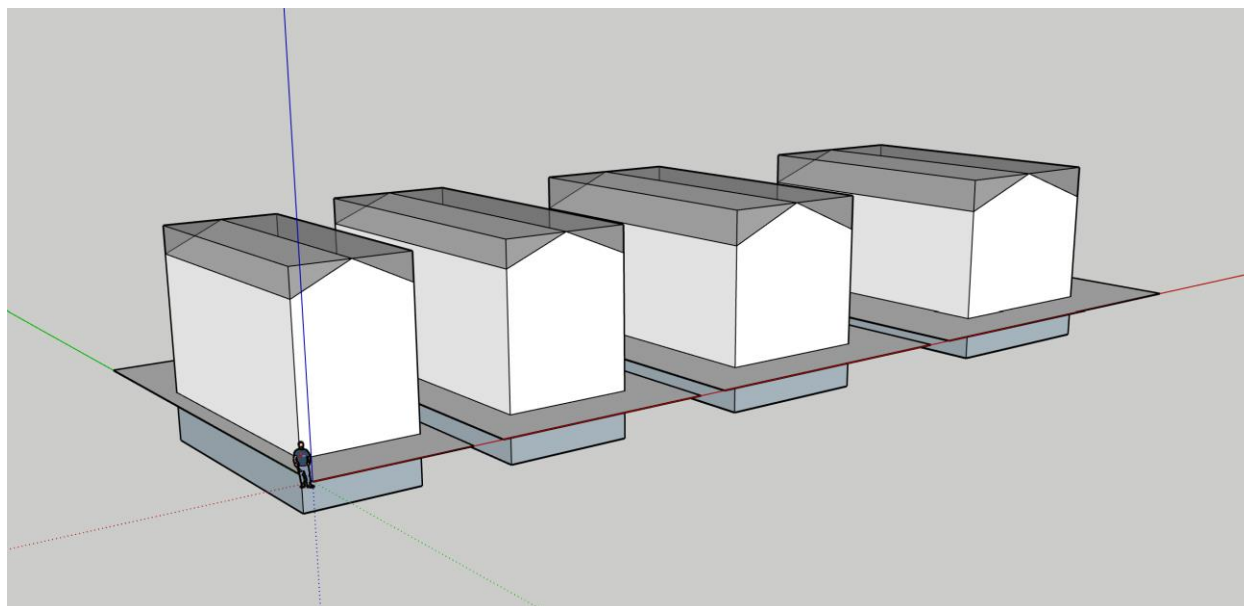
The LMC then further outlines examples of Maximum Building Footprint for combination of various lot sizes:

The Maximum Building Footprint of any Structures shall be located on a Lot, or combination of Lots, not exceeding 18,750 square feet [ten 25-foot by 75-foot lots] in Lot Area, shall be calculated according to the following formula for Building Footprint . . .

TABLE 15-2.1.

Lot Depth (ft.) **	Lot Width (ft.)	Lot Area Sq. Ft.	Max. Bldg. Footprint Sq. Ft.
75 ft.	37.5*	2,813	1,201
75 ft.	50.0	3,750	1,519
75 ft.	62.5	4,688	1,801
75 ft.	75.0	5,625	2,050
75 ft.	87.5	6,563	2,269
75 ft.	100.0	7,500	2,460
75 ft.	Greater than 100.0	Greater than 7,500	Per Formula

The illustration below shows the reduced building envelope as the lot area increases:



In addition to the Zoning District regulations, properties within the Historic Districts—whether designated Landmark or Significant Historic Structures on Park City’s Historic Sites Inventory or not—must complete a Historic District Design Review (HDDR) process to ensure future development complies with LMC [Chapter 15-13](#) *Design Guidelines For Historic Districts and Historic Sites*. As part of the HDDR process, site design, topography and grading, landscaping, retaining walls, fencing, parking and driveways, exterior materials, compatible window ratios and door placement, and architectural features. Universal Guidelines for new infill includes evaluation of the streetscape and character area:

- Size and mass of a structure shall be compatible with the size of the site so that lot coverage, building bulk, and mass are compatible with Historic Sites within the Streetscape or character area.
- New construction activity shall not physically damage nearby Historic Sites.
- New infill residential buildings shall reinforce visual unity within the context of the Streetscape or character area. The specific context of each Streetscape or character area is an important feature of the Historic District. The context of each Streetscape or character area shall be considered in its entirety, as one would see it when standing on the street viewing both sides of the street for the entire length of the Streetscape or character area. Special consideration should be given to adjacent and neighboring Historic Sites in order to reinforce existing rhythms and patterns.⁶

⁶ LMC [§ 15-13-8\(A\)](#)

As part of the HDDR evaluation, LMC [§ 15-13-8\(B\)\(1\)\(a\)\(3\)](#) states “[t]he historic town grid shall be preserved by retaining the formal street pattern, maintaining historic lot sizes rather than aggregating the historic-sized lots into larger lots, and preserving the regular rhythm and pattern of lot sizes in a way that reinforces the perception of the grid.” While encouraging traditional 25-foot by 75-foot lots, LMC [§ 15-13-8\(B\)\(2\)\(a\)\(8\)](#) acknowledges that structures may be built on lots greater than 25 feet wide and states they should be designed so that the facades visible from the primary public right-of-way reinforce the rhythm along the street in terms of traditional building width, depth, and patterns within the façade and “[r]egardless of lot frontage, the primary façade shall be compatible with the width of surrounding historic buildings. The greater width of the building shall be set back significantly from the plane of the primary façade. The width of the new building shall not appear to be visibly greater than historic buildings in the Streetscape or character area. Modules on a primary façade should generally not exceed eleven (11) feet to twenty-five (25) feet in width.”

(II) The General Plan recommends evaluating a maximum lot size.

Objective 15B of the General Plan is to maintain character, context and scale of local Historic Districts with compatible infill development and additions. Community Planning Strategy 15.12 *Historic Character Goals* encourages the City to examine lot sizes in Old Town to determine if a maximum lot size would provide more compatible mass and scale for new structures as well as additions to existing structures.

Park City has over 400 registered historic sites, two National Historic Districts, and six Historic Zoning Districts. Goal 15 in the Park City General Plan is to “[p]reserve the integrity, mass, scale, compatibility and historic fabric of the nationally and locally designated historic resources and districts for future generations.” The General Plan states “[w]hile the uses within these districts may evolve over time, the built environment of the local historic districts should stay true to its architectural roots, specifically relative to the integrity, mass, scale and historic fabric of the mining boom era (1872-1929).”

Historically, lots in Park City’s Old Town were platted 25 feet in width and 75 feet in depth, illustrated on the 1927 Map of Park City by Caldwell & Richards Engineers Park City showing the Park City Survey to the south, and the Snyder’s Addition to the north:

MAP OF
PARK CITY
SUMMIT COUNTY - UTAH

Scale: 1" = 100 feet

Based on original map of 1907.
Revised by
J. H. HARRIS
Park City, Utah

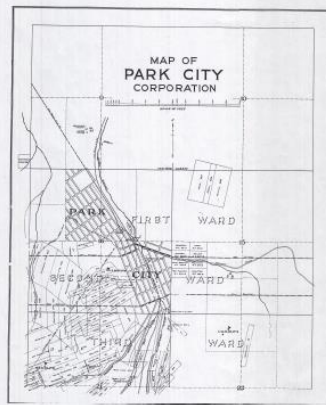
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FIRST WARD

SECOND WARD

THIRD

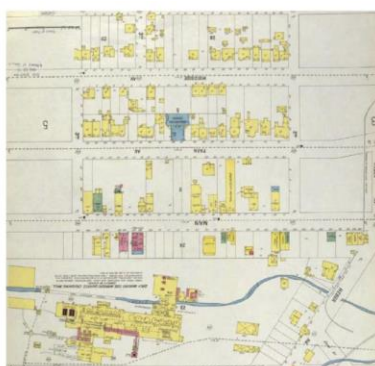
WARD



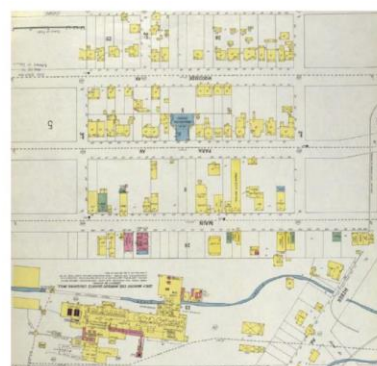
This resulted in a higher-density development pattern in Old Town. The image below from the General Plan illustrates historic lot sizes shown in the Sanborn Fire Insurance Maps:



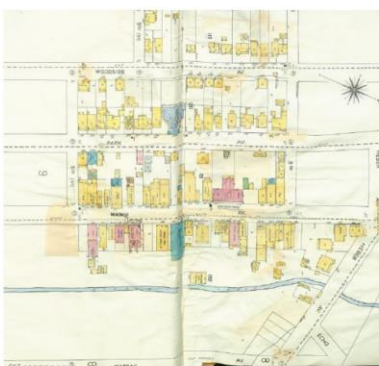
1889 Sanborn Fire Insurance Map



1900 Sanborn Fire Insurance Map



1907 Sanborn Fire Insurance Map



1929 Sanborn Fire Insurance Map



2012 Development Map

These historic Sanborn Fire Insurance maps show the progression of development along Woodside Avenue, Park Avenue, and Main Street from 1889 through 1929. In the past, small mining homes were built on narrow residential lots and commercial buildings grew up around Main Street. More recently, however, developmental pressures have led to lot combinations, substantial additions to our historic buildings, and expansive development on vacant lots.

The topography of Old Town dictated how and where neighborhoods were developed. Main Street sits at the base of the V-shaped canyon with parallel terraces of residential streets extending through Old Town. During the Mining Boom Era most residential development occurred along Marsac, Park, Prospect, Daly, and Woodside Avenues. The homes were first built on the uphill side of the street and were very small, generally only consisting of one story and two rooms. Larger, more ornate homes were outliers during this time since wealthy miners chose to construct their homes in Salt Lake City. Larger structures were typically only used for civic, institutional, or industrial uses such as schools, churches, and mills. The demands of the local mines brought a large influx of people into Park City and residences needed to be built quickly to house the workforce, resulting in the historic development pattern of small, dense miner cottages.

Although many miners' cottages were small enough to fit on one lot, many Historic Structures were built across property lines on two or more adjacent lots and parcel ownership may include a combination of lots, as well as a combination of full and partial lots. Planning staff evaluated average parcel⁷ size for properties designated Significant

⁷ LMC [§ 15-15-1](#) defines "parcel" as an unplatted unit of land described by metes and bounds and designated by the County Recorder's Office with a unique tax identification number. In the context of GIS

and Landmark Historic Sites on Park City's Historic Sites Inventory within the Historic Residential Zoning Districts.⁸

Average Significant and Landmark Historic Sites

Zoning District	Parcel Acreage	Parcel Square Footage
Historic Residential Low – Density	0.13	5,737
Historic Residential – 1	0.09	3,866
Historic Residential – 2	0.10	4,530
Historic Residential Medium	0.08	3,561
Overall Average		4,424 [2.36 Old Town Lots]

Preliminary average parcel size for Single-Family Dwellings in Historic Residential Zoning Districts in general are shown below:

Non-Historic Single-Family Dwellings in Historic Districts

Zoning District	Parcel Acreage	Parcel Square Footage
Historic Residential Low – Density	0.12	3,839
Historic Residential – 1	0.14	5,908
Historic Residential – 2	0.09	5,096
Historic Residential Medium	0.06	2,638
Overall Average		4,370 [2.23 Old Town Lots]

Many adjacent and partial 25-foot by 75-foot lots in Old Town are under common ownership—including both Historic and non-Historic Sites—and were developed as one parcel, one property, with structures crossing lot lines. Some of these structures are designated Significant and Landmark on [Park City's Historic Sites Inventory](#), requiring preservation. Today's LMC requires multiple lots under one parcel ownership to be combined into one lot for new development.

analysis, "parcel" means ownership of property and may include single Old Town lots, ownership of multiple lots, and ownership of lots and portions of adjacent lots.

⁸ LMC [§ 15-11-10\(D\)](#)

Due to anomalies within the historic surveys, like Block 24 of the Snyder's Addition that was later sold and developed as metes-and-bounds parcels over time, result in non-conforming lots that may not meet minimum lot size.



Additionally, some Historic Structures (and non-Historic Structures) were built over property lines and portions of properties were conveyed between neighbors to address encroachments but were not necessarily platted at the time of conveyance, resulting in unusual lot configurations. As far as staff research has found, the City did not begin to require plat amendments for construction over lot lines, historic or new, until 1994-95. If the Planning Commission pursues amendments to lot combinations, staff recommends flexibility be considered to address unique properties that have evolved over the decades. This flexibility will need to balance state legislation which increasingly makes plat amendments more administrative and less discretionary, as well as making it easier for property owners to do lot line adjustments and boundary line agreements with minimal city oversight.

(III) The City Council encourages exploration of potential affordable housing opportunities as lot combination amendments are evaluated.

Community Planning Strategy 7.1.1 states decreased minimum and maximum lot size requirements might allow for affordable/attainable infill housing and by strategically allowing a mix of smaller lot sizes . . . diversity in housing can be attained within a

community, therefore creating more housing opportunities for lifelong residents and the workforce.

When public input was provided to the City Council regarding lot combinations on December 8, 2022, the City Council directed staff to evaluate whether there could be incentives for affordable Accessory Apartment development when lot combinations that exceed a certain size are proposed (Minutes, p. 5 – 6). It may be possible to require an affordable Accessory Apartment on the site when a lot combination is proposed that exceeds a certain maximum lot size allowance through modifications to the Maximum Building Footprint or other incentives.

Staff requests input on the following:

- What additional information does the Planning Commission need to evaluate lot combination amendments?
- What issues would the Planning Commission like to address through potential lot combination amendments?
- Are there additional considerations the Planning Commission recommends staff take into consideration?

Department Review

The Planning Department and City Attorney's Office reviewed this report.

Exhibit

Exhibit A: Pending Ordinance Establishing Maximum Lot Sizes for Lot Combinations in the Residential Historic Districts

Exhibit B: Ordinance No. 90-17

Exhibit C: December 1, 1995 City Council Staff Report

Exhibit D: Ordinance No. 95-65

PENDING ORDINANCE

AN ORDINANCE AMENDING THE LAND MANAGEMENT CODE LOT AND SITE REQUIREMENTS FOR SECTIONS 15-2.1-3 HISTORIC RESIDENTIAL LOW – DENSITY, 15-2.2-3 HISTORIC RESIDENTIAL – 1, 15-2.3-3 HISTORIC RESIDENTIAL – 2, AND 15-2.4-3 HISTORIC RESIDENTIAL MEDIUM

WHEREAS, Park City has over 400 registered historic sites, two National Historic Districts, and six Historic Zoning Districts;

WHEREAS, Goal 15 in the Park City General Plan is to “[p]reseve the integrity, mass, scale, compatibility and historic fabric of the nationally and locally designated historic resources and districts for future generations.”

WHEREAS, the General Plan states “[w]hile the uses within these districts may evolve over time, the built environment of the local historic districts should stay true to its architectural roots, specifically relative to the integrity, mass, scale and historic fabric of the mining boom era (1872-1929).”

WHEREAS, Historically, lots in Park City’s Old Town were platted 25 feet in width and 75 feet in depth;

WHEREAS, to mitigate infill development on larger lots, the LMC establishes Maximum Building Footprint regulations in the Historic Residential – 1, Historic Residential – 2, and Historic Residential Low – Density Zoning Districts that proportionally reduce the building footprint as lot size increases;

WHEREAS, the Land Management Code establishes minimum lot sizes but does not establish maximum lot sizes for residential Historic Districts;

WHEREAS, the Planning Commission requested Lot Combination land use regulations be prioritized for evaluation and updates;

WHEREAS, the Land Management Code implements the goals and policies of the General Plan in part to promote the health, safety, and welfare of the present and future inhabitants, to protect and enhance the vitality of the City's resort-based economy, and to protect or promote moderate income housing;

WHEREAS, on _____ the Planning Commission conducted a duly noticed public hearing;

WHEREAS, on _____ the Planning Commission forwarded a _____ recommendation for City Council's consideration;

WHEREAS, on _____ the City Council conducted a duly noticed public hearing;

NOW, THEREFORE BE IT ORDAINED by the City Council of Park City, Utah, as follows:

SECTION 1. AMEND MUNICIPAL CODE OF PARK CITY LAND MANAGEMENT

CODE TITLE 15. Municipal Code of Park City Title 15 Land Management Code

Sections 15-2.1-3 Historic Residential Low – Density Lot and Site Requirements, 15-2.2-3 Historic Residential – 1 Lot and Site Requirements, 15-2.3-3, Historic Residential – 2 Lot and Site Requirements, and 15-2-4-3 Historic Residential Medium Lot and Site Requirements as outlined in Attachment 1.

SECTION 2. EFFECTIVE DATE. This Ordinance shall be effective upon publication.

PASSED AND ADOPTED THIS ____th day of _____ 2023.

PARK CITY MUNICIPAL CORPORATION

Nann Worel, Mayor

Attest:

City Recorder

Approved as to form:

City Attorney's Office

Attachment 1

15-2.1-3 Lot And Site Requirements

Except as may otherwise be provided in this Code, no Building Permit shall be issued for a Lot unless such Lot has the Area, width, and depth as required, and Frontage on a Street shown as a private or Public Street on the Streets Master Plan, or on a private easement connecting the Lot to a Street shown on the Streets Master Plan.

All Development activity must comply with the following minimum Lot and Site requirements:

A. **LOT SIZE**. The minimum Lot Area is 3,750 square feet. The maximum Lot Area for a Single-Family Dwelling is 5,625 square feet.

B. **LOT WIDTH (HRL DISTRICT)**. The minimum width of a Lot is thirty-five feet (35'), measured fifteen feet (15') back from the Front Lot Line. In the case of unusual Lot configurations, Lot width measurements shall be determined by the Planning Director.

C. **BUILDING ENVELOPE (HRL DISTRICT)**. The Building Pad, Building Footprint, and height restrictions define the maximum Building Envelope in which all Development must occur, with exceptions as allowed by Section 15-2.1-3(D).

D. **BUILDING PAD (HRL DISTRICT)**. The Building Pad is the Lot Area minus required Front, Rear and Side Setback Areas.

1. The Building Footprint must be within the Building Pad. The remainder of the Building Pad must be open and free of any other Structure except:

a. Porches or decks, with or without roofs;

- b. At Grade patios;
- c. Upper level decks, with or without roofs;
- d. Bay Windows;
- e. Chimneys;
- f. Sidewalks, pathways, and steps;
- g. Screened hot tubs; and
- h. Landscaping.

2. Exceptions to the Building Pad Area, excluding Bay Windows, are not included in the Building Footprint calculations, and are subject to Planning Department approval based on a determination that the proposed exceptions result in a design that:

- a. provides increased architectural interest consistent with the Design Guidelines for Historic Districts and Historic Sites;
- b. maintains the intent of this section to provide horizontal and vertical Building articulation.

E. **BUILDING FOOTPRINT (HRL DISTRICT)**. The maximum Building Footprint of any Structure shall be located on a Lot, or combination of Lots, not exceeding 18,750 square feet in Lot Area, shall be calculated according to the following formula for Building Footprint. The maximum Building Footprint for any Structure located on a Lot or combination of Lots, exceeding 18,750 square feet in Lot Area, shall be 4,500 square feet; with an exemption allowance of 400 square feet per dwelling unit for garage floor area. A Conditional Use Permit is required for all Structures with a proposed footprint of greater than 3,500 square feet.

Accessory Buildings listed on the Park City Historic Sites Inventory that are not expanded, enlarged or incorporated into the Main Building, shall not count in the total Building Footprint of the Lot.

$$\text{MAXIMUM FP} = (A/2) \times 0.9^{A/1875}$$

Where FP = maximum Building Footprint and A = Lot Area.

Example: 3,750 sq. ft. Lot: $(3,750/2) \times 0.9^{(3750/1875)} = 1,875 \times 0.81 = 1,519$ sq. ft.

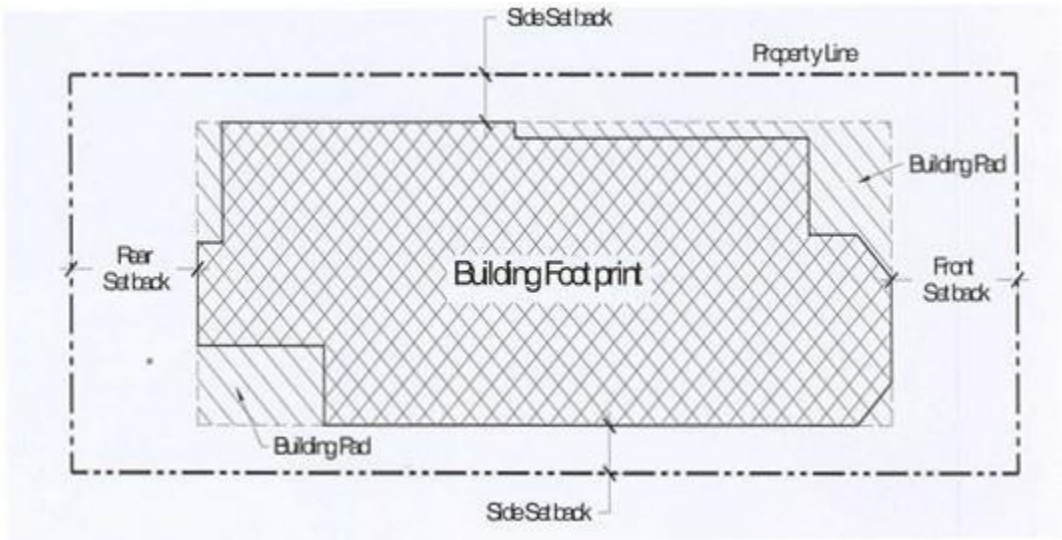
See the following Table 15-2.1. for a schedule equivalent of this formula for common Lot Sizes.

TABLE 15-2.1.

Lot Depth (ft.) **	Lot Width (ft.)	Lot Area Sq. Ft.	Max. Bldg. Footprint Sq. Ft.
75 ft.	37.5*	2,813	1,201
75 ft.	50.0	3,750	1,519
75 ft.	62.5	4,688	1,801
75 ft.	75.0	5,625	2,050
75 ft.	87.5	6,563	2,269
75 ft.	100.0	7,500	2,460
75 ft.	Greater than 100.0	Greater than 7,500	Per Formula

* for existing 25' wide lots, Use HR-1 standards.

** for lots > 75' in depth use Footprint formula



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61 F. **FRONT AND REAR SETBACKS**. Front and Rear Setbacks are as follows:

62 TABLE 15-2.1a

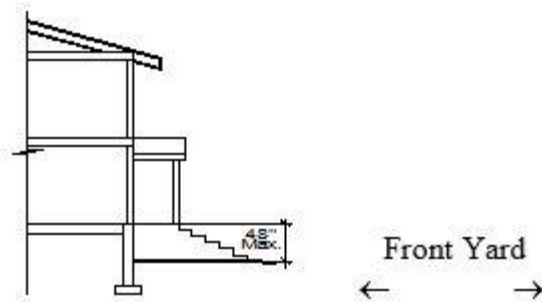
Lot Depth	Minimum Front/Rear Setback	Total of Setback
Up to 75 ft., inclusive	10 ft. each	20 ft.
From 75 ft. to 100 ft.	12 ft./13 ft. (or vice versa)	25 ft.
Over 100 ft.	15 ft. each	30 ft.

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64 G. **FRONT SETBACK EXCEPTIONS**. The Front Setback must be open and free of
65 any Structure except:

- 66 1. Fences, walls, and retaining walls not more than four feet (4') in height, or
67 as permitted in Section 15-4-2 Fences and Retaining Walls. On Corner
68 Lots, Fences more than three feet (3') in height are prohibited within
69 twenty-five feet (25') of the intersection, at back of curb.

2. Uncovered steps leading to the Main Building, provided the steps are not more than four feet (4') in height from Final Grade, not including any required handrail, and do not cause any danger or hazard to traffic by obstructing the view of the Street or intersection.

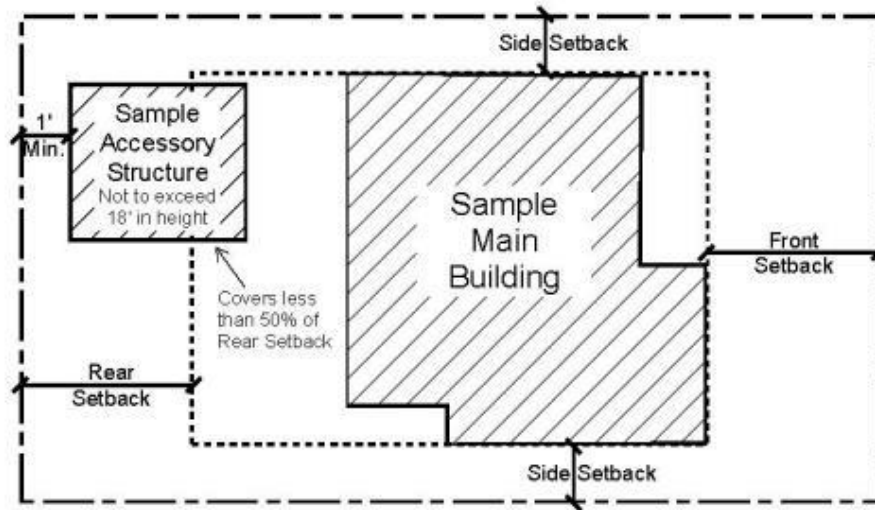


3. Decks, porches, or Bay Windows not more than ten feet (10') wide and projecting not more than three feet (3') into the Front Setback.
4. Roof overhangs, eaves, or cornices projecting not more than three feet (3') into the Front Setback.
5. Sidewalks and pathways.
6. Driveways leading to either a garage or an approved Parking Area. No portion of a Front Yard, except for driveways, allowed Parking Areas and sidewalks, may be Hard-Surfaced or graveled.

H. **REAR SETBACK EXCEPTIONS.** The Rear Setback must be open and free of any Structure except:

1. Bay Windows not more than ten feet (10') wide and projecting not more than two feet (2') into the Rear Setback.
2. Chimneys not more than five feet (5') wide and projecting not more than two feet (2') into the Rear Setback.

- 89 3. Window wells not exceeding the minimum International Residential Code
90 (IRC) or International Building Code (IBC) requirements for egress may
91 extend not more than four feet (4') into the Rear Setback. Should egress
92 requirements be met within the building pad, no Rear Setback exception is
93 permitted.
- 94 4. Roof overhangs or eaves projecting not more than two feet (2') into the
95 Rear Setback.
- 96 5. Window sills, belt courses, cornices, trim, exterior siding, or other
97 ornamental features projecting not more than six inches (6") beyond the
98 main Structure to which they are attached.
- 99 6. Detached Accessory Buildings not more than eighteen feet (18') in height,
100 and including any free-standing Solar Energy Systems, located a
101 minimum of five feet (5') behind the front facade of the Main Building, and
102 maintaining a minimum Rear Setback of one foot (1'). Such Structure must
103 not cover over fifty percent (50%) of the Rear Setback. See the following
104 illustration:



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7. A Hard-Surfaced Parking Area subject to the same location requirements as a Detached Accessory Building.

8. Mechanical equipment (which must be screened), hot tubs, or similar Structures located at least three feet (3') from the Rear Lot Line.

9. Fences, walls, and retaining walls as permitted in Section 15-4-2 Fences and Retaining Walls.

10. Patios, decks, pathways, steps, or similar Structures not more than thirty inches (30") above Final Grade, not including any required handrail, and located at least one foot (1') from the Rear Lot Line.

11. Pathways or Steps connecting to a City staircase or pathway.

12. One (1) Shared Driveway leading to either a garage or an approved Parking Area. See Section 15-2.1-7 Parking Regulations for additional requirements.

I. **SIDE SETBACKS.** Side Setbacks are as follows:

TABLE 15-2.1b

Lot Width (ft.) up to:	Minimum Side Setback	Total of Setback
37.5*	3 ft. each side	6 ft.
50.0	5 ft. each side	10 ft.
62.5	5 ft. minimum	14 ft.
75.0	5 ft. minimum	18 ft.
87.5	10 ft. minimum	24 ft.
100.0	10 ft. minimum	24 ft.
Greater than 100.0	10 ft. minimum	30 ft.

* for existing 25' wide lots, Use HR-1 standards.

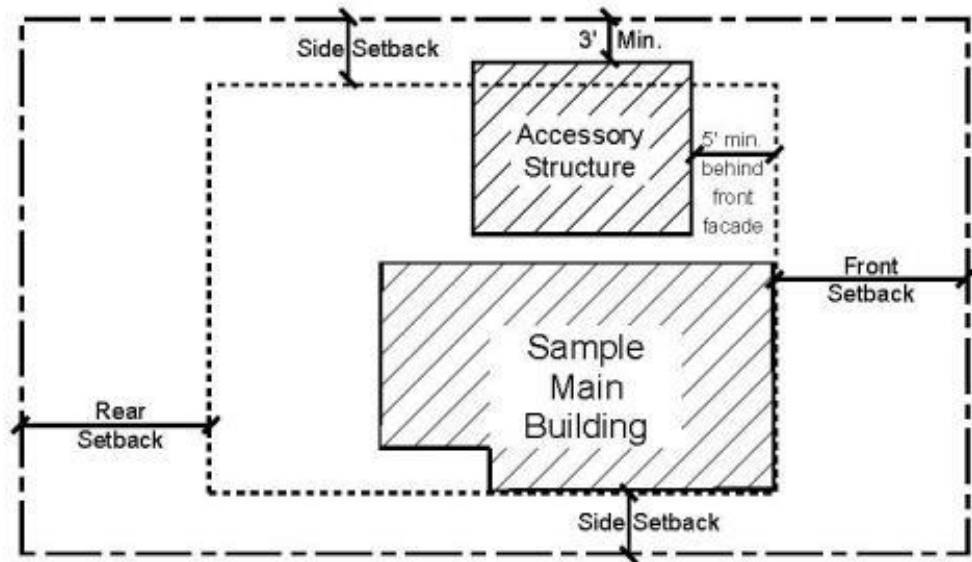
On Corner Lots, the minimum Side Setback that faces a side Street or a platted Right-of-Way is five feet (5'). A three foot (3') Side Setback along the platted Right-of-Way may be approved by the City Engineer when the Lot Width is less than 37.5 feet; no Side Setback exceptions shall be utilized and the sight triangle shall be maintained when the Setback is three feet (3') along the Right-of-Way.

J. **SIDE SETBACK EXCEPTIONS.** The Side Setback must be open and free of any Structure except:

1. Bay Windows not more than ten feet (10') wide and projecting not more than two feet (2') into the Side Setback.

- 132 2. Chimneys not more than five feet (5') wide and projecting not more than
133 two feet (2') into the Side Setback.
- 134 3. Window wells not exceeding the minimum International Residential Code
135 (IRC) or International Building Code (IBC) requirements for egress may
136 extend not more than four feet (4') into the Side Setback. Only permitted
137 on Lots with a minimum required Side Setback of five feet (5') or greater.
138 Should egress requirements be met within the building pad, this Side
139 Setback exception is not permitted.
- 140 4. Roof overhangs or eaves projecting not more than two feet (2') into the
141 Side Setback on Lots with a minimum required Side Setback of five feet
142 (5') or greater. A one foot (1') eave overhang is permitted on Lots with a
143 Side Setback less than five feet (5').
- 144 5. Window sills, belt courses, trim, exterior siding, cornices, or other
145 ornamental features projecting not more than six inches (6") beyond the
146 main Structure to which they are attached.
- 147 6. Patios, decks, pathways, steps, or similar Structures not more than thirty
148 inches (30") in height from Final Grade, not including any required
149 handrail.
- 150 7. Fences, walls or retaining walls, as permitted in Section 15-4-2 Fences
151 and Retaining Walls.
- 152 8. One (1) private or Shared Driveway leading to a garage or an approved
153 Parking Area. See Section 15-2.1-7 Parking Regulations for additional
154 requirements.

9. Pathways or steps connecting to a City staircase or pathway.
10. Detached Accessory Buildings, not more than eighteen feet (18') in height, and including any free-standing Solar Energy Systems, located a minimum of five feet (5') behind the front Facade of the Main Building, maintaining a minimum Side Setback of three feet (3'). See the following illustration:



11. Mechanical equipment (which must be screened), hot tubs, or similar Structures, located at least three feet (3') from the Side Lot Line.

- K. **SNOW RELEASE.** Site plans and Building designs must resolve snow release issues to the satisfaction of the Chief Building Official.
- L. **CLEAR VIEW OF INTERSECTION.** No visual obstruction in excess of two feet (2') in height above road Grade shall be placed on any Corner Lot within the Site Distance Triangle. A reasonable number of trees may be allowed, if pruned high

enough to permit automobile drivers an unobstructed view. This provision must not require changes in the Natural Grade on the Site.

HISTORY

Adopted by Ord. [00-15](#) on 3/2/2000

Amended by Ord. [06-56](#) on 7/27/2006

Amended by Ord. [15-35](#) on 10/12/2015

Amended by Ord. [2018-27](#) on 5/31/2018

Amended by Ord. [2018-43](#) on 7/19/2018

Amended by Ord. [2020-42](#) on 9/17/2020

Amended by Ord. [2022-16](#) on 5/26/2022

15-2.1-4 Existing Historic Buildings And/or Structures

Significant and Landmark Historic Sites that exceed the maximum Lot Area, and

Historic Buildings and/or Structures that do not comply with Building Footprint, Building Height, Building Setbacks, Off-Street parking, and driveway location standards are valid Non-Complying Structures. Additions must comply with Building Setbacks, Building Footprint, driveway location standards and Building Height. Additions to Historic Buildings and/or Structures are exempt from Off-Street parking requirements provided the addition does not create a Lockout Unit or Accessory Apartment. All Conditional Uses proposed on the Site, excluding Development on a Steep Slope, shall comply with parking requirements of Chapter 15-3.

A. **EXCEPTION**. In order to achieve new construction consistent with the Design Guidelines for Historic Districts and Historic Sites, the Planning Commission may

grant an exception to the Building Setback and driveway location standards for additions to Historic Buildings and/or Structures, including detached Garages:

1. Upon approval of a Conditional Use permit, and
2. When the scale of the addition and/or driveway is Compatible with the Historic Building and/or Structure, and
3. When the addition complies with all other provisions of this Chapter, and
4. When the addition complies with the adopted Building and Fire Codes, and
5. When the addition complies with the Design Guidelines for Historic Districts and Historic Sites.

HISTORY

Adopted by Ord. [00-15](#) on 3/2/2000

Amended by Ord. [2016-44](#) on 9/15/2016

Amended by Ord. [2020-42](#) on 9/17/2020

Amended by Ord. [2022-16](#) on 5/26/2022

15-2.2-3 Lot And Site Requirements

Except as may otherwise be provided in this Code, no Building Permit shall be issued for a Lot unless such Lot has the Area, width, and depth as required, and Frontage on a Street shown as a private or Public Street on the Streets Master Plan, or on a private easement connecting the Lot to a Street shown on the Streets Master Plan.

All Development activity must comply with the following minimum Lot and Site requirements:

A. **LOT SIZE.** The minimum Lot Area is 1,875 square feet for a Single Family Dwelling and the maximum Lot Area is 3,570 square feet. The minimum Lot Area is [and] 3,750 square feet for a Duplex and the maximum Lot Area is 7,500 square feet. For properties platted as lots within the historic Park City Survey and originally platted as 25 foot wide 75 foot deep with a lot size of 1,875 square feet, the Planning Director may make a determination that the minimum Lot Size may be reduced up to 20 square feet if subsequent surveys find that the final lot dimensions are less than 25 feet by 75 feet. The Footprint shall be reduced in accordance with the Lot Size and no variation to setbacks will be allowed.

B. **LOT WIDTH.**

The minimum width of a Lot is twenty five feet (25'), measured fifteen feet (15') back from the Front Lot Line. In the case of unusual Lot configurations, Lot width measurements shall be determined by the Planning Director.

C. **BUILDING ENVELOPE (HR-1 DISTRICT).** The Building Pad, Building Footprint and height restrictions define the maximum Building envelope within which all Development must occur, with exceptions as allowed by Section 15-2.2-3.

D. **BUILDING PAD (HR-1 DISTRICT).** The Building Pad is the Lot Area minus required Front, Rear, and Side Setback Areas.

1. The Building Footprint must be within the Building Pad. The Building Pad must be open and free of any other Structure except:

- a. Porches or decks with or without roofs;
- b. At Grade patios;
- c. Upper level decks, with or without roofs;

237 d. Bay Windows;

238 e. Chimneys;

239 f. Sidewalks, pathways, and steps;

240 g. Screened hot tubs; and

241 h. Landscaping.

242 2. Exceptions to the Building Pad Area, excluding Bay Windows, are not

243 included in the Building Footprint calculations, and are subject to Planning

244 Director approval based on a determination that the proposed exceptions

245 result in a design that:

246 a. provides increased architectural interest consistent with the Design

247 Guidelines for Historic Districts and Historic Sites;

248 b. maintains the intent of this section to provide horizontal and vertical

249 Building articulation.

250 E. **BUILDING FOOTPRINT (HR-1 DISTRICT)**. The maximum Building Footprint of

251 any Structure located on a Lot or combination of Lots, not exceeding 18,750

252 square feet in Lot Area, shall be calculated according to the following formula for

253 Building Footprint. The maximum Building Footprint for any Structure located on

254 a Lot or combination of Lots, exceeding 18,750 square feet in Lot Area, shall be

255 4,500 square feet; with an exemption allowance of 400 square feet, per Dwelling

256 Unit, for garage floor area. A Conditional Use permit is required for all Structures

257 with a proposed footprint of greater than 3,500 square feet.

258

259 Accessory Buildings listed on the Park City Historic Sites Inventory that are not

expanded, enlarged or incorporated into the Main Building, shall not count in the total Building Footprint of the Lot.

$$\text{MAXIMUM FP} = (A/2) \times 0.9^{A/1875}$$

Where FP = maximum Building Footprint and A= Lot Area.

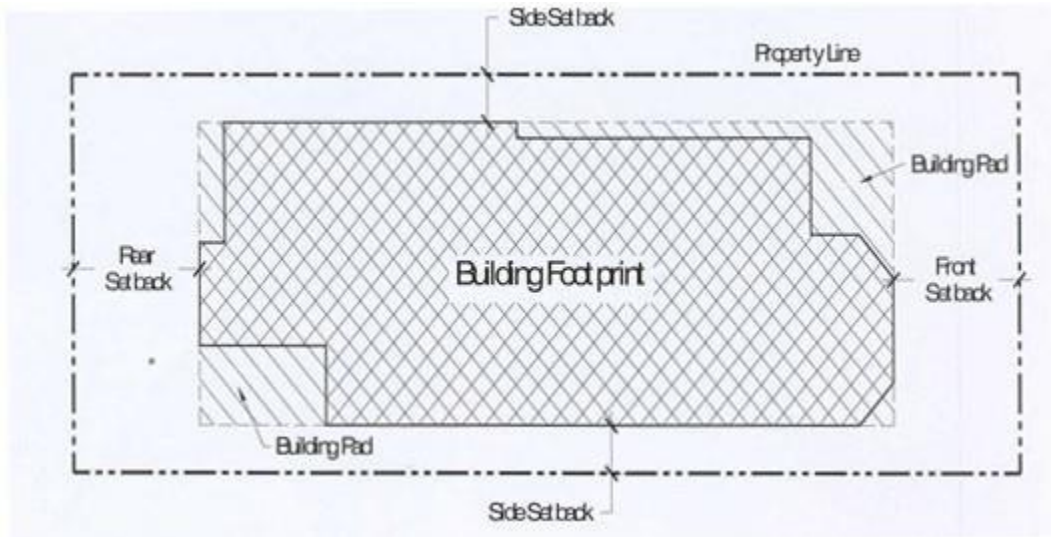
Example: 3,750 sq. ft. lot: $(3,750/2) \times 0.9^{(3750/1875)} = 1,875 \times 0.81 = 1,519$ sq. ft.

See the following Table 15-2.2 for a schedule equivalent of this formula for common Lot Sizes.

TABLE 15-2.2

Lot Depth (ft.)	Lot Width (ft.)	Lot Area Sq. Ft.	Max. Bldg. Footprint Sq. Ft.
75 ft.	25.0	1,875	844
75 ft.	37.5	2,813	1,201
75 ft.	50.0	3,750	1,519
75 ft.	62.5	4,688	1,801
75 ft.	75.0	5,625	2,050
75 ft.	87.5	6,563	2,269
75 ft.	100.0	7,500	2,460
75 ft.	Greater than 100.0	Greater than 75 ft.	Per Formula

* For Lots > 75' in depth use footprint formula.



F. **FRONT AND REAR SETBACKS.** Front and Rear Setbacks are as follows:

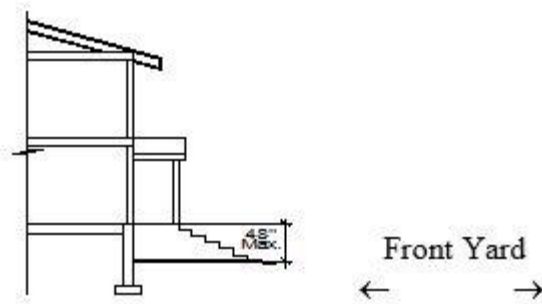
TABLE 15-2.2a

Lot Depth	Minimum Front/Rear Setback	Total of Setbacks
Up to 75 ft., inclusive	10 ft. each	20 ft.
From 75 ft. to 100 ft.	12 ft./13 ft. (or vice versa)	25 ft.
Over 100 ft.	15 ft. each	30 ft.

G. **FRONT SETBACK EXCEPTIONS.** The Front Setback must be open and free of any Structure except:

1. Fences, walls, and retaining walls not more than four feet (4') in height, or as permitted in Section 15-4-2, Fences and Retaining Walls. On Corner Lots, Fences more than three feet (3') in height are prohibited within twenty-five feet (25') of the intersection, at back of curb.

2. Uncovered steps leading to the Main Building; provided the steps are not more than four feet (4') in height from Final Grade, not including any required handrail, and do not cause any danger or hazard to traffic by obstructing the view of the Street or intersection.



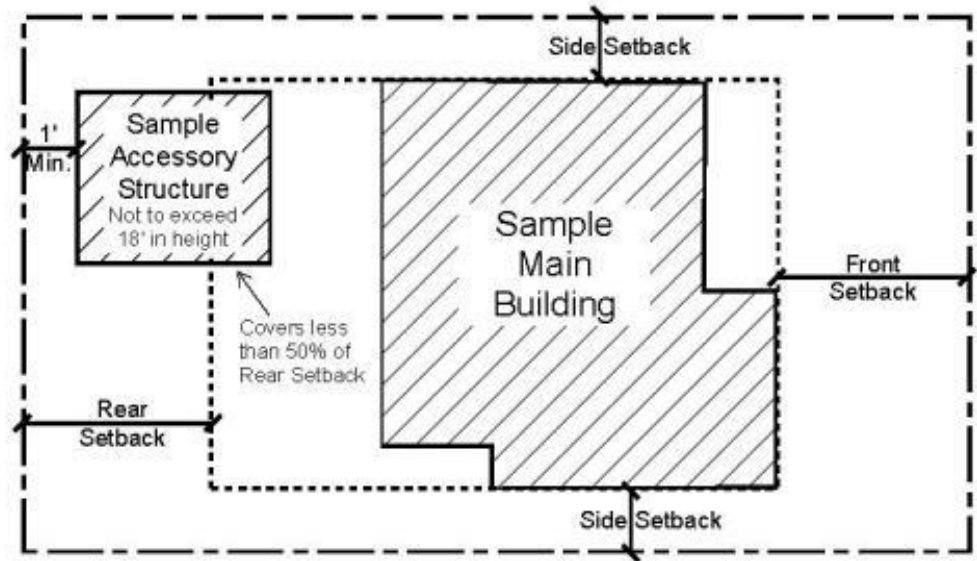
3. Decks, porches, or Bay Windows not more than ten feet (10') wide and projecting not more than three feet (3') into the Front Setback.
4. Roof overhangs, eaves or cornices projecting not more than three feet (3') into the Front Setback.
5. Sidewalks and pathways.
6. Driveways leading to a Garage or approved Parking Area. No portion of a Front Yard, except for patios, driveways, allowed Parking Areas and sidewalks, may be Hard-Surfaced or graveled.

H. **REAR SETBACK EXCEPTIONS.** The Rear Setback must be open and free of any Structure except:

1. Bay Windows not more than ten feet (10') wide and projecting not more than two feet (2') into the Rear Setback.
2. Chimneys not more than five feet (5') wide and projecting not more than two feet (2') into the Rear Setback.

- 300 3. Window wells not exceeding the minimum International Residential Code
301 (IRC) or International Building Code (IBC) requirements for egress may
302 extend not more than four feet (4') into the Rear Setback. Should egress
303 requirements be met within the building pad, no Rear Setback exception is
304 permitted.
- 305 4. Roof overhangs or eaves projecting not more than two feet (2') into the
306 Rear Setback.
- 307 5. Window sills, belt courses, cornices, trim, exterior siding, or other
308 ornamental features projecting not more than six inches (6") beyond the
309 main Structure to which they are attached.
- 310 6. Detached Accessory Buildings, not more than eighteen feet (18') in height,
311 and including any free-standing Solar Energy Systems, located a
312 minimum of five feet (5') behind the front facade of the Main Building, and
313 maintaining a minimum Rear Setback of one foot (1'). Such Structure must
314 not cover over fifty percent (50%) of the Rear Setback. See the following

315 illustration:



- 316
- 317 7. A Hard-Surfaced Parking Area subject to the same location requirements
- 318 as a Detached Accessory Building.
- 319 8. Mechanical equipment (which must be screened), hot tubs, or similar
- 320 Structures located at least three feet (3') from the Rear Lot Line.
- 321 9. Fences, walls, and retaining walls as permitted in Section 15-4-2, Fences
- 322 and Retaining Walls.
- 323 10. Patios, decks, pathways, steps, or similar Structures not more than thirty
- 324 inches (30") above Final Grade, not including any required handrail, and
- 325 located at least one foot (1') from the Rear Lot Line.
- 326 11. Pathways or steps connecting to a City staircase or pathway.
- 327 12. One (1) Shared Driveway leading to a garage or approved Parking Area.
- 328 See Section 15-2.2-8 Parking Regulations for additional requirements.

I. **SIDE SETBACKS.** Side Setbacks are as follows:

TABLE 15-2.2b

Lot Width (ft.) up to:	Minimum Side Setback	Total of Setbacks
25.0	3 ft. each	6 ft.
37.5	3 ft. each	6 ft.
50.0	5 ft. each	10 ft.
62.5	5 ft. minimum	14 ft.
75.0	5 ft. minimum	18 ft.
87.5	10 ft. minimum	24 ft.
100.0	10 ft. minimum	24 ft.
Greater than 100.0	10 ft. minimum	30 ft.

1. On Corner Lots, the minimum Side Setback that faces a side Street or platted Right-of-Way is five feet (5'). A three foot (3') Side Setback along the platted Right-of-Way may be approved by the City Engineer when the Lot Width is less than 37.5 feet; no Side Setback exceptions shall be utilized and the sight triangle shall be maintained when the Setback is three feet (3') along the Right-of-Way.

2. A Side Setback between connected Structures is not required where Structures are designed with a common wall on a Property Line, each Structure is located on an individual Lot, the Lots are burdened with a party wall agreement in a form approved by the City Attorney and Chief

Building Official, all applicable Building and Fire Code requirements are met, and the Use is an Allowed or Conditional Use in the Zoning District.

a. Exterior Side Setbacks shall be based on the required minimum Side Setback for each Lot; however the Planning Commission may consider increasing exterior Side Setbacks during Conditional Use Permit review to mitigate potential impacts on adjacent Property.

Side Setback exceptions continue to apply.

b. Building Footprint shall be based on the total lot Area of the underlying Lots. The Planning Commission may consider decreasing Building Footprint during Conditional Use Permit review to mitigate potential impacts on adjacent Property.

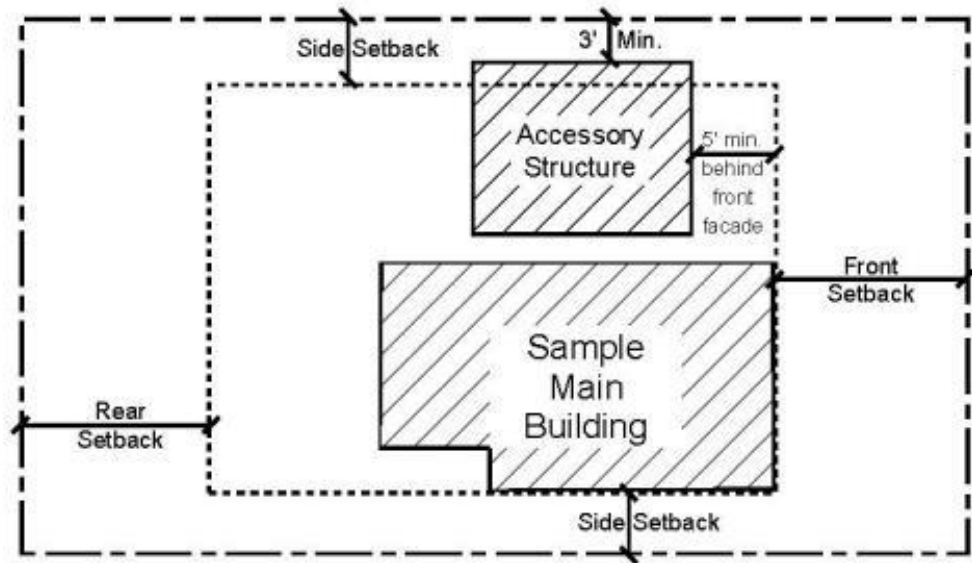
J. **SIDE SETBACK EXCEPTIONS.** The Side Setback must be open and free of any Structure except:

1. Bay Windows not more than ten feet (10') wide, and projecting not more than two feet (2') into the Side Setback. Only permitted on Lots with a minimum required Side Setback of five feet (5') or greater.
2. Chimneys not more than five feet (5') wide projecting not more than two feet (2') into the Side Setback. Only permitted on Lots with a minimum required Side Setback of five feet (5') or greater.
3. Window wells not exceeding the minimum International Residential Code (IRC) or International Building Code (IBC) requirements for egress may extend not more than four feet (4') into the Side Setback. Only permitted on Lots with a minimum required Side Setback of five feet (5') or greater.

Should egress requirements be met within the building pad, no Side Setback exception is permitted.

4. Roof overhangs or eaves projecting not more than two feet (2') into the Side Setback on Lots with a minimum required Side Setback of five feet (5') or greater. A one foot (1') roof or eave overhang is permitted on Lots with a Side Setback of less than five feet (5').
5. Window sills, belt courses, trim, cornices, exterior siding, or other ornamental features projecting not more than six inches (6") beyond the main Structure to which they are attached.
6. Patios, decks, pathways, steps, or similar Structures not more than thirty inches (30") in height above Final Grade, not including any required handrails.
7. Fences, walls, and retaining walls as permitted in Section 15-4-2, Fences and Retaining Walls.
8. One (1) private or Shared Driveway leading to a garage or approved Parking Area. See Section 15-2.2-8 Parking Regulations for additional requirements.
9. Pathways or steps connecting to a City staircase or pathway.
10. Detached Accessory Buildings, not more than eighteen feet (18') in height, and including any free-standing Solar Energy Systems, located a minimum of five feet (5') behind the Front facade of the Main Building, maintaining a minimum Side Setback of three feet (3'). See the following

387 illustration:



388
389 11. Mechanical equipment (which must be screened), hot tubs, or similar
390 Structures located at least three feet (3') from the Side Lot Line.

391 K. **SNOW RELEASE**. Site plans and Building designs must resolve snow release
392 issues to the satisfaction of the Chief Building Official.

393 L. **CLEAR VIEW OF INTERSECTION**. No visual obstruction in excess of two feet
394 (2') in height above road Grade shall be placed on any Corner Lot within the Site
395 Distance Triangle. A reasonable number of trees may be allowed, if pruned high
396 enough to permit automobile drivers an unobstructed view. This provision must
397 not require changes in the Natural Grade on the Site.

398 HISTORY

399 Adopted by Ord. [00-15](#) on 3/2/2000

400 Amended by Ord. [06-56](#) on 7/27/2006

401 Amended by Ord. [09-10](#) on 3/5/2009
402 Amended by Ord. [15-35](#) on 10/12/2015
403 Amended by Ord. [2016-44](#) on 9/15/2016
404 Amended by Ord. [2018-27](#) on 5/31/2018
405 Amended by Ord. [2018-43](#) on 7/19/2018
406 Amended by Ord. [2019-07](#) on 1/29/2019
407 Amended by Ord. [2020-42](#) on 9/17/2020
408 Amended by Ord. [2022-16](#) on 5/26/2022

409 **15-2.2-4 Existing Historic Buildings And/or Structures**

410 Significant and Landmark Historic Sites that exceed the maximum Lot Area, and
411 Historic Buildings and/or Structures that do not comply with Building Footprint, Building
412 Height, Building Setbacks, Off-Street parking, and driveway location standards are valid
413 Non-Complying Structures. Additions must comply with Building Setbacks, Building
414 Footprint, driveway location standards and Building Height. Additions to Historic
415 Buildings and/or Structures are exempt from Off-Street parking requirements provided
416 the addition does not create a Lockout Unit or Accessory Apartment. All Conditional
417 Uses proposed on the Site, excluding Development on a Steep Slope, shall comply with
418 parking requirements of Chapter 15-3.

419 A. **EXCEPTION**. In order to achieve new construction consistent with the Design
420 Guidelines for Historic Districts and Historic Sites, the Planning Commission may
421 grant an exception to the Building Setback and driveway location standards for
422 additions to Historic Buildings and/or Structures, including detached Garages:

423

1. Upon approval of a Conditional Use permit, and
2. When the scale of the addition and/or driveway is Compatible with the Historic Building and/or Structure, and
3. When the addition complies with all other provisions of this Chapter, and
4. When the addition complies with the adopted Building and Fire Codes, and
5. When the addition complies with the Design Guidelines for Historic Districts and Historic Sites.

HISTORY

Adopted by Ord. [00-15](#) on 3/2/2000

Amended by Ord. [06-56](#) on 7/27/2006

Amended by Ord. [07-25](#) on 4/19/2007

Amended by Ord. [2016-44](#) on 9/15/2016

Amended by Ord. [2020-42](#) on 9/17/2020

Amended by Ord. [2022-16](#) on 5/26/2022

15-2.3-3 Lot And Site Requirements

Except as may otherwise be provided in this Code, no Building Permit shall be issued for a Lot unless such Lot has Area, width, and depth as required, and Frontage on a private or Public Street shown on the Streets Master Plan, or on a private easement connecting the Lot to a Street shown on the Streets Master Plan.

All Development activity must comply with the following minimum Lot and Site requirements:

- A. **LOT SIZE.** The minimum Lot Area is 1,875 square feet for a Single Family Dwelling and the maximum Lot Area is 3,570 square feet. The minimum Lot Area is [and] 3,750 square feet for a Duplex Dwelling and the maximum Lot Area is 7,500 square feet. For properties platted as lots within the historic Park City Survey and originally platted as 25 feet wide by 75 feet deep with a lot size of 1,875 square feet, the Planning Director may make a determination that the minimum Lot Size may be reduced up to 20 square feet if subsequent surveys find that the final lot dimensions are less than 25 feet by 75 feet. The Footprint shall be reduced in accordance with the Lot Size and no variation to setbacks will be allowed. The Minimum Lot Area for all other Uses shall be determined by the Planning Commission during the Conditional Use or Master Planned Development review process.
- B. **LOT WIDTH.** The minimum width of a Lot is twenty five feet (25'), measured fifteen feet (15') back from the Front Lot Line. In the case of unusual Lot configurations, Lot width measurements shall be determined by the Planning Director.
- C. **BUILDING ENVELOPE (HR-2 DISTRICT).** The Building Pad, Building Footprint and height restrictions define the maximum Building Envelope within which all Development must occur with exceptions as allowed in Section 15-2.3-4.
- D. **BUILDING PAD (HR-2 DISTRICT).** The Building Pad is the Lot Area minus required Front, Rear, and Side Setback Areas.
1. The Building Footprint must be within the Building Pad. The remainder of the Building Pad must be open and free of any Structure except:

- 470 a. Porches or decks, with or without roofs;
 - 471 b. At Grade patios;
 - 472 c. Upper level decks, with or without roofs;
 - 473 d. Bay Windows;
 - 474 e. Chimneys;
 - 475 f. Sidewalks, pathways, and steps;
 - 476 g. Screened hot tubs; and
 - 477 h. Landscaping.
- 478 2. Exceptions to the Building Pad Area, excluding Bay Windows, are not
- 479 included in the Building Footprint calculations, and are subject to Planning
- 480 Director approval based on a determination that the proposed exceptions
- 481 result in a design that:
- 482 a. provides increased architectural interest consistent with the Design
 - 483 Guidelines for Historic Districts and Historic Sites; and
 - 484 b. maintains the intent of this section to provide horizontal and vertical
 - 485 Building articulation.

486 E. **BUILDING FOOTPRINT (HR-2 DISTRICT).**

- 487 1. The maximum Building Footprint for any Structure located on a Lot, or
- 488 combination of Lots, not exceeding 18,750 square feet in Lot Area, shall
- 489 be calculated according to the following formula for Building Footprint. The
- 490 maximum Building Footprint for any Structure located on a Lot or
- 491 combination of Lots, exceeding 18,750 square feet in Lot Area, shall be
- 492 4,500 square feet; with an exemption allowance of 400 square feet per

Dwelling Unit for garage floor area. A Conditional Use permit is required for all Structures with a proposed footprint greater than 3,500 square feet.

Accessory Buildings listed on the Park City Historic Sites Inventory that are not expanded, enlarged or incorporated into the Main Building, shall not count in the total Building Footprint of the Lot.

- See Section 15-6-5 for maximum allowed Building footprint for Master Planned Developments within the HR-2 District.

MAXIMUM FP = (A/2) x 0.9^{A/1875}

Where FP = maximum Building Footprint and A= Lot Area.

Example: 3,750 sq. ft. lot: (3,750/2) x 0.9^(3750/1875) = 1,875 x 0.81 = 1,519 sq. ft.

See the following Table 15-2.3 for a schedule equivalent of this formula for common Lot Sizes.

TABLE 15-2.3.

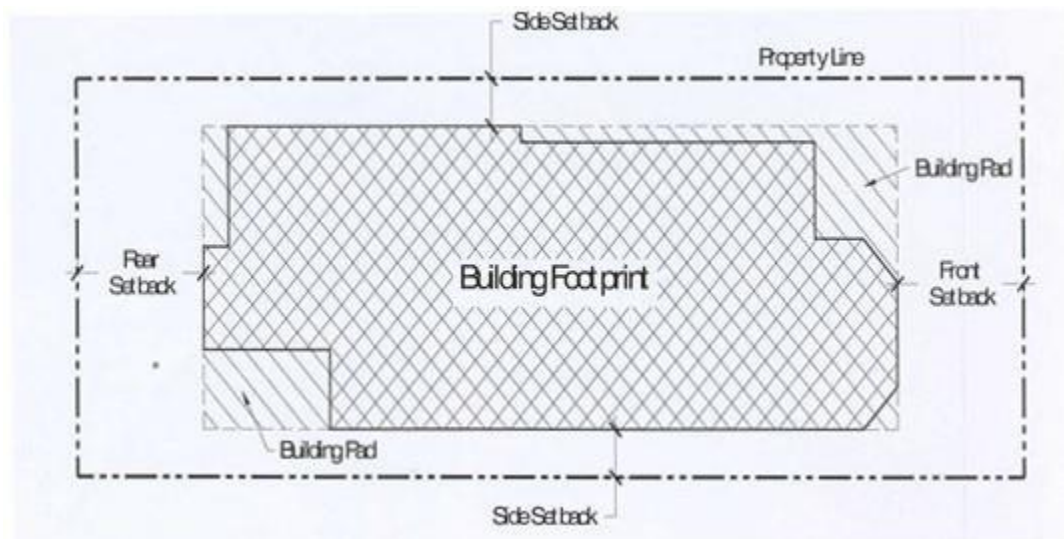
*For Lots > 75’ in depth use footprint formula.

Lot Depth (ft.)*	Lot Width (ft.)	Lot Area Sq. ft.	Max. Bldg. Footprint
75 ft.	25.0	1,875	844
75 ft.	37.5	2,813	1,201
75 ft.	50.0	3,750	1,519

75 ft.	62.5	4,688	1,801
75 ft.	75.0	5,625	2,050
75 ft.	87.5	6,563	2,270
75 ft.	100.0	7,500	2,460
75 ft.	Greater than 100.0	Greater than 7,500 ft.	Per formula

510

511



512

513

TABLE 15-2.3.a

Lot Depth	Min. Front/Rear Setback	Total of Setbacks
Up to 75 ft., inclusive	10 ft.	20 ft.
From 75 ft. to 100 ft.	12 ft.	25 ft.
Over 100 ft.	15 ft.	30 ft.

514

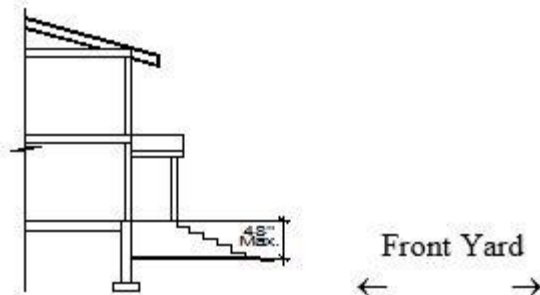
F. **FRONT AND REAR SETBACKS.** Front and Rear Setbacks are as follows:

TABLE 15-2.3a

Lot Depth	Min. Front/Rear Setback	Total of Setbacks
Up to 75 ft., inclusive	10 ft. each	20 ft.
From 75 ft. to 100 ft.	12 ft./13 ft. (or vice versa)	25 ft.
Over 100 ft.	15 ft. each	30 ft.

G. **FRONT SETBACK EXCEPTIONS.** The Front Setback must be open and free of any Structure except:

1. Fences, walls, and retaining walls not more than four feet (4') in height or as permitted in Section 15-4-2, Fences and Retaining Walls. On Corner Lots, Fences more than three feet (3') in height are prohibited within twenty-five feet (25') of the intersection, at the back of curb.
2. Uncovered steps leading to the Main Building; provided, the steps are not more than four feet (4') in height from Final Grade, not including any required handrail, and do not cause any danger or hazard to traffic by obstructing the view of the Street or intersection.

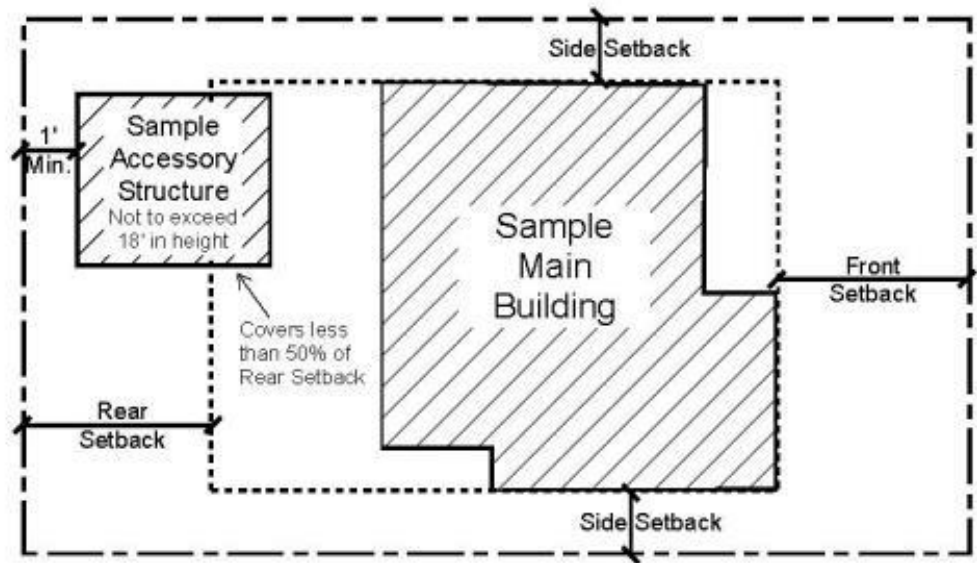


3. Decks, porches, or Bay Windows not more than ten feet (10') wide and projecting not more than three feet (3') into the Front Setback.
4. Roof overhangs, eaves or cornices projecting not more than three feet (3') into the Front Setback.
5. Sidewalks and pathways.
6. Driveways leading to a Garage or approved Parking Area. No portion of a Front Yard except for driveways, allowed Parking Areas and sidewalks, may be Hard-Surfaced or graveled.
7. Single car detached Garages approved as part of a Master Planned Development in Subzone A.

H. **REAR SETBACK EXCEPTIONS.** The Rear Setback must be open and free of any Structure except:

1. Bay Windows not more than ten feet (10') wide, and projecting not more than two feet (2') into the Rear Setback.
2. Chimneys not more than five feet (5') wide and projecting not more than two feet (2') into the Rear Setback.
3. Window wells not exceeding the minimum International Residential Code (IRC) or International Building Code (IBC) requirements for egress may extend not more than four feet (4') into the Rear Setback. Should egress requirements be met within the building pad, no rear Setback exception is permitted.
4. Roof overhangs or eaves projecting not more than two feet (2') into the Rear Setback.

- 552 5. Window sills, belt courses, cornices, trim, exterior siding, or other
553 ornamental features projecting not more than six inches (6") beyond the
554 main Structure to which they are attached.
- 555 6. Detached Accessory Buildings not more than eighteen feet (18') in height,
556 and including any free-standing Solar Energy Systems, located a
557 minimum of five feet (5') behind the front facade of the Main Building, and
558 maintaining a minimum Rear Setback of one foot (1'). Such Structure must
559 not cover over fifty percent (50%) of the Rear Setback. See the following
560 illustration:



- 561
- 562 7. A Hard-Surfaced Parking Area subject to the same location requirements
563 as a detached Accessory Building.
- 564 8. Mechanical equipment (which must be screened), hot tubs, or similar
565 Structures located at least three feet (3') from the Rear Lot Line.

9. Fences, walls, and retaining walls as permitted in Section 15-4-2 Fences and Retaining Walls.

10. Patios, decks, steps, pathways, or similar Structures not more than thirty inches (30") above Final Grade, not including any required handrail, and located at least one foot (1') from the Rear Lot Line.

11. Pathways or steps connecting to a City staircase or pathway.

12. One (1) Shared Driveway leading to a garage or approved Parking Area.

See Section 15-2.3-12 Parking Regulations for additional requirements.

I. **SIDE SETBACKS**. The Side Setbacks are as follows:

TABLE 15-2.3b

Lot Width (ft.) up to:	Minimum Side Setback	Total of Setbacks
25.0	3 ft. each	6 ft.
37.5	3 ft. each	6 ft.
50.0	5 ft. each	10 ft.
62.5	5 ft.	14 ft.
75.0	5 ft.	18 ft.
87.5	10 ft.	24 ft.
100.0	10 ft.	24 ft.
Greater than 100.0	10 ft.	30 ft.

1. On Corner Lots, the minimum Side Setback that faces a side Street or platted Right-of-Way is five feet (5'). A three foot (3') Side Setback along

the platted Right-of-Way may be approved by the City Engineer when the Lot Width is less than 37.5 feet; no Side Setback exceptions shall be utilized and the sight triangle shall be maintained when the Setback is three feet (3') along the Right-of-Way.

2. A Side Setback between connected Structures is not required where Structures are designed with a common wall on a Property Line, each Structure is located on an individual Lot, the Lots are burdened with a party wall agreement in a form approved by the City Attorney and Chief Building Official, all applicable Building and Fire Code requirements are met, and the Use is an Allowed or Conditional Use in the Zoning District.

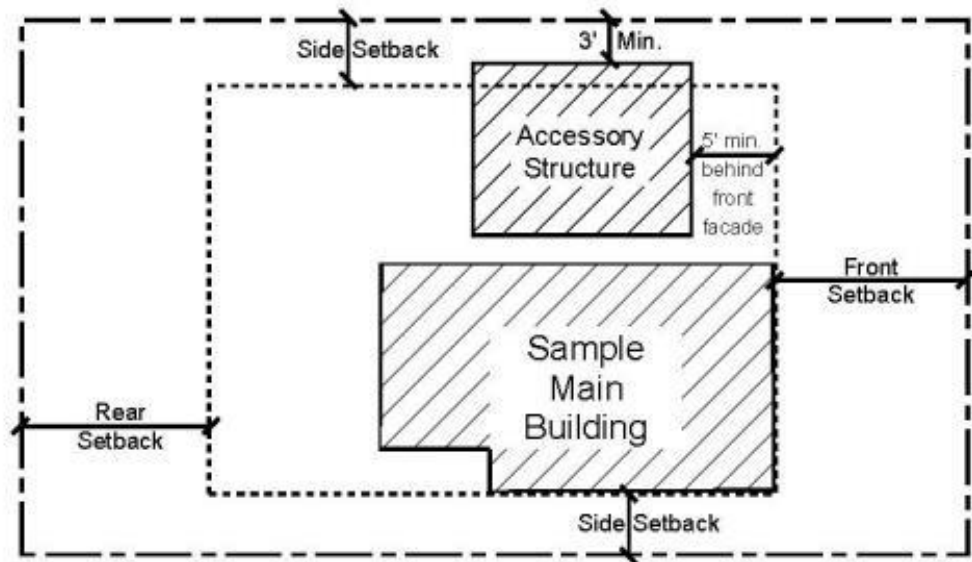
a. Exterior Side Setbacks shall be based on the required minimum Side Setback for each Lot; however the Planning Commission may consider increasing exterior Side Setbacks during Conditional Use Permit review to mitigate potential impacts on adjacent Property. Side Setback exceptions continue to apply.

b. Building Footprint shall be based on the total lot Area of the underlying Lots. The Planning Commission may consider decreasing Building Footprint during Conditional Use Permit review to mitigate potential impacts on adjacent Property.

J. **SIDE SETBACK EXCEPTIONS**. The Side Setback must be open and free of any Structure except:

- 600 1. Bay Windows not more than ten feet (10') wide, and projecting not more
601 than two feet (2') into the Side Setback. Only permitted on Lots with a
602 minimum required Side Setback of five feet (5') or greater.
- 603 2. Chimneys not more than five feet (5') wide and projecting not more than
604 two feet (2') into the Side Setback. Only permitted on Lots with a minimum
605 required Side Setback of five feet (5') or greater.
- 606 3. Window wells not exceeding the minimum International Residential Code
607 (IRC) or International Building Code (IBC) requirements for egress may
608 extend not more than four feet (4') into the Side Setback. Only permitted
609 on Lots with a minimum required Side Setback of five feet (5') or greater.
610 Should egress requirements be met within the building pad, no Rear
611 Setback exception is permitted.
- 612 4. Roof overhangs or eaves projecting not more than two feet (2') into the
613 Side Setback on Lots with a minimum required Side Setback of five feet
614 (5') or greater. A one foot (1') roof or eave overhang is permitted on Lots
615 with a Side Setback of less than five feet (5').
- 616 5. Window sills, belt courses, trim, cornices, exterior siding, or other
617 ornamental features projecting not more than six inches (6") beyond the
618 main Structure to which they are attached.
- 619 6. Patios, decks, pathways, steps, or similar Structures not more than thirty
620 inches (30") in height from Final Grade, not including any required
621 handrail.

7. Fences, walls, and retaining walls as permitted in Section 15-4-2 Fences and Retaining Walls.
8. One (1) private or Shared Driveway leading to a garage or approved Parking Area. See Section 15-2.3-12 Parking Regulations for additional requirements.
9. Pathway or steps connecting to a City staircase or pathway.
10. Detached Accessory Buildings, not more than eighteen feet (18') in height, including any free-standing Solar Energy Systems, located a minimum of five feet (5') behind the front facade of the Main Building, maintaining a minimum Side Setback of three feet (3'). See the following illustration:



11. Mechanical equipment (which must be screened), hot tubs, or similar Structures located at least three feet (3') from the Side Lot Line.

K. **SNOW RELEASE**. Site plans and Building designs must resolve snow release issues to the satisfaction of the Chief Building Official.

L. **CLEAR VIEW OF INTERSECTION**. No visual obstruction in excess of two feet (2') in height above Road Grade shall be placed on any Corner Lot within the Site Distance Triangle. A reasonable number of trees may be allowed, if pruned high enough to permit automobile drivers an unobstructed view. This provision must not require changes in the Natural Grade on the Site.

M. **MASTER PLANNED DEVELOPMENTS**. The Planning Commission may increase or decrease Setbacks in Master Planned Developments in accordance with Section 15-6-5; however the above Grade spacing between houses shall be consistent with the spacing that would result from required Setbacks of the Zone and shall be Compatible with the Historic character of the surrounding residential neighborhood. The Planning Commission may increase or decrease Maximum Building Footprint in Master Planned Developments in accordance with Section 15-6-5.

HISTORY

Adopted by Ord. [00-51](#) on 9/21/2000

Amended by Ord. [06-56](#) on 7/27/2006

Amended by Ord. [09-10](#) on 3/5/2009

Amended by Ord. [10-14](#) on 4/15/2010

Amended by Ord. [15-35](#) on 10/12/2015

Amended by Ord. [2016-44](#) on 9/15/2016

Amended by Ord. [2018-27](#) on 5/31/2018

658 Amended by Ord. [2018-43](#) on 7/19/2018

659 Amended by Ord. [2019-07](#) on 1/29/2019

660 Amended by Ord. [2020-42](#) on 9/17/2020

661 **15-2.3-4 Existing Historic Buildings And/or Structures**

662 **Significant and Landmark Historic Sites that exceed the maximum Lot Area, and**

663 Historic Buildings and/or Structures that do not comply with Building Footprint, Building
664 Height, Building Setbacks, Off-Street parking, and driveway location standards are valid
665 Non-Complying Structures. Additions must comply with Building Setbacks, Building
666 Footprint, driveway location standards and Building Height. Additions to Historic
667 Building and/or Structures are exempt from Off-Street parking requirements provided
668 the addition does not create a Lockout Unit or Accessory Apartment. All Conditional
669 Uses proposed on the Site, excluding Development on a Steep Slope, shall comply with
670 parking requirements of Chapter 15-3.

671 A. **EXCEPTION**. In order to achieve new construction consistent with the Design
672 Guidelines for Historic Districts and Historic Sites, the Planning Commission may
673 grant an exception to the Building Setbacks and driveway location standards for
674 additions to Historic Buildings and/or Structures, including detached single car
675 Garages:

- 676 1. Upon approval of a Conditional Use permit, and
- 677 2. When the scale of the addition, and/or driveway is Compatible with the
678 Historic Building and/or Structure, and
- 679 3. When the addition complies with all other provisions of this Chapter, and

- 680 4. When the addition complies with the adopted Building and Fire Codes;
681 and
682 5. When the addition complies with the Design Guidelines for Historic
683 Districts and Sites.

684 HISTORY

685 *Adopted by Ord. [00-51](#) on 9/21/2000*

686 *Amended by Ord. [2016-44](#) on 9/15/2016*

687 *Amended by Ord. [2020-42](#) on 9/17/2020*

688 **15-2.4-3 Lot And Site Requirements**

689 Except as may otherwise be provided in this Code, no Building permit shall be issued
690 for a Lot unless such Lot has Area, width, and depth as required, and Frontage on a
691 private or Public Street shown on the Streets Master Plan or on a private easement
692 connecting the Lot to a Street shown on the Streets Master Plan.

693

694 All Development activity must comply with the following minimum Lot and Site
695 requirements:

696 A. **LOT SIZE**. Minimum Lot Areas for Residential Uses are as follows:

Single Family Dwelling	1,875 sq. ft.
Duplex Dwelling	3,750 sq. ft.
Triplex Dwelling	4,687 sq. ft.
Four-plex Dwelling	5,625 sq. ft.

697

698 Maximum Lot Areas for Residential Uses are as follows:

Single Family Dwelling	3,750 sq. ft.
Duplex Dwelling	7,500 sq. ft.
Triplex Dwelling	11,250 sq. ft.
Four-plex Dwelling	15,000 sq. ft.

699

700 B. **LOT AREA.** Minimum and maximum Lot Area for all other Uses shall be
701 determined by the Planning Commission during the Conditional Use review.

702

703 Developments consisting of more than four (4) Dwelling Units require a Lot Area
704 at least equal to 5,625 square feet plus an additional 1,000 square feet per each
705 additional Dwelling Unit over four (4) units. All Setback, height, parking, Open
706 Space, and architectural requirements must be met. See Section 15-2.4-3,
707 Conditional Use Permit Review.

708 C. **LOT WIDTH.** The minimum width of a Lot is 37.50 feet, measured fifteen feet
709 (15') from the Front Lot Line. Existing platted Lots of record, with a minimum
710 width of at least twenty five feet (25'), are considered legal Lots in terms of Lot
711 Width. In the case of unusual Lot configurations, Lot Width measures shall be
712 determined by the Planning Director.

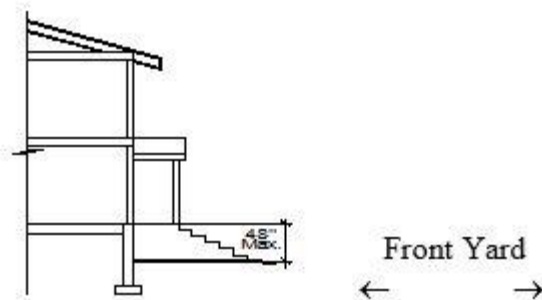
713 D. **FRONT SETBACK.**

714 1. The minimum Front Setback for Single-Family, Duplex Dwellings, and
715 Accessory Buildings is fifteen feet (15'). If the Lot depth is seventy five feet
716 (75') or less, then the minimum Front Setback is ten feet (10').

2. New Front Facing Garages for Single Family and Duplex Dwellings must be at least twenty feet (20') from the Front Lot Line.
3. See Section 15-2.4-7 for special requirements for Triplexes and Multi-Unit Dwellings.

E. **FRONT SETBACK EXCEPTIONS.** The Front Setback must be open and free of any Structure except:

1. Fences, walls, and retaining walls not more than four feet (4') in height, or as permitted in Section 15-4-2. On Corner Lots, Fences more than three (3') in height are prohibited within twenty-five feet (25') of the intersection, at back of curb.
2. Uncovered steps leading to the Main Building; provided the steps are not more than four feet (4') in height from Final Grade, not including any required handrail, and do not cause any danger or hazard to traffic by obstructing the view of a Street or intersection.



3. Decks, porches, and Bay Windows, not more than ten feet (10') wide and projecting not more than three feet (3') into the Front Setback.
4. Roof overhangs, eaves, and cornices projecting not more than three feet (3') into the Front Setback.

5. Sidewalks, patios, and pathways.
6. Driveways leading to a garage or approved Parking Area. No portion of a Front Yard except for approved driveways and patios, allowed Parking Areas, and sidewalks may be Hard-Surfaced or graveled.

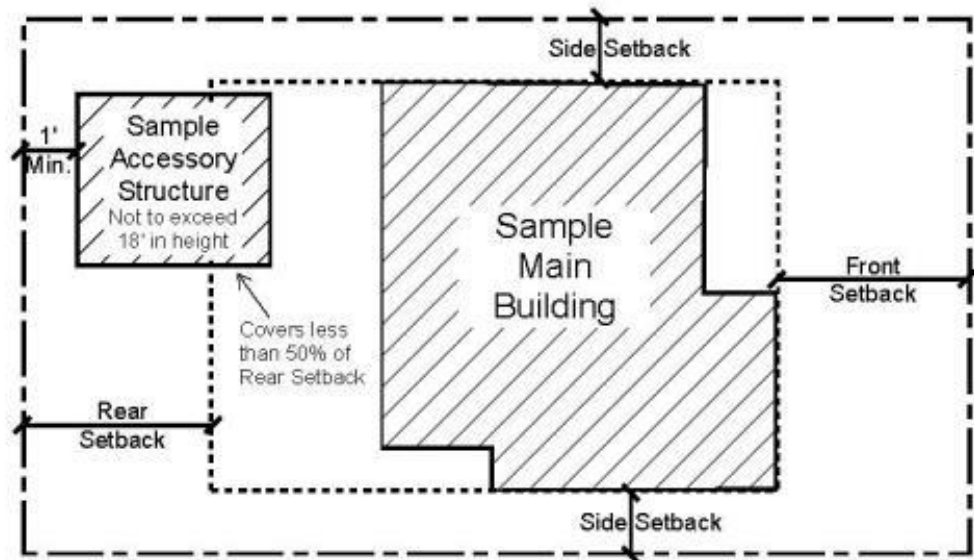
F. **REAR SETBACK.**

1. The minimum Rear Setback is ten feet (10') for all Main Buildings, and one foot (1') for detached Accessory Buildings.
2. See Section 15-2.4-7, Special Requirements for Multi-Unit Dwellings.

G. **REAR SETBACK EXCEPTIONS.** The Rear Setback must be open and free of any Structure except:

1. Bay Windows not more than ten feet (10') wide and projecting not more than two feet (2') into the Rear Setback.
2. Chimneys not more than five feet (5') wide and projecting not more than two feet (2') into the Rear Setback.
3. Window wells not exceeding the minimum International Residential Code (IRC) or International Building Code (IBC) requirements for egress may extend not more than four feet (4') into the Rear Setback.
4. Roof overhangs and eaves projecting not more than three feet (3') into the Rear Setback.
5. Window sills, belt courses, cornices, trim, and other ornamental features projecting not more than six inches (6") beyond the main Structure to which they are attached.

6. Detached Accessory Buildings, not more than eighteen feet (18') in height, and including any free-standing Solar Energy Systems, located a minimum of five feet (5') behind the front façade of the Main Building, and maintaining a minimum Rear Setback of one foot (1'). Such Structure must not cover over fifty percent (50%) of the Rear Setback. See the following illustration:



7. A Hard-Surfaced Parking Area subject to the same location requirements as a detached Accessory Building.
8. Mechanical equipment (which must be screened), hot tubs, or similar Structures located at least three feet (3') from the Rear Lot Line.
9. Fences, walls, and retaining walls not over six feet (6') in height, or as permitted in Section 15-4-2 Fences and Retaining Walls.

10. Patios, decks, pathways, steps, and similar Structures not more than thirty inches (30") above Final Grade, not including any required handrail, and located at least one foot (1') from the Rear Lot Line.

11. One (1) Shared Driveway leading to a garage or approved parking Area. See Section 15-2.4-11 Parking Regulations for additional requirements.

H. **SIDE SETBACK.**

1. The minimum Side Setback for any Single Family, Duplex Dwelling or Accessory Building is five feet (5').
2. The minimum Side Setback for Lots twenty-five feet (25') wide or less is three feet (3').
3. On Corner Lots, the minimum Side Setback that faces a side Street or platted Right-of-Way is ten feet (10') for both Main and Accessory Buildings. A three foot (3') Side Setback along the platted Right-of-Way may be approved by the City Engineer when the Lot Width is less than 37.5 feet; no Side Setback exceptions shall be utilized and the sight triangle shall be maintained when the Setback is three feet (3') along the Right-of-Way.
4. A Side Setback between connected Structures is not required where Structures are designed with a common wall on a Property Line, each Structure is located on an individual Lot, the Lots are burdened with a party wall agreement in a form approved by the City Attorney and Chief Building Official, all applicable Building and Fire Code requirements are met, and the Use is an Allowed or Conditional Use in the Zoning District.

794 a. Exterior Side Setbacks shall be based on the required minimum
795 Side Setback for each Lot; however the Planning Commission may
796 consider increasing exterior Side Setbacks during Conditional Use
797 Permit review to mitigate potential impacts on adjacent Property.
798 Side Setback exceptions continue to apply.

799 b. The longest dimension of a Building joined at the Property Line may
800 not exceed one hundred feet (100').

801 5. See Section 15-2.4-7 special requirements for Multi-Unit Dwellings.

802 I. **SIDE SETBACK EXCEPTIONS.** The Side Setback must be open and free of any
803 Structure except:

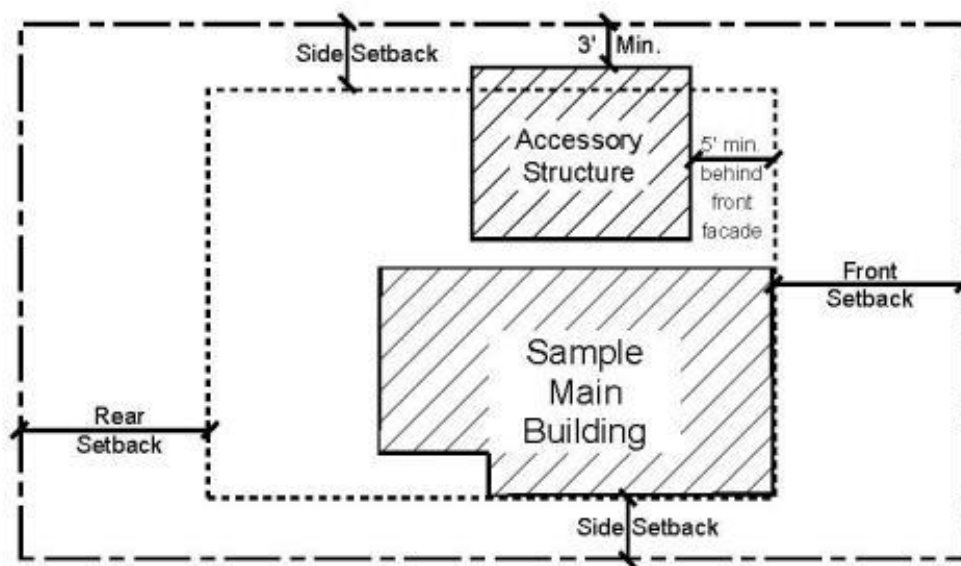
804 1. Bay Windows not more than ten feet (10') wide and projecting not more
805 than two feet (2') into the Side Setback. Only permitted on Lots with a Side
806 Setback of at least five feet (5') or greater.

807 2. Chimneys not more than five feet (5') wide and projecting not more than
808 two feet (2') into the Side Setback. Only permitted on Lots with a Side
809 Setback of at least five feet (5') or greater.

810 3. Window wells not exceeding the minimum International Residential Code
811 (IRC) or International Building Code (IBC) requirements for egress may
812 extend not more than four feet (4') into the Side Setback. Only permitted
813 on Lots with a minimum required Side Setback of five feet(5') or greater.
814 Should egress requirements be met within the building pad, no Rear
815 Setback exception is permitted.

- 816 4. Roof overhangs and eaves projecting not more than two feet (2') into the
817 Side Setback. Only permitted on Lots with a Side Setback of at least five
818 feet (5') or greater.
- 819 5. Window sills, belt courses, cornices, trim, and other ornamental features
820 projecting not more than six inches (6") beyond the main Structure to
821 which they are attached.
- 822 6. Fences, walls and retaining walls as permitted in Section 15-4-2 Fences
823 and Retaining Walls.
- 824 7. Patios, decks, pathways, steps, and similar Structures not more than thirty
825 inches (30") in height above Final Grade, not including any required
826 handrail.
- 827 8. One (1) private or Shared Driveway leading to a garage or approved
828 Parking Area. See Section 15-2.4-11 Parking Regulations for additional
829 requirements.
- 830 9. Pathways and steps connecting to a City staircase or pathway.
- 831 10. Mechanical equipment (which must be screened), hot tubs, or similar
832 Structures located at least three feet (3') from the Side Lot Line.
- 833 11. Detached Accessory Buildings, not more than eighteen feet (18') in height,
834 and including any free-standing Solar Energy Systems, located at least
835 five feet (5') behind the front façade of the Main Building, maintaining a

836 minimum Side Setback of three feet (3'). See the following illustration:



- 837
- 838 J. **SNOW RELEASE**. Site plans and Building design must resolve snow release
- 839 issues to the satisfaction of the Chief Building Official.
- 840 K. **CLEAR VIEW OF INTERSECTION**. No visual obstruction in excess of two feet
- 841 (2') in height above road Grade shall be placed on any Corner Lot within the Site
- 842 Distance Triangle. A reasonable number of trees may be allowed, if pruned high
- 843 enough to permit automobile drivers an unobstructed view. This provision must
- 844 not require changes in the Natural Grade on the Site.

845 HISTORY

846 Adopted by Ord. [00-51](#) on 9/21/2000

847 Amended by Ord. [06-69](#) on 10/19/2006

848 Amended by Ord. [09-10](#) on 3/5/2009

849 Amended by Ord. [15-35](#) on 10/12/2015

850 Amended by Ord. [2016-44](#) on 9/15/2016

851 Amended by Ord. [2018-27](#) on 5/31/2018

852 Amended by Ord. [2018-43](#) on 7/19/2018

853 Amended by Ord. [2020-42](#) on 9/17/2020

854 **15-2.4-4 Existing Historic Buildings And/or Structures**

855 Significant and Landmark Historic Sites that exceed the maximum Lot Area, and

856 Historic Buildings and/or Structures that do not comply with Building Footprint, Building

857 Height, Building Setbacks, Off-Street parking, and driveway location standards are valid

858 Non-Complying Structures. Additions to Historic Buildings and/or Structures are exempt

859 from Off-Street parking requirements provided the addition does not create a Lockout

860 Unit or an Accessory Apartment. Additions must comply with Building Setbacks,

861 Building Footprint, driveway location standards and Building Height.

862 A. **EXCEPTION.** In order to achieve new construction consistent with the Historic

863 District Design Guidelines, the Planning Commission may grant an exception to

864 the Building Setback and driveway location standards for additions to Historic

865 Buildings and/or Structures, including detached Garages:

866

867 1. Upon approval of a Conditional Use permit, and

868 2. When the scale of the addition and/or driveway is Compatible with the

869 Historic Building and/or Structure, and

870 3. When the addition complies with all other provisions of this Chapter, and

871 4. When the addition complies with the adopted Building and Fire Codes,

872 and

873 5. When the addition complies with the Design Guidelines for Historic
874 Districts and Sites.

875 HISTORY

876 *Adopted by Ord. [00-51](#) on 9/21/2000*

877 *Amended by Ord. [06-69](#) on 10/19/2006*

878 *Amended by Ord. [13-42](#) on 10/17/2013*

879 *Amended by Ord. [2016-44](#) on 9/15/2016*

880 *Amended by Ord. [2020-42](#) on 9/17/2020*

ORDINANCE NO. 90-17

AN ORDINANCE AMENDING SECTION 7.1.3
OF THE LAND MANAGEMENT CODE TO REQUIRE
FLOOR AREA RATIOS IN THE HISTORIC RESIDENTIAL
(HR-1) DISTRICT

WHEREAS, the Historic Residential District is characterized by small lot sizes, typically 25' by 75' and the residences historically constructed on those lots reflect the small lot sizes; and

WHEREAS, the small front, rear and sideyard setbacks in the HR-1 zone encourage the combination of smaller lots into larger parcels to facilitate construction of larger structures, not in scale with the adjacent historic structures; and

WHEREAS, it is in the best interest of the residents of Park City to encourage construction of structures in the Historic Residential District which are in keeping with the historic scale of other structures within the district and to provide a disincentive for structures which are out of scale,

NOW, THEREFORE, BE IT ORDAINED by the City Council of Park City as follows:

Section 1. Section 7.1.3(b) shall be and is hereby added as follows:

(b) Floor Area Ratio. The floor area of all new structures constructed within the HR-1 District shall be limited by the Floor Area Ratio (FAR) which shall be the Floor Area as defined in Chapter 2, divided by the total area of the lot or parcel. For lots up to 1875 square feet, the maximum FAR shall be .9. For lots from 1876 square feet to 3750 square feet in area, the maximum FAR shall be .75. For lots larger than 3750 square feet in area, the maximum FAR shall be .6.

In calculating the FAR for a single family structure, 400 square feet may be subtracted from the total floor area for a two-car garage before calculating the FAR. For duplexes, triplexes and multi-unit structures, the garage deduction shall be 400 square feet for each residential unit.

In an effort to further maintain Park City's Historic District, this Floor Area Ratio requirement shall not apply to renovations, additions, or expansions to historic structures (structures at least 50 years old, as approved by the Historic District Commission).

Section 2. Section 7.1.3(b) shall be and is hereby
renumbered 7.1.3(c).

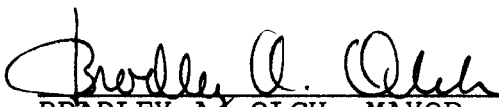
Section 3. Section 7.1.3(c) shall be and is hereby
renumbered 7.1.3(d).

Section 4. Section 7.1.3(d) shall be and is hereby
renumbered 7.1.3(e).

Section 5. This ordinance shall take effect upon its
publication.

PASSED AND ADOPTED this 7th day of June, 1990.

PARK CITY MUNICIPAL CORPORATION


BRADLEY A. OLCH, MAYOR

ATTEST:


ANITA L. SHELDON, CITY RECORDER





CITY COUNCIL REPORT

DATE: December 1, 1995
(November 9, 1995 Meeting)

DEPARTMENT: Planning Department

AUTHOR: Patrick Putt

TITLE: HR-1/HR-L Related Land
Management Code Revisions

TYPE OF ITEM: Public Hearing on Ordinance to Amend Land
Management Code

SUMMARY RECOMMENDATION: After conducting a public hearing, adopt the attached ordinance amending the Land Management Code. This action requires a public hearing.

DESCRIPTION:

A. Topic:

This item concerns amendments to the Land Management Code relating to building height, snow shedding, setbacks, parking, and notification of construction to adjacent property owners in the HR-1 and HR-L zones.

B. Background:

The Community Development Department was directed by Council to prepare Land Management Code revisions to address the scale of development, in particular building heights, in the residential portions of the Historic District. Staff has analyzed several

alternative approaches to reduce the impacts of building mass and scale. With suggestions from the Historic District Commission, Planning Commission, local designers, and the public, the Planning Department has developed a recommendation for amendments affecting the HR-1 and HR-L zones. The proposed changes include:

1. reducing overall building heights in the HR-1 and HRL zones to a maximum of 27 feet, measured from natural or final grade (*which ever yields the smaller building*) to the highest ridge line (*current maximum height is 33 ft.-- 28 ft. for the building plus 5 ft. additional for the roof*)
2. flexibility in the height requirement for steeply-sloping downhill lot so that a one-story building element and pitched roof can be developed at the street front. The additional building height is not to be permitted for portions of the structure further back than 34 feet from the street-front property line (*allows for 10 ft. front setback and a 24 ft. deep building element*);
3. flexibility to grant additional building height provided that no more than 20% of a ridge line exceeds the height requirements (*This is intended to promote more historic roof forms and prevent the proliferation of non-historic long sloping roof forms run parallel to the slope*)
4. elimination of the Floor Area Ratios (F.A.R.s) on lots of 25 ft. x 75 ft. or less (permitting a maximum building area of 1687 sq. ft.)
5. revising the setback requirements in the HR-1 zone to require a total front and rear yard setback of 30 feet (*currently 20 ft.*), each with a minimum of 10 feet (*An exception will be made for existing parcels with depths less than 50 feet. In these rare cases, the existing setback criteria would remain in place--total front and rear setback of 20 feet, each with a minimum of 10 feet*)
6. revising the setback requirements in the HRL zone to increase the minimum required rear setback from 10 ft. to 15 ft. (*the current minimum setbacks are 15 ft. front and 10 ft. rear with a minimum total of 30 feet. The 30 ft. total setback will not change*)
7. provisions that snow release issues be addressed to the satisfaction of the Chief Building Official to minimize the impact of snow shedding on adjacent properties and/or improvements
8. a requirement that parking be provided for lock-out units in the HR-1 and HR-L zones at a ratio of one space per bedroom
9. a provision for property posting and the notification of immediately adjacent property owners when plans are submitted for residential construction and/or

remodeling within the Historic District

The Historic District Commission forwarded a positive recommendation on the proposed amendments at its October 16, 1995 meeting. The Planning Commission endorsed the proposed code changes following a public hearing on October 25, 1995. At the November 9, 1995 work session, Council directed Staff to schedule this matter for public hearing and prepare draft ordinance.

C. Analysis:

1. Issues Raised at November 9, 1995 Work Session: The issues outlined below were raised at the November 9 work session. Staff has had the opportunity to review these concerns and offers the following responses. The Planning Department comments are in *italics*:

- a. Consider flexibility in height "standards" that allow for site characteristic differences inherent in uphill, downhill, or flat lots.

The proposed amendments allow for flexibility in building heights, regardless of the terrain, but also set forth an absolute maximum height. Additional flexibility is being permitted for steeply-sloping downhill lots to provide these sites with the same opportunities to develop functional street-front elements which promote desired historical forms. The amendments also include new flexibility for small height increases to promote encouraged roof forms (see report section, Background, items No. 2 & 3.).

- b. Consider identifying "steep" grades by inventory or slope percentage.

The Planning Department is currently inventorying the number of vacant lots in old Town, however, the specific gradients of the lots are not being calculated at this time due to the considerable effort necessary to complete such a task. Approximately 200 vacant Historic District lots have been documented. Approximately 25% of the inventoried lots are uphill, 35% are relatively flat, and 40% are downhill. Staff is continuing to work on the vacant lot count as part of the Comprehensive Plan update.

- c. Consider amending Historic District guidelines to specifically identify elements and structural restrictions for uphill, downhill, or flat 25' x 75' lots.

The present Historic District Design Guidelines and draft Historic District Design Standards currently sets forth a broad range of encouraged design elements, including building form, fenestration, and materials. In Staff's opinion, identifying specific building elements for specific terrains will decrease

design alternatives.

- d. Consider eliminating the LMC requirement for garages and allow off-street parking.

The Land Management Code does not expressly mandate garages, but it does require off-street parking.

- e. Consider snow shedding and other design safety issues to be reviewed and/or permitted by the building inspector and/or department.

The proposed amendments require that snow shedding issues be addressed to the satisfaction of the Chief Building Official (see report section, Background, item No. 7).

- f. Consider an amendment to the LMC and the Historic District Guidelines that permit original historic homes to be modified or renovated to match the new guidelines and coders for new single family construction.

Historic buildings may be modified and renovated under the existing Land Management Code and Historic District Design Guidelines subject to Historic District Commission review and approval. The opportunity for owner's of historic structures to modify and/or renovate their buildings will not change under the proposed amendments.

- g. Consider allowing replicative architectural design for new construction of single family units if new standards are implemented.

Although the existing Historic District Design Guidelines discourage imitations of historic styles, historic building forms can be approved. The draft Historic District Design Standards are much more supportive of buildings that reinforce traditional building forms and elements. The Historic District Commission presently promotes buildings that are more compatible with historic designs, but do not directly copy existing historic or former Park City structures.

- h. Consider eliminating Floor Area Ratios (F. A. R.s) on single family units if new standards are implemented.

The proposed amendments will eliminate the F.A. R.s for 25 ft. x 75 ft. or less and permit a building size of up to 1687 square feet regardless of lot area.

- I. Consider completing and publishing the inventory of Historic District vacant lots and original structures.

Allen Roberts of Historic Projects has recently completed a survey of Park City historic structures which are eligible for nomination to the National Register of

Historic Places. Approximately 850 buildings were recorded on the survey map. Of the 850 surveyed structures, 391 are over 50 years old and 289 are eligible or potentially eligible for nomination. The report is currently being finalized and will be presented to HDC early next year.

As previously stated in this report, Staff is currently finalizing a count of vacant lots in the Historic District as part of the Comprehensive Plan update (see item "b. ").

- j. Consider beginning a dialogue to review Historic District policy that results in a comprehensive plan in which evaluation of site and structural design needs are considered within the context of an overall understanding about the Park City Historic District.

The Planning Department has recently implement changes to the submittal requirements for HDC design review. The new submittal requirements are aimed at provided a much greater level detail for site conditions and nearby historic context. A copy of the new submittal requirements are included in your packet as "Attachment B".

2. Benefits of Proposed Amendments: The Community Development Department finds that the proposed amendments will provide the following benefits:

1. lower maximum building heights by 6 feet overall;
2. preclude three-story (*above ground*) building masses under any roof plane;
3. accommodate a minimum of one-story elevation on steeply-sloping downhill lots;
4. provide greater flexibility for design by allowing for minor height increases;
5. prevent the need for frequent Board of Adjustment reviews;
6. promote a more compatible residential scale in the Historic District (*creates a good transitional scale between currently-allowed scale and historic scale*);
7. allow for the same amount of living space as currently allowed under the Land Management Code;
8. reduce site coverage and provide additional area for parking, yards, building separation, and snow storage; and

9. provide a greater degree of up-front design details and neighborhood context information.

3. Summary: After nearly two years of working with the Historic District and Planning Commissions, and taking input from the public and local designers, the Planning Department believes that effect set of Land Management Code amendments have been developed to address the issue of scale in the Historic District. Staff feels that we have successfully resolved the concern's expressed by Council in February which included the need to:

1. develop a method of measuring building heights that is more easily understood,
2. incorporate requirements that snow shedding issues be addressed,
3. promote appropriate street-front architecture, and
4. provide a method of measuring heights that will not require frequent Board of Adjustment review.

The Planning Department believes that the proposed amendments will also :

1. provide effective transition and improved continuity in scale between small historic residences and larger contemporary structures,
2. increase areas for parking, landscaping, snow storage, and building separation,
3. maintain livable building sizes, and
4. promote a greater balance scale between new construction and remodels/additions to existing historic structures

D. Department Review:

The proposed amendments have been reviewed by the Planning, Engineering and Building Departments. This matter has also been reviewed by the City Attorney's Office. No remaining unresolved issues exist.

ALTERNATIVES:

- A. **Approve the attached ordinance amending the Land Management Code as presented.** Action based on this alternative will implement the amendments effective December 1, 1995.
- B. **Modify the attached ordinance amending the Land Management Code with**

specific direction. Action based on this alternative will amend the proposed ordinance effective December 1, 1995

- C. **Continue this matter pending further discussion and input.** Action based on this alternative should identify the review specifically requested..

SIGNIFICANT IMPACTS OF ADOPTING THE PROPOSED ORDINANCE:

Approval of the attached ordinance will reduce mass in the residential portions of the Historic District and promote a building scale more compatible with existing historic structures.

CONSEQUENCES OF NOT ADOPTING THE PROPOSED ORDINANCE:

Development will continue to occur in the Historic District at the currently-allowed scale along with continuing design problems related to snow shedding, snow storage, parking, and building separation.

RECOMMENDATION:

The Planning Department recommends that the City Council adopt the attached ordinance amending the Land Management Code.

ATTACHMENTS:

- | | |
|-----------------|--|
| Attachment "A": | Draft Ordinance |
| Attachment "B": | Historic District Commission Design Review Application
Submittal Requirements |
| Attachment "C" | Example Building Sections |

Ordinance No. 95-65

**AN ORDINANCE AMENDING CHAPTERS 1, 2, 7, 8 AND 13
OF THE LAND MANAGEMENT CODE
RELATING TO BUILDING HEIGHT, SNOW SHEDDING, SETBACKS,
GARAGES/PARKING, NOTIFICATION TO ADJACENT
PROPERTY OWNERS, AND FLOOR AREA RATIOS
IN THE HISTORIC RESIDENTIAL (HR-1)
AND HISTORIC RESIDENTIAL DEVELOPMENT LOW-DENSITY (HRL)
DISTRICTS IN PARK CITY, UTAH**

WHEREAS, protecting the health and safety and preserving the historic integrity in residential areas of the Historic District are values of the community and identified goals of the City Council; and

WHEREAS, the City Council enacted amendments to the Land Management Code dealing with height and floor area ratios in February 1995, but further directed staff, the Historic District Commission, and Planning Commission to explore solutions to mitigate the mass and scale of new development in the Historic District and to develop regulations to ensure compatibility with existing historic structures; and

WHEREAS, consistent with Council direction, public meetings were held with local architects, the Historic District Commission, and the Planning Commission. After several months of public meetings, on October 16, 1995, the Historic District rendered a positive recommendation to the City Council. Following public meetings, and a duly advertised public hearing held on October 25, 1995, the Planning Commission also rendered a positive recommendation to Council; and

WHEREAS, the City Council held public hearings at its regularly scheduled meetings on November 9, 1995 and December 7, 1995 and in consideration of the recommendations of the Historic District Commission, the Planning Commission and public testimony, finds it in the best interest of the residents of Park City, Utah to amend the Land Management Code with regulations that maintain the essence of the Historic District while safeguarding quality of life for its residents;

NOW, THEREFORE, BE IT ORDAINED by the City Council of Park City, Utah that:

SECTION 1. AMENDMENT TO CHAPTERS 1 OF THE LAND MANAGEMENT CODE. With regard to historic district design review and notification, Chapter 1 is hereby amended as follows:

HISTORIC DISTRICT DESIGN REVIEW AND NOTIFICATION:

Section 1.11--General Provisions/Procedures: Permitted Use Review Process

Permitted Use Review Process: On any proposal to construct a building or other improvement to property which is defined by this Code as a permitted use in the zone in which the building is proposed, the Community Development Department shall review the submission to determine whether the proposal (a.) is a permitted use within the zone for which it is proposed, (b.) complies with the requirements of that zone for building height, setback, front, side, and rear yards, and lot coverage; (c.) that the applicable parking requirements have been satisfied; and (d.) the plan conforms to the Park City Architectural Design Guidelines, the Historic District Design Guidelines, and architectural review process established for that zone. Upon finding that the proposal complies with the applicable zoning requirements, and can be adequately serviced by roads, existing utility systems or lines, the plans shall be reviewed for Building Code compliance and permit issuance procedures. If the submission does not comply with the requirements of the zone, the Community Development Department shall so notify the owner of the project or his agent, if any, stating specifically what requirements of the zone have not been satisfied, and also stating whether the project could be reviewed as submitted as a conditional use for that zone.

SECTION 2. AMENDMENTS TO CHAPTER 2 OF THE LAND MANAGEMENT CODE. With regard to the definition of height, Chapter 2 is hereby amended as follows:

BUILDING HEIGHT:

Chapter 2: Definitions

Height: The vertical distance from natural undisturbed grade to the highest point of a flat roof or to the deck line of a mansard roof or to a point midway between the lowest part of the eaves or cornice and ridge of a hip roof. In no case shall a mansard roof or the parapet wall of a flat roof extend more than 18" above the deck line or maximum zone height, whichever is lower. Roofs not fitting clearly any of the above three classifications shall be classified by the Planning Community Development Department in accordance with the roof it most clearly resembles. Roofs which drain to the center shall be considered as flat or mansard depending on their configuration.

In the HR-1 and HR-L zones, height shall be defined as the vertical distance from natural undisturbed grade or final grade (which ever yields the smaller\shorter building) at a point measured three feet out from the foundation wall to the highest point of a flat roof or to the deck line of a mansard roof or to the highest ridge of a hip or gable roof. In no case shall a mansard roof or the parapet wall of a flat roof extend more than 18" above the deck line. Roofs not clearly fitting any of the above three classifications shall be classified by the Community Development Department in accordance with the roof classification it most

clearly resembles. Roofs which drain to the center shall be considered as flat or mansard depending on their configuration. See Section 8.17.

SECTION 3. AMENDMENTS TO CHAPTER 7 OF THE LAND MANAGEMENT CODE. With regard to building height, snow shedding, setbacks, garages/parking, and floor area ratios, Chapter 7 is hereby amended as follows:

A. BUILDING HEIGHT

Chapter 7: Historic Residential (HR-1) District

Section 7.1.5--Building Height

- a. Structures shall be erected to a height no greater than 28 27 feet, as defined in Section 8.17. (*See Historic District Design Guidelines for additional design criteria.*) ~~No volume or area above this 28 foot height may be used for facade variation open space.~~
- ~~b. Downhill facades may not exceed 28 feet from natural or final grade (whichever is more restrictive) to the peak of the roof. The design of the structure must incorporate a significant facade shift after the 28 foot limit to break up the mass of the structure as viewed from public rights-of-way or properties below. The length of the facade shift should be in proportion to the building mass and may be roughly equal to the difference between natural and final grade at the base of the downhill facade. However, in order to avoid dictating design, no absolute standard for the size of the shift is specified. Rather the Historic District Commission shall review the facade shift during normal design review and may approve lesser or require greater shifts based upon neighborhood compatibility, visibility from public rights-of-way, and other design considerations.~~

Section 7. 14: Historic Residential Development Low-Density

Section 7. 14. 3.g--Building Height

- (1) Buildings shall not exceed a maximum height of 28 27 feet, ~~except as provided in the supplemental regulations~~ as defined in Section 8.17. (*See Historic District Design Guidelines for additional design criteria.*) ~~No volume or area above this 28 foot height may be used for facade variation open space.~~
- ~~(2) Downhill facades may not exceed 28 feet from natural or final grade (whichever is more restrictive) to the peak of the roof. The design of the structure must incorporate a significant facade shift after the 28 foot limit to break up the mass of the structure as viewed from public rights-of-way or properties below. The length of the facade~~

shift should be in proportion to the building mass and may be roughly equal to the difference between natural and final grade at the base of the downhill facade. However, in order to avoid dictating design, no absolute standard for the size of the shift is specified. Rather the Historic District Commission shall review the facade shift during normal design review and may approve lesser or require greater shifts based upon neighborhood compatibility, visibility from public rights-of-way, and other design considerations.

B. SIDE-YARD SETBACKS/SNOW-SHEDDING

Chapter 7: Districts and Regulations

Section 7.1.3.c: Historic Residential (HR-1) District - Side Yard

Side Yard: The minimum side yard for a single family structure shall be three feet. The minimum side yard for any structure of two or more units shall be five feet.

For structures on lots from 25 to 50 feet in total width, the sum of the side yard setbacks must total be a minimum of ten feet. For structures on parcels from 51 to 75 feet in width, the total sum of the side yard setbacks must be a minimum of 15 feet with a minimum of five feet on one side. For structures on parcels greater than 76 feet total width, the side setbacks must be a minimum of ten feet each.

1. A side yard shall not be required between structures designed with a common wall on a lot line. The longest dimension of buildings thus joined shall not exceed 50 feet.
2. For side yards of less than five feet, the special side yard exceptions as provided in Section 8.14 shall not apply, except for projections of less than four inches as specified in Section 8.14(a) and for the allowance for a driveway as specified in Section 8.14 (h).
3. On corner lots, any yard which faces on a street for both main and accessory buildings shall not be less than 10 feet.
4. Site plans and building designs shall resolve snow release issues to the satisfaction of the Chief Building Official to minimize the impacts of snow shedding on adjacent properties and/or improvements.

Section 7.14.3 (d): Historic Residential Development Low-Density - Side Yard

Side Yard: The minimum depth of side yard setbacks shall be based on the size of the parcel. For structures on parcels 50 feet wide or less at the front property line, the side yard setbacks must be five feet each. For structures on parcels from 51 to 75 feet wide at the front property

line, the total yard side setbacks must be a minimum of 15 feet with a minimum of five feet on one side. For structures on parcels greater than 76 feet wide at the front property line, the side yard setbacks must be a minimum of ten feet each. Site plans and building designs shall resolve snow release issues to the satisfaction of the Chief Building Official to minimize the impacts of snow shedding on adjacent properties and/or improvements.

C. FRONT/REAR YARD SETBACKS

Section 7.1.3 (d)-- Historic Residential (HR-1) District: Rear Yard

Front and Rear Yards: The minimum depth of the rear yard for all main buildings shall be based upon the size of the parcel. On parcels 100 feet deep or less and 75 feet wide or less, the rear setback must be ten feet. On parcels between 75 feet and 100 feet deep and of than 75 feet width, the front and rear setbacks must total 25 feet with a minimum of ten feet. On parcels deeper than 100 feet, the front and rear setbacks must total 30 feet, with a minimum of ten feet. Front and rear yard setbacks must total a minimum of 30 feet, each with a minimum of ten feet. Parcels with depths of 50 feet or less shall maintain a minimum front and rear yard setback totaling 20 feet, each with a minimum of ten feet.

Section 7.14.3 (e)--Historic Residential Development Low-Density: Front and Rear Yards

Front and Rear Yards: The minimum depth of the front and rear yards for all main buildings shall be based upon the size of the parcel. For structures on parcels 100 feet deep or less, the front setback shall be 15 feet and the rear 10 feet. For structures on parcels deeper than 100 feet, the total front and rear setbacks must be 30 feet, each with a minimum of 15 feet front and rear. The minimum front yard setback is 15 feet and the minimum rear yard setback is 15 feet, for a total minimum setback of 30 feet.

Section 7.1.8--Historic Residential (HR-1) District: Architectural Review

Architectural Review: Prior to the issuance of a building permits for any conditional or permitted uses within this zone, the Community Development Department shall review the proposed plans for compliance with the architectural design guidelines prepared by the Historic District Commission Design Guidelines. When the proposed plans for new residential construction and/or exterior remodeling (excluding decks or stairs) are determined by the Community Development Department to comply with the Historic District Design Guidelines, the subject property shall be posted by the Community Development Department and written notice shall be sent to property owners immediately adjacent to the property (*properties directly abutting and across public streets and/or rights-of-way*) by the Community Development Department. The notice shall state that the Community Development Department staff has made a preliminary determination that the proposed plans are in compliance with the Historic District Design Guidelines. The property posting and

written notice shall include, but are not limited to, the location and description of the proposed project and will establish a ten (10) day period in which the staff's preliminary determination of compliance may be appealed. Appeals by the applicant or public of departmental actions on architectural compliance ~~are~~ shall be heard by the Historic District Commission. Appeals shall be by letter or petition and shall contain the name, address, and telephone number of the petitioner, his or her relationship to the project or subject property, reason for requesting the review, and must be received by the Community Development Department within ten days from the date of the notice. The appeal shall be limited to the specific provisions of this Code that are violated by the action taken.

Property within this zone may be subject to subdivision regulations and covenants that regulate design, materials, yard and height more strictly than this Code. This Code does not supersede more restrictive provisions in private covenants.

In addition, no structure within the zone may be painted or repainted without review and approval of the exterior color scheme by the Community Development Department.

Section 7.14.4--Historic Residential Development Low-Density: Architectural Review

Architectural Review: Prior to the issuance of a building permits for any conditional or permitted uses within this zone, the Community Development Department shall review the proposed plans for compliance with ~~the architectural design guidelines prepared by the~~ Historic District ~~Commission~~ Design Guidelines and adopted by resolution of the City Council as a supplement to this ordinance. When the proposed plans for new residential construction and/or exterior remodeling (excluding decks or stairs) are determined by the Community Development Department to comply with the Historic District Design Guidelines, the subject property shall be posted by the Community Development Department and written notice shall be sent to property owners immediately adjacent to the property (*properties directly abutting and across public streets and/or rights-of-way*) by the Community Development Department. The notice shall state that the Community Development Department staff has made a preliminary determination that the proposed plans are in compliance with the Historic District Design Guidelines. The property posting and written notice shall include, but are not limited to, the location and description of the proposed project and will establish a ten (10) day period in which the staff's preliminary determination of compliance may be appealed. Appeals by the applicant or public of departmental actions on architectural compliance ~~are~~ shall be heard by the Historic District Commission. Appeals shall be by letter or petition and shall contain the name, address, and telephone number of the petitioner, his or her relationship to the project or subject property, and reason for requesting the review and must be received by the Community Development Department within ten calendar days from the date of the notice. The appeal shall be limited to the specific provisions of this Code that are violated by the action taken.

Property within this zone may be subject to subdivision regulations and covenants that regulate design, materials, yard and height more strictly than this Code. This Code does not supersede more restrictive provisions in private covenants.

In addition, no structure within the zone may be painted or repainted without review and approval of the exterior color scheme by the Community Development Department.

D. GARAGES/PARKING

7.1.4. SPECIAL PARKING REGULATIONS.

- (a) Tandem parking is permitted for single family and duplex dwellings in the Historic District.
- (b) To encourage the location of parking in the rear, common driveways may be permitted along shared side yard property lines where those drives provide access to parking in the rear of the main building. Restrictions on the deeds to both properties must provide for the preservation of such a shared drive.
- (c) Common parking facilities may be permitted, upon approval of the Planning Department, where such a grouping may facilitate the development of individual buildings that more closely conform to the scale of historic structures in the district as defined in the design guidelines. Parking structures may be permitted, provided that the structure maintains all yard setbacks above grade, but may occupy below grade side yard areas between participating developments.
- ~~(d) In order to minimize the amount of hard-surfaced paving in front yards, the following limits on the widths of paved areas for driveways and exposed parking that are visible from the street shall apply:~~
 - ~~1. For a single family dwelling on a 25-foot wide lot, the total area of hard surface for drive and parking shall not exceed 12 feet in width. The balance of any parking area or drive area shall be made of porous paving material. Drives shared with adjoining properties shall not exceed 35 feet in total width, regardless of placement on the lots involved.~~
 - ~~2. For all other buildings, the total drive area shall not exceed 27 feet in width for hard surfaced drive and parking area, with additional parking and drive area provided with porous paving material. This hard surfaced width may be divided into separate drives, or in a single drive.~~
 - ~~3. Garage door openings in single family structures on 25 foot lots shall not exceed 10 feet in width. On single lots that are more than 25 feet, but less than 37.5 feet in frontage width, the garage door openings shall not exceed 16 feet in width. Duplex~~

~~structures on 50 foot or wider lots may have one garage door opening (or combination of openings) totaling 18 feet in width for each unit of the duplex, or a total of 36 feet in width for the structure. Triplex structures, which are required to have a common underground parking area, shall have only one garage door opening, which shall not exceed 18 feet. Where garage door openings appear on a facade that does not face a street, so the garage is accessed from a common drive between adjoining properties, the Community Development Department may waive the maximum door width if necessary to make the common drive arrangement function:~~

- (e) It is the City's policy to consider allowing a portion of the length of a code required parking stall to be placed within the City right-of-way, subject to the City Engineer's approval. The City Engineer shall consider the likelihood of future roadway changes, utilities, and any other health/safety considerations which may render parking in the right-of-way unacceptable.

E. FLOOR AREA RATIOS (FAR)

Section 7.1.3(b)-- Floor Area Ratio

- (b) ~~Floor Area Ratio. The floor area of all new structures constructed within the HR-1 District shall be limited by the Floor Area Ratio (FAR) which shall be the Floor Area as defined in Chapter 2, divided by the total area of the lot or parcel. For lots up to 1875 square feet, the maximum FAR shall be .9. For parcels of 1876 square feet or larger, the floor area ratio is equivalent to the maximum floor area for the first 1875 square feet (1687 square feet), plus 30% of additional lot square footage.~~

Floor Area Ratio. For lots 1,874 sq. ft. and smaller, the maximum floor area shall be no greater than 1,687 square feet within the HR-1 Zone. The floor area of all new structures constructed within the HR-1 District on lots greater than 1,875 square feet shall be limited by the Floor Area Ratio (FAR) which shall be the Floor Area as defined in Chapter 2, divided by the total area of the lot or parcel. For lots greater than 1,875 sq. ft., the floor area ratio shall be .9 for the first 1,875 sq. ft., plus 30% of the additional lot square footage. The maximum square footage is calculated by the following formula:

$$\text{MAXIMUM FLOOR AREA} = 1687 + (.30 \times (\text{Parcel Size} - 1875))$$

Section 7.14.3(b)

- (b) ~~Floor Area Ratio. The floor area of all new structures constructed within the HRL District shall be limited by the Floor Area Ratio (FAR) which shall be the Floor Area as defined in Chapter 2, divided by the total area of the lot or parcel. For lots up to 1875 square feet, the maximum FAR shall be .9. For parcels of 1876 square feet or larger, the floor area ratio is equivalent to the maximum floor area for the first 1875 square feet (1687 square feet), plus 30% of additional lot square footage.~~

Floor Area Ratio. For lots 25 feet x 75 feet and smaller, the maximum floor area shall be no greater than 1,687 square feet within the HRL Zone. The floor area of all new structures constructed within the HRL Zone on lots greater than 25 feet x 75 feet (1,875 square feet) shall be limited by the Floor Area Ratio (FAR) which shall be the Floor Area as defined in Chapter 2, divided by the total area of the lot or parcel. For lots greater than 25 feet x 75 feet (1875 sq. ft.), the floor area ratio shall be .9 for the first 1875 sq. ft., plus 30% of the additional lot square footage. The maximum square footage is calculated by the following formula:

$$\text{MAXIMUM FLOOR AREA} = 1687 + (.30 \times (\text{Parcel Size} - 1875))$$

SECTION 4. AMENDMENTS TO CHAPTER 8 OF THE LAND MANAGEMENT CODE. With regard to measuring height, Chapter 8 is hereby amended as follows:

BUILDING HEIGHT:

Chapter 8. Supplementary Regulations

Section 8.17--Height Provisions

The total height of the building shall be measured as the vertical distance from natural grade or final grade (whichever yields the smaller/shorter building) at a point three feet out from the foundation wall, as defined in this Code, to the highest point of a flat roof or to the deck line of a mansard roof or to a point midway between the lowest part of the eaves or cornice and the highest ridge of a hip or gable roof. In no case shall a mansard roof or the parapet wall of a flat roof extend more than 18" above the deck line or maximum zone height, whichever is lower. Roofs not clearly fitting clearly any of the above three classifications shall be classified by the Planning Director Community Development Department in accordance with the roof classification it most clearly resembles. Roofs which drain to the center shall be considered as flat or mansard depending on their configuration. To allow for roof pitches and provide usable space within the Structure, the following exceptions apply:

- ~~_____a.~~ The ridge of a gable, hip, gambrel or similarly pitched roof may extend up to five feet above the specifies maximum height limit for the zone.
- ~~_____b.~~ ^{a.} Antennas, chimneys, flues, vents, or similar structures may extend up to five feet above the specified maximum height limit for the zone.
- ~~_____c.~~ ^{b.} Water towers and mechanical equipment may extend up to five feet above the specified maximum height limit.

- d. c. Church spires, bell towers, ~~and like architectural features, as well as flag poles~~ flag poles, and like architectural features as permitted under the Historic District Guidelines, may extend over the specified maximum height limit by up to 50% of the height limit, but shall not contain any habitable spaces above the maximum zone height stated.
- d. In order to accommodate a one-story element and pitched roof with a ridge design running perpendicular to the street, the Community Development Department may permit a building height increase, not to exceed 18 feet to the ridge line when measured from the midpoint of the front/street-side property line. Additional building height, pursuant to this exception, shall not be permitted for portions of the structure further back than 34 feet from the street-front property line. Prior to granting any additional building height, the Community Department shall find that the proposal complies with all requisite policies in the Historic District Design Guidelines and results in a better overall architectural design and neighborhood compatibility.
- e. In order to accommodate a pitched roof running with a ridge design running perpendicular to the street, the Community Development Department may grant additional building height provided that no more than 20% of the ridge line exceeds the height requirements. Prior to granting any additional building height, pursuant to this exception, the Community Department shall find that the proposal complies with all requisite policies in the Historic District Design Guidelines, results in a better overall architectural design, and does not substantially interfere with sight lines of adjacent properties. *(This is intended to promote more historic roof forms and to prevent the proliferation of non-historic, long-sloping roof forms that run parallel to the slope.)*

SECTION 5. AMENDMENTS TO CHAPTER 13 OF THE LAND MANAGEMENT CODE. With regard to parking/garages, Chapter 13 is hereby amended as follows:

PARKING/GARAGES:

13.3. SPECIFIC REQUIREMENT FOR EACH LAND USE.

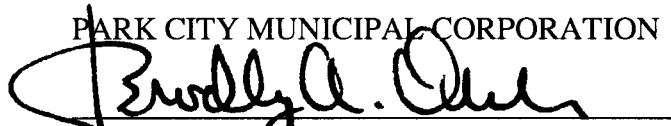
- (a) ~~Required off-street~~ Off-street parking shall be provided for each land use as listed in this section. Multi-family structure uses are shown on the Multi-Family Parking Requirement Table. When applying the table, the parking requirements stated for each use, or combination of uses applies to each dwelling unit within the structure within the zone as shown. In some zones, the parking requirement may vary depending on the size of the project and its proximity to major destinations within the City, where experience has shown a greater or

lesser demand for parking. Other specific uses, and the parking requirement that applies are shown below:

Accessory apartments	One space per bedroom (see Chapter 8.19)
Lock-out unit (HR-1 and HRL Zones)	One space per bedroom
Single family dwelling:	Two spaces
Duplex:	Two spaces per unit (4)
Triplex:	Two spaces per unit (6)
Multi-Family structures larger than triplex structures	See table
Dormitory:	One space per 200 square feet of area devoted to accommodations

SECTION 6. EFFECTIVE DATE. This Ordinance shall become effective upon adoption and shall apply to all Historic District Design Review applications received on or after December 1, 1995.

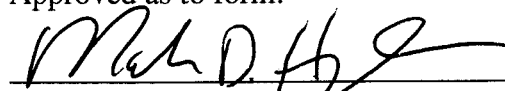
PASSED AND ADOPTED this 7th day of December, 1995.

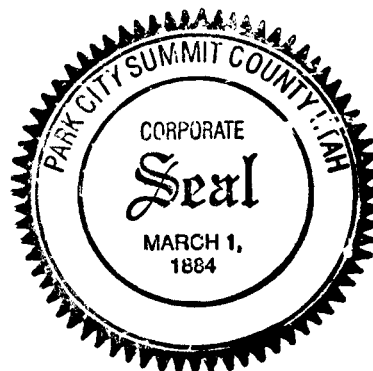
PARK CITY MUNICIPAL CORPORATION

Mayor Bradley A. Olch

Attest:


Janet M. Scott, Deputy City Recorder

Approved as to form:


Mark D. Harrington, Assist City Attorney



Planning Commission Staff Report



Subject: Steep Slopes
Application: PL-23-05673
Authors: Planning, Building, and Engineering Teams
Date: May 24, 2023
Type of Item: Work Session

Recommendation

(I) Review the Steep Slope criteria outlined in the Land Management Code and provide input on potential amendments.

Description

Applicant: Planning Department

Land Management Code: **Historic Residential Low – Density**
Section 15-2.1-6 Development On Steep Slopes

Historic Residential – 1
Section 15-2.2-6 Development On Steep Slopes

Historic Residential – 2
Section 15-2.3-6 Development On Steep Slopes

Sensitive Land Overlay
Chapter 15-2.21

Master Planned Developments
Chapter 15-6

Conditional Use Permits
Section 15-1-10

Requirements for Improvements, Reservations, and Design
Section 15-7.3-1

General Subdivision Requirements
Section 15-7.3-2

Definitions
Section 15-15-1

Reason for Review: The Planning Commission forwards a recommendation to the City Council and the City Council takes Final Action on Land Management Code Amendments¹

CUP	Conditional Use Permit
LMC	Land Management Code
MPD	Master Planned Development
SSCUP	Steep Slope Conditional Use Permit

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

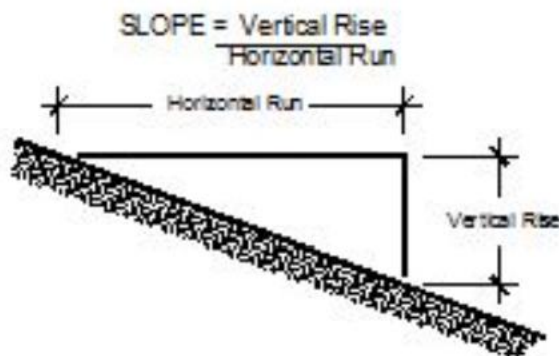
Background

The Planning Commission conducted a series of work sessions in 2022 to identify and prioritize Land Management Code (LMC) amendments for 2023 and established a preliminary schedule for January through March ([Staff Report](#), p. 10-11). Planning staff presented an updated schedule on April 12, 2023, incorporating the Planning Commission's input ([Staff Communication](#)), and scheduling a work session on steep slope and excavation review for May 24, 2023. Planning Commissioners Johnson and Suesser are the liaisons for the steep slope amendments and provided initial input on May 12, 2023.

In addition to evaluating Steep Slope criteria, the Planning Commission requested site visits to learn about the construction process on steep slopes. The Planning, Building, and Engineering teams are preparing site visits for 4:00 PM on June 14, 2023.

Analysis

Land Management Code (LMC) [§ 15-15-1](#) defines *Slope* as “[t]he level of inclination of land from the horizontal plane determined by dividing the horizontal run or distance of the land into the vertical rise or distance of the same land and converting the resulting figure in a percentage value.”



¹ LMC [Section 15-1-7](#)

The LMC defines two Slopes:

- **Slope, Steep.** Slope greater than fifteen percent (15%).
- **Slope, Very Steep.** Slope greater than forty percent (40%).

The LMC addresses development on Steep Slopes through Steep Slope Conditional Use Permits for properties in the Historic Residential Zoning Districts, and through Sensitive Land Overlay, Master Planned Development, Conditional Use Permit, and Subdivision regulations, summarized below, followed by Planning, Building, and Engineering staff and Planning Commission liaison recommendations.

Steep Slope Conditional Use Permit Criteria

Properties proposing development on Steep Slopes 30% or greater in the Historic Residential Low – Density,² Historic Residential – 1,³ and Historic Residential – 2⁴ Zoning Districts must apply for a Steep Slope Conditional Use Permit. The process and criteria outlined in each Zoning District are the same.

In addition to the Steep Slope Conditional Use Permit criteria, development must be “consistent with the Design Guidelines for Historic Districts and Historic Sites Chapter 15-13, and Chapter 15-5.”⁵ LMC [§ 15-13-8\(B\)\(1\)\(b\)](#) *Design Guidelines for New Residential Infill Construction in Historic Districts* requires building and site design to respond to natural features. “New infill residential buildings shall step down or up to follow the existing contours of steep slopes” and “[a] new site’s natural slope shall be respected in a new building design in order to minimize cuts into hillsides, minimize fill, and minimize retaining walls.” For residential infill primary structure mass, scale, and height, LMC [§ 15-13-8\(B\)\(2\)\(a\)\(13\)](#) further establishes variation in building height. “Hillsides for a backdrop for taller buildings, minimizing their perceived height, therefore it may be appropriate for taller building masses to be located on steeper slopes. The facades of taller buildings shall still express a human scale.” Within the Historic Residential Zoning Districts, Final Grade must be within four vertical feet of Existing Grade “except for the placement of approved window wells, emergency egress, and a garage entrance.”⁶

If development is proposed on a Lot that is 3,750 square feet or less, the process is a staff-level Administrative Conditional Use Permit. Lots 3,750 square feet and greater require Planning Commission review.⁷

The criteria the Planning Commission reviews for Steep Slope Conditional Use Permits

² LMC [§ 15-2.1-6](#)

³ LMC [§ 15-2.2-6](#)

⁴ LMC [§ 15-2.3-6](#)

⁵ LMC [§ 15-2.1-6](#)

⁶ LMC [§ 15-2.1-5](#)

⁷ LMC [§ 15-2.1-6](#)

include:

- A. **LOCATION OF DEVELOPMENT.** Development is located and designed to reduce visual and environmental impacts of the Structure.
- B. **VISUAL ANALYSIS.** The Applicant must provide the Planning Department with a visual analysis of the project from key Vantage Points:
 - 1. To determine potential impacts of the proposed Access, and Building mass and design; and
 - 2. To identify the potential for Screening, Slope stabilization, erosion mitigation, vegetation protection, and other design opportunities.
- C. **ACCESS.** Access points and driveways must be designed to minimize Grading of the natural topography and to reduce overall Building scale. Shared Driveways and Parking Areas, and side Access to garages are strongly encouraged, where feasible.
- D. **TERRACING.** The project may include terraced retaining Structures if necessary to regain Natural Grade.
- E. **BUILDING LOCATION.** Buildings, Access, and infrastructure must be located to minimize cut and fill that would alter the perceived natural topography of the Site. The Site design and Building Footprint must coordinate with adjacent Properties to maximize opportunities for open Areas and preservation of natural vegetation, to minimize driveway and Parking Areas, and to provide variation of the Front Yard.
- F. **BUILDING FORM AND SCALE.** Where Building masses orient against the Lot's existing contours, the Structures must be stepped with the Grade and broken into a series of individual smaller components that are Compatible with the District. Low profile Buildings that orient with existing contours are strongly encouraged. The garage must be subordinate in design to the main Building. In order to decrease the perceived bulk of the Main Building, the Planning Director and/or Planning Commission may require a garage separate from the main Structure or no garage.
- G. **SETBACKS.** The Planning Director and/or Planning Commission may require an increase in one or more Setbacks to minimize the creation of a "wall effect" along the Street front and/or the Rear Lot Line. The Setback variation will be a function of the Site constraints, proposed Building scale, and Setbacks on adjacent Structures.
- H. **DWELLING VOLUME.** The maximum volume of any Structure is a function of the Lot size, Building Height, Setbacks, and provisions set forth in this Chapter. The Planning Director and/or Planning Commission may further limit the volume of a proposed Structure to minimize its visual mass and/or to mitigate differences in scale between a proposed Structure and existing Structures.
- I. **BUILDING HEIGHT (STEEP SLOPE).** The Zone Height in the HRL District is twenty-seven feet (27') and is restricted as stated above in Section 15-2.1-5. The Planning Director and/or Planning Commission may require a reduction in Building Height for all, or portions, of a proposed Structure to minimize its visual mass and/or to mitigate differences in scale between a proposed Structure and the Historic character of the neighborhood's existing residential Structures.

The Planning Commission's review is primarily a visual analysis regarding the design of the proposed development within the context of the neighborhood. Applicants submit a [Steep Slope Conditional Use Permit Application](#) and are required to provide existing conditions, proposed plans, photographic panoramic views of the existing property, a streetscape elevation, landscape plans showing retaining walls, and contextual analysis of visual impact of new construction on adjacent sites.

Sensitive Land Overlay Criteria

Sensitive Land Overlay evaluations are generally completed during initial subdivision review and implemented through lot and open space configuration, building pads, and other plat notes that govern future development. The purpose of the Sensitive Land Overlay is in part to prohibit development on Steep Slopes and protect and preserve environmentally sensitive land and clustering development while allowing reasonable use of property.⁸ Applicants proposing development in the Sensitive Land Overlay must identify Steep Slopes as part of a Sensitive Lands Analysis.⁹ The Sensitive Lands Analysis requires the following for Steep Slopes:

SLOPE/TOPOGRAPHIC MAP. A Slope and topographic map based on a certified boundary survey depicting contours at an interval of five feet (5') or less. The map must identify Very Steep Slopes within fifty feet (50') of the Property boundary and must highlight Areas of high geologic hazard, Areas subject to land sliding, and all Steep Slopes for Areas with a rise of at least twenty-five (25') vertically and a run of at least fifty feet (50') horizontally in the following categories:

1. Greater than fifteen percent (15%), but less than or equal to thirty percent (30%);
2. Greater than thirty percent (30%) but less than or equal to forty percent (40%); and
3. Very Steep Slopes, greater than forty percent (40%).

FOR PROPERTIES WITH STEEP SLOPES OR WITH VERY STEEP SLOPES WITHIN FIFTY FEET (50') OF THE PROPERTY, THE FOLLOWING ARE ALSO REQUIRED:

4. **SOIL INVESTIGATION REPORT.** A soil investigation report, including but not limited to shrink-swell potential water table elevation, general soil classification and suitability for Development, erosion potential, hazardous material analysis, and potential frost action. The soils report shall indicate whether the property is 1) within the Prospector Soils Ordinance area and 2) within a Point Source water protection zone.
5. **GEOTECHNICAL REPORT.** A geotechnical report which must include the location of major geographic and geologic features, the depth of bedrock,

⁸ LMC [§ 15-2.21-1](#)

⁹ LMC [§ 15-2.21-2\(A\)](#)

structural features, folds, fractures, etc., and potential land slide and other high-hazard Areas such as mine shafts and avalanche paths.

6. **ADDITIONAL SLOPE INFORMATION.** A Slope/topographic map depicting contours at an interval of two feet (2').

As a result of the City Council's recent adoption of Sensitive Land Overlay updates as recommended by the Planning Commission,¹⁰ the Soil Investigation Report, Geotechnical Report, and additional slope information were shifted from discretionary to required for all Applications proposing development on Steep Slopes. The [Sensitive Land Overlay Application](#) submittal requirements have been updated to require standardization in how slopes are illustrated on submittal materials.

LMC [§ 15-2.21-4](#) prohibits development on or within 50 feet of Very Steep Slopes (40% or greater) that cover a topographic area at least 25 feet vertically upslope or downslope and 50 feet horizontally. LMC [§ 15-2.21-4](#) further establishes Planning Commission discretion to vary setbacks from Very Steep Slope if:

- It does not create an intrusion by buildings into the Ridge Line Area viewed from Vantage Points
- Building areas do not create excessive cut or fill slopes
- Limits of Disturbance around any structure in the setback is limited to the minimal area necessary to excavate and backfill the foundation
- No additional erosion, land subsidence, or avalanche hazard is created
- The site plan results in improved organization of units through vegetation avoidance, minimization of changes to the viewshed from public areas, and reduction of site disturbance
- Reductions in setback results in a reduction in overall project density or massing

LMC [§ 15-2.21-4\(B\)](#) requires Applicants to “avoid or, to the greatest extent possible, minimize proposed cuts and fills.” Graded slopes must be recontoured to the natural, varied contour of surrounding terrain.

Additional regulations include:

BENCHING OR TERRACING. Benching or terracing to provide additional or larger Building Sites is prohibited.

STREETS AND ROADS. Streets and roads, proposed for Steep Slopes may not:

1. Cross Slopes of thirty percent (30%) or greater. A short run of not more than one hundred feet (100') may be allowed to cross Slopes greater than thirty percent (30%) if the Planning Director and the City Engineer conclude that such Streets or roads will not have significant adverse visual, environmental, or safety impacts.

¹⁰ [Ordinance No. 2023-19](#)

2. Streets and roads proposed to cross Slopes greater than ten percent (10%) are allowed, subject to the following:
 - a. Proof that such Street and/or road will be built with minimum environmental damage and within acceptable public safety parameters; and
 - b. Such Street and road design generally follows contour lines to preserve the natural character of the land, and are Screened with trees or vegetation.
3. Cutting and filling is minimized and appropriately re-vegetated.

RETAINING WALLS. The Use, design, and construction of all retaining walls is subject to an Administrative Permit based upon assessment of visual impact, Compatibility with surrounding terrain and vegetation, and safety.

LANDSCAPING AND REVEGETATION. An Applicant must commit to landscaping or re-vegetating exposed Slopes. Topsoil from any disturbed portion of a Steep Slope must be preserved and utilized in re-vegetation. Fill soil must be of a quality to support plant growth.

PRIVATE DEVELOPMENT DESIGN STANDARDS. All Development on Steeps Slopes shall comply with the design standards set forth in LMC Chapter 15-5.

OPEN SPACE AND DENSITY ON DELINEATED PORTIONS OF SITES WITH STEEP SLOPES GREATER THAN FIFTEEN PERCENT (15%) BUT LESS THAN OR EQUAL TO FORTY PERCENT (40%). In addition to the specific Development regulations set forth above, the following regulations apply:

1. **OPEN SPACE.** Seventy-five percent (75%) of the Steep Slope Area must remain as Open Space.
2. **DEVELOPABLE LAND.** Twenty-five percent (25%) of the Steep Slope Area may be Developed in accordance with the underlying zoning subject to the following conditions:
 - a. **MAXIMUM DENSITY.** The maximum Density on Developable Land within a Steep Slope Area is governed by the underlying zoning and proof that the proposed Density will not have a significant adverse visual or environmental affect on the community.
 - b. **LOCATION OF DEVELOPABLE LAND.** The Developable Land in a Steep Slope Area is that Area with the least visual and environmental impacts, as determined by the Sensitive Lands Determination (See Section 15-2.21-2(C)), including the Visual Assessment, and considering the visual impact from key Vantage Points, potential for Screening location of natural drainage channels, erosion potential, vegetation protection, Access, and similar Site design criteria. Based upon such analysis, the Planning Department may require the Applicant to Site the Developable Land pursuant to one or more of the following techniques:
 1. Clustered Development, or

2. dispersed Development, or
 3. Transfer of Density to the least sensitive portions of the Site.¹
- c. **DENSITY TRANSFER.** Upon proof of a sensitive Site plan, the Applicant may Transfer up to twenty-five percent (25%) of the Densities from the Open Space portion of the Site to the Developable Land.
 - d. **SUITABILITY DETERMINATION.** The Applicant must prove that the Development will have no significant adverse impact on adjacent Properties. The Planning Commission shall determine that the Proposal complies with this Chapter if the Applicant proves:
 1. The Density is Compatible with that of adjacent Properties.
 2. The Architectural Detail, height, building materials, and other design features of the Development are Compatible with adjacent Properties.
 3. The Applicant has adopted appropriate mitigation measures such as landscaping, Screening, illumination standards, and other design features to buffer the adjacent Properties from the Developable Land.

OPEN SPACE AND DENSITY ON VERY STEEP SLOPES.

1. **REQUIRED OPEN SPACE.** One hundred percent (100%) of the Very Steep Slope Area shall remain in open space. No vegetation within fifty vertical feet (50') in elevation of the Very Steep Slope Area shall be disturbed, except as permitted by the Planning Commission per Section 15-2.21-4.
2. **TRANSFER OF DENSITY.** Up to ten percent (10%) of the Densities otherwise allowed in the zone may be transferred to Developable Land subject to a Suitability Determination (See Section 15-2.21-4(H)(2)(d)).

MASTER PLANNED DEVELOPMENT (MPD) TDR OPEN SPACE

REQUIREMENTS. The Planning Commission at the time of Master Planned Development or Subdivision review, may reduce the TDR Open Space requirements upon a determination that:

1. the Sensitive Land Open Space set aside is sufficient for the Development,
2. sufficient neighborhood and TDR Open Space is set aside within the Developable Land to serve residents of the Development, and
3. not less than twenty percent (20%) of the Developable Land is set aside for TDR Open Space.

DENSITY BONUSES. In addition to the Density Transfers permitted pursuant to this Section, the Planning Department may recommend that the Planning Commission grant up to a twenty percent (20%) increase in Transferable Densities if the Applicant:

1. offers to preserve Open Space to ensure the long-term protection of a significant environmentally or visually sensitive Area in a manner approved by the City; or
2. provides public Access as shown on the Trails Master Plan; or
3. restores degraded wetlands or environmental Areas on the Site or makes other significant environmental improvements.

Master Planned Development Criteria

Master Planned Developments are required for 10,000 square feet of commercial or 20,000 square feet of residential development. The purpose of Master Planned Developments (MPDs) are in part to provide design flexibility for well-planned, mixed use development that are compatible with the neighborhood.¹¹ The goals of the MPD regulations include complementing the natural features of the site.¹²

LMC [§ 15-6-5\(G\)\(1\)](#) require units to be “clustered on the most developable and least visually sensitive portions of the Site” in part to protect Significant Vegetation. LMC [§ 15-6-5](#) further requires that:

- Projects be designed to minimize grading and the need for large retaining structures
- Roads, utility lines, and structures be designed to work with existing grade
- Cuts and fills be minimized

LMC [§ 15-6-6](#) requires the Planning Commission to find the following when approving an MPD. The MPD:

- Compliments the natural features on the site and preserves significant features or vegetation to the extent possible
- Meets the Sensitive Land requirements and is designed to place development on the most developable land and least visually obtrusive portions of the site

Conditional Use Permit Criteria

One of the criteria the Planning Commission reviews when evaluating a Conditional Use Permit (CUP) Application is review of whether or not the proposed Conditional Use mitigates impacts of and addresses “Steel Slopes.”¹³ No additional standards or criteria are established.

¹¹ LMC [§ 15-6-1](#)

¹² LMC [§ 15-6-1\(A\)](#)

¹³ LMC [§ 15-1-10\(E\)\(15\)](#)

Subdivisions

LMC [§ 15-7.3-1\(D\)](#) *Conformance to Applicable Rules and Regulations* states “[l]and which the Planning Commission finds to be unsuitable for Subdivision or Development due to flooding, improper drainage, Steep Slopes . . . which will reasonably be harmful to the safety, health, and general welfare of the present or future inhabitants of the Subdivision and/or its surrounding areas, shall not be subdivided or developed unless adequate methods are formulated by the Developer and approved by the Planning Commission, upon recommendation of a qualified engineer, to solve the problems created by the unsuitable land conditions. The burden of the proof shall lie with the Developer. Such land shall be set aside or reserved for Uses and shall not involve such danger.”

LMC [§ 15-7.3-2\(F\)](#) states roads and utility lines should be designed to work with existing grade and cut and fill slopes should be minimized.

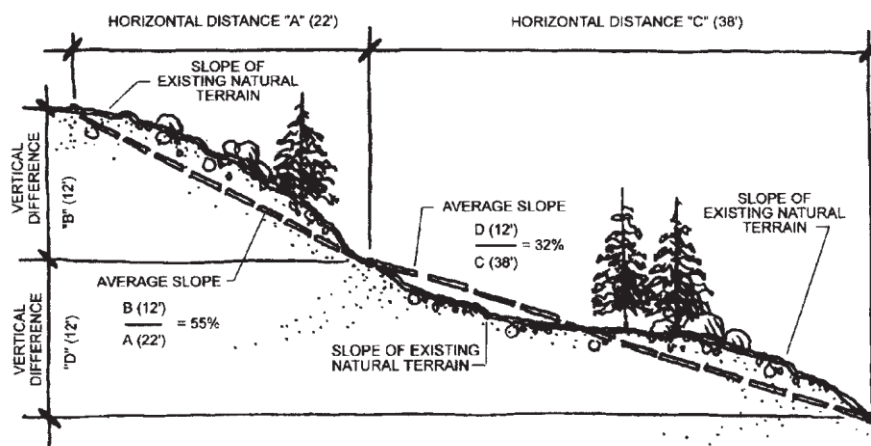
Recommendations

Define Key Terms

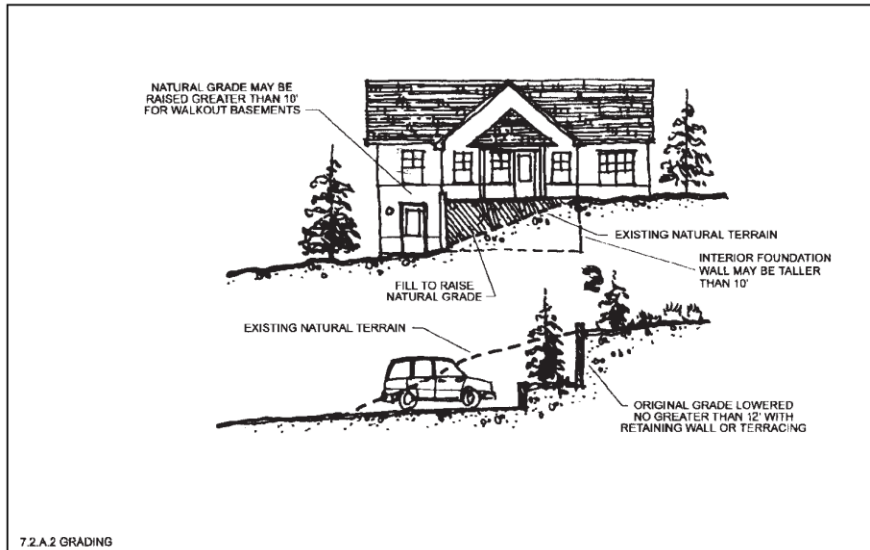
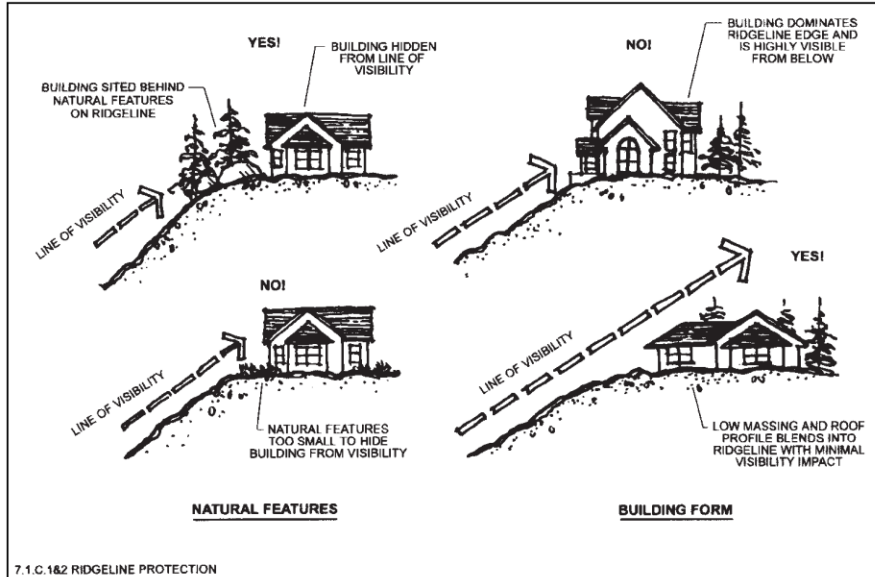
LMC § 15-15-1 defines *Slope*, *Steep Slope*, and *Very Steep Slope*. To establish clarity and consistency in reviews, staff recommends defining key terms like *cut and fill*,¹⁴ *shoring*, *terracing*, *benching*, *geotechnical report*, and *soil investigation report*.

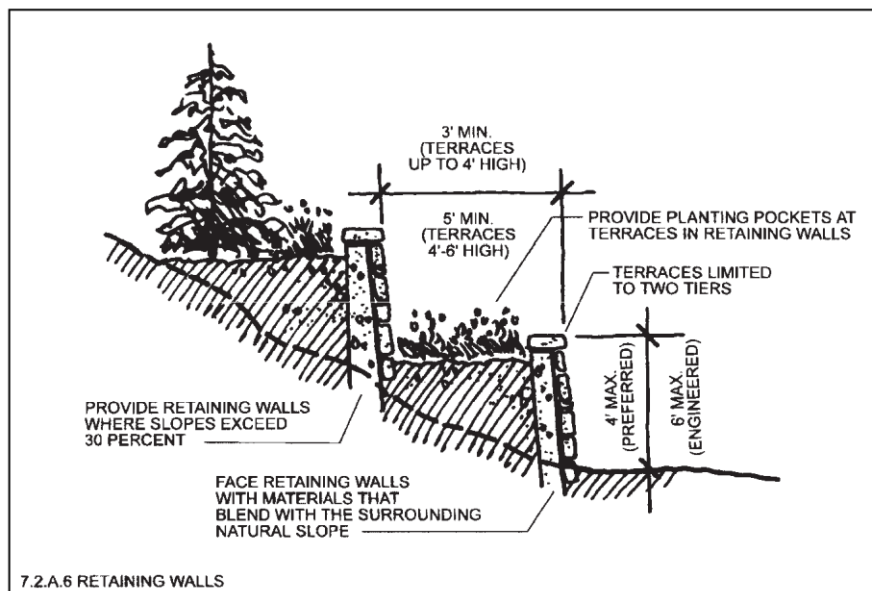
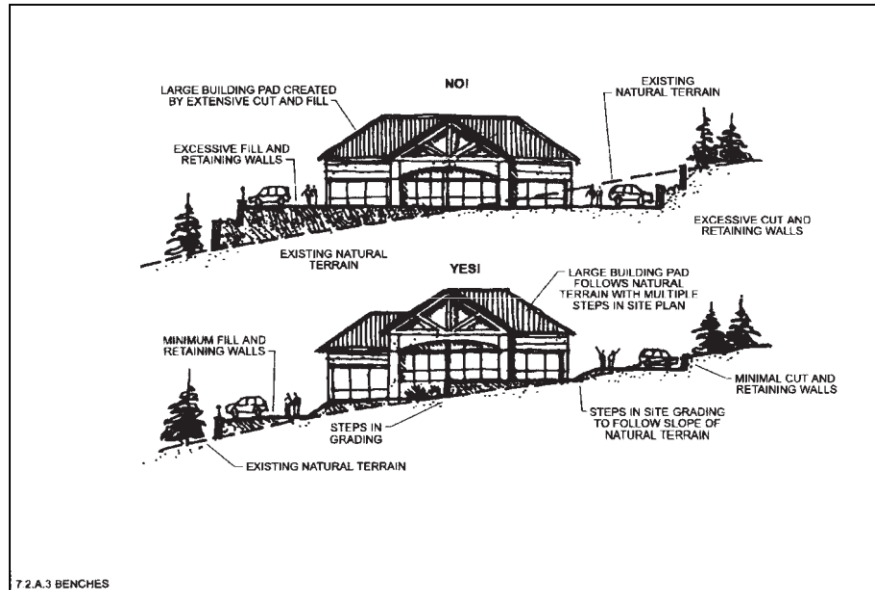
Illustrate Key Concepts

Some Municipal Codes like Estes Park, Colorado, illustrate slope protection standards to clarify key concepts and compare desired and undesired outcomes:



¹⁴ See the Taos, New Mexico Municipal Code [Section 16.08.020.3](#)





15

Shift Administrative Steep Slope Reviews from Staff to the Planning Commission

Staff reviews development proposed on a Lot that is 3,750 square feet or less. Lots 3,750 square feet and greater require Planning Commission review.¹⁵ Due to changes to Utah Code and limitations on building permit reviews, staff recommends amending the LMC to require Planning Commission review for all Steep Slope Conditional Use Permits. See page 4 of the [Final Action Staff Report](#) the Planning Commission was scheduled to review on May 10, 2023, but continued to June 14, 2023.

¹⁵ Municipal Code of Estes Park [Section 7.1 – Slope Protection](#)

¹⁶ LMC [§ 15-2.1-6](#)

Establish Baseline Geotechnical Report Requirements

Geotechnical reports must be certified by a licensed geotechnical engineer. Some communities further establish baseline standards for geotechnical reports. For example, San Francisco, California, codified eleven criteria a geotechnical investigation must identify¹⁷ and Pittsburgh, Pennsylvania, while not codified, provides established standards and information on the requirements for geotechnical reports.¹⁸

Require a Geotechnical Report with Application Submittal

Current practice is for Applicants proposing development on Steep Slopes to submit a geotechnical report, temporary shoring plan, and soil stabilization details as Conditions of Approval that are reviewed at the building permit phase. Standard Conditions of Approval identified by the Engineering and Building Departments as part of the Development Review Committee process include the following:

- The Applicant shall submit a plan demonstrating how they will provide the temporary shoring needed during construction prior to submitting a building permit, subject to City Engineer approval.
- The Applicant shall submit a geotechnical report and design of the temporary shoring and final slope stability prior to submitting a building permit, subject to City Engineer approval.
- The Applicant shall provide soil stabilization details documenting how the disturbed area will be restored and stabilized prior to submitting a building permit, subject to City Engineer approval.

At the building permit phase, Applicants must submit a geotechnical report certified by a geotechnical engineer. As a result of this report, there may be proposed modifications to retaining walls and other design elements.

The Building and Engineering Departments recommend code amendments to require a geotechnical report certified by a geotechnical engineer as part of Application submittal for Planning Commission review to allow for comprehensive evaluation of required disturbance to the site and final retaining walls as part of the design and visual analysis.

Establish Parameters for Steep Slope Reviews

Some Steep Slope regulations establish parameters like maximum cut slopes,¹⁹ limits on changes to natural grade with limited exceptions,²⁰ defined limits on manmade slopes and limits of disturbance,²¹ and regulations on site clearing and grading within a

¹⁷ San Francisco Building Code [Section 1803.6](#)

¹⁸ See the Pittsburgh Department of City Planning [Geotechnical Report](#)

¹⁹ Taos, New Mexico Municipal Code [Section 15.24.070\(A\)\(4\)](#)

²⁰ Estes Park, Colorado Municipal Code [Section 7.1 – Slope Protection](#)

²¹ *Id.*

defined development envelope and cut and fill performance standards.²²

Align Steep Slope Criteria

Lastly, staff recommends updates for consistent criteria in Steep Slope Conditional Use Permits, Sensitive Land Overlay, Master Planned Development, Conditional Use Permit, and Subdivision regulations.

Related Utah State Code Provisions:

10-9a-507. Conditional uses.

(1)

(a) A municipality may adopt a land use ordinance that includes conditional uses and provisions for conditional uses that require compliance with objective standards set forth in an applicable ordinance.

(b) A municipality may not impose a requirement or standard on a conditional use that conflicts with a provision of this chapter or other state or federal law.

(2)

(a)

(i) A land use authority shall approve a conditional use if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed use in accordance with applicable standards.

(ii) The requirement described in Subsection (2)(a)(i) to reasonably mitigate anticipated detrimental effects of the proposed conditional use does not require elimination of the detrimental effects.

(b) If a land use authority proposes reasonable conditions on a proposed conditional use, the land use authority shall ensure that the conditions are stated on the record and reasonably relate to mitigating the anticipated detrimental effects of the proposed use.

(c) If the reasonably anticipated detrimental effects of a proposed conditional use cannot be substantially mitigated by the proposal or the imposition of reasonable conditions to achieve compliance with applicable standards, the land use authority may deny the conditional use.

(3) A land use authority's decision to approve or deny conditional use is an administrative land use decision.

(4) A legislative body shall classify any use that a land use regulation allows in a zoning district as either a permitted or conditional use under this chapter.

Effective 5/3/2023

10-9a-509. Applicant's entitlement to land use application approval -- Municipality's requirements and limitations -- Vesting upon submission of development plan and schedule.

(1)

(a)

(i) An applicant who has submitted a complete land use application as described in Subsection (1)(c), including the payment of all application fees, is entitled to substantive review of the application under the land use regulations:

(A) in effect on the date that the application is complete; and

(B) applicable to the application or to the information shown on the application.

(ii) An applicant is entitled to approval of a land use application if the application conforms to the requirements of the applicable land use regulations, land use decisions, and development standards in effect when the applicant submits a complete application and pays application fees, unless:

(A) the land use authority, on the record, formally finds that a compelling, countervailing public

²² Bend, Oregon Municipal Code [Section 16.10.070](#)

interest would be jeopardized by approving the application and specifies the compelling, countervailing public interest in writing; or

(B) in the manner provided by local ordinance and before the applicant submits the application, the municipality formally initiates proceedings to amend the municipality's land use regulations in a manner that would prohibit approval of the application as submitted.

(b) The municipality shall process an application without regard to proceedings the municipality initiated to amend the municipality's ordinances as described in Subsection (1)(a)(ii)(B) if:

(i) 180 days have passed since the municipality initiated the proceedings; and

(ii)

(A) the proceedings have not resulted in an enactment that prohibits approval of the application as submitted; or

(B) during the 12 months prior to the municipality processing the application, or multiple applications of the same type, are impaired or prohibited under the terms of a temporary land use regulation adopted under Section 10-9a-504.

(c) A land use application is considered submitted and complete when the applicant provides the application in a form that complies with the requirements of applicable ordinances and pays all applicable fees.

(d) A subsequent incorporation of a municipality or a petition that proposes the incorporation of a municipality does not affect a land use application approved by a county in accordance with Section 17-27a-508.

(e) The continuing validity of an approval of a land use application is conditioned upon the applicant proceeding after approval to implement the approval with reasonable diligence.

(f) A municipality may not impose on an applicant who has submitted a complete application a requirement that is not expressed in:

(i) this chapter;

(ii) a municipal ordinance in effect on the date that the applicant submits a complete application, subject to Subsection 10-9a-509(1)(a)(ii); or

(iii) a municipal specification for public improvements applicable to a subdivision or development that is in effect on the date that the applicant submits an application.

(g) A municipality may not impose on a holder of an issued land use permit or a final, unexpired subdivision plat a requirement that is not expressed:

(i) in a land use permit;

(ii) on the subdivision plat;

(iii) in a document on which the land use permit or subdivision plat is based;

(iv) in the written record evidencing approval of the land use permit or subdivision plat;

(v) in this chapter;

(vi) in a municipal ordinance; or

(vii) in a municipal specification for residential roadways in effect at the time a residential subdivision was approved.

Effective 5/4/2022

10-9a-521. Wetlands.

(1) A municipality may not designate or treat any land as wetlands unless the United States Army Corps of Engineers or other agency of the federal government has designated the land as wetlands.

10-9a-103. Definitions.

(18) "Geologic hazard" means:

(a) a surface fault rupture;

(b) shallow groundwater;

(c) liquefaction;

(d) a landslide;

(e) a debris flow;

(f) unstable soil;

- (g) a rock fall; or
- (h) any other geologic condition that presents a risk:
- (i) to life;
- (ii) of substantial loss of real property; or
- (iii) of substantial damage to real property.

10-9a-703. Appealing a land use authority's decision -- Panel of experts for appeals of geologic hazard decisions -- Automatic appeal for certain decisions.

(2)

(a) A land use applicant who has appealed a decision of the land use authority administering or interpreting the municipality's geologic hazard ordinance may request the municipality to assemble a panel of qualified experts to serve as the appeal authority for purposes of determining the technical aspects of the appeal.

(b) If a land use applicant makes a request under Subsection (2)(a), the municipality shall assemble the panel described in Subsection (2)(a) consisting of, unless otherwise agreed by the applicant and municipality:

- (i) one expert designated by the municipality;
- (ii) one expert designated by the land use applicant; and
- (iii) one expert chosen jointly by the municipality's designated expert and the land use applicant's designated expert.

(c) A member of the panel assembled by the municipality under Subsection (2)(b) may not be associated with the application that is the subject of the appeal.

(d) The land use applicant shall pay:

- (i) 1/2 of the cost of the panel; and
- (ii) the municipality's published appeal fee.

MEMORANDUM

Date: April 19, 2023
To: Park City
From: Hales Engineering



Subject: Park City Holiday Village & Parkside Parking Study

UT23-2487

Introduction

This memorandum discusses the parking study completed for the proposed Holiday Village & Parkside development located in Park City, Utah. The study identifies the City parking supply rates and parking demand rates identified at nearby local affordable housing units. The proposed development is located northeast of the Monitor Drive & Bonanza Drive / Kearns Boulevard (S.R. 248) intersection in Park City, Utah. A vicinity map of the project site is shown in Figure 1.

Project Description

The development consists of 317 multi-family affordable housing units, including 26 three-bedroom units, 99 two-bedroom units, 108 one-bedroom units, and 84 studio units. The three-bedroom units are planned to be sized between 1,000 and 2,000 square feet and the rest of the units sized less than 1,000 square feet. A summary of the unit and bedroom count is shown in Table 1.

Table 1: Summary of Proposed Unit Count

Unit Type	# Units	# Bedrooms
Studio	84	84
1-Bedroom	108	108
2-Bedroom	99	198
3-Bedroom	26	78
TOTAL	317	468

A supply of 268 parking stalls is currently planned for the project. An underground parking structure will contain 256 of those parking stalls and an additional 12 parking stalls will be provided at surface level. Included within the parking garage stall count are 7 motorcycle parking stalls and 54 electric vehicle charging stalls. There are also 74 bicycle parking stalls proposed. A site plan is provided in Appendix A.



Figure 1: Site vicinity map of the project in Park City, Utah

City Parking Code

The Park City Municipal code specifies parking rates for various land use types. The required parking rates found in the City code for the study land uses are shown in Table 2. The calculations for the parking required by the City without any reductions are shown in Table 3. As shown, it is anticipated that the City would require 330 parking stalls for the proposed development.

Table 2: City Parking Rates

Land Use	Unit Type	Rate
Multi-Unit Dwelling	< 1,000 sq. ft.	1 per dwelling unit
	1,000 – 2,000 sq. ft.	1.5 per dwelling unit
	> 2,000 sq. ft.	2 per dwelling unit

Source: Park City Municipal code, 2023

Table 3: City Parking Calculations – No Reductions

City Parking Calculations Park City - Holiday Village & Parkside				
Land Use	# of Units	Unit Type	Rate (stalls per unit)	Total Stalls
Multi-Unit Dwelling (< 1,000 sq. ft.)	291	Units	1.00	291
Multi-Unit Dwelling (1,000 - 2,000 sq. ft.)	26	Units	1.50	39
TOTAL				330
Source: Park City Municipal code, 2023.				

Parking Reductions

Park City allows for potential parking requirement reductions for affordable housing developments based on a number of criteria from Section 15-6.1-9D of the City code. There is no provided quantification for how much reduction can be applied from implementing each of these strategies. However, there are quantitative measures provided in a South Salt Lake study from national sources that were applied to estimate the potential reduction that these strategies could have. Since those quantitative measures are in a per unit rate, a ratio was used to calculate a percentage reduction based on nationwide rates found in the Institute of Transportation Engineering (ITE), *Parking Generation Manual*, 5th Edition, 2019. The following criteria are listed in the Park City code with the reduction percentage listed in parentheses:

- **The development is within ¼-mile from a bus stop that includes a waiting shelter consistent with City standards (11%)**
 - There are multiple bus stops adjacent to the development within a quarter mile that offer waiting shelters, and a new enhanced bus stop is planned on Monitor Drive as a part of the development. There are also planned micro-transit pullouts at the development.
- **On-Site parking is provided for motorcycles and/or scooters (1%)**
 - There are planned motorcycle stalls as part of the development.
- **Bicycle parking exceeds the requirements of Section 15-3-9 (4%)**
 - New construction of Multi-Unit Dwellings must provide at least three (3) bicycle Parking Spaces or ten percent (10%) of the required off-Street Parking Spaces, whichever is greater, for the temporary storage of bicycles. The development is planning on providing 74 bicycle parking spaces, which equates to approximately 22% of the required off-street parking spaces.
- **The development provides dedicated parking spaces for resident carshare vehicles (4%)**
 - The development is open to providing resident carshare vehicles. If this is pursued, it is recommended that at least 4 carshare vehicles be provided for the development.

The development has also stated that they plan to enforce one vehicle per unit to reduce parking demand and that there is potential to encourage use of parking stalls off-site at the Richardson Flat Park and Ride lot and shuttle to and from the parking lot with a shared agreement. These were not assumed within the reduction calculation.

A summary of the City Parking calculations with these reductions is shown in Table 4. As shown, it is anticipated that a parking supply of 265 parking stalls would be recommended after all of the affordable housing parking reductions are taken into consideration.

Table 4: City Parking Calculations with Reductions

City Parking Calculations Park City - Holiday Village & Parkside						
Land Use	# of Units	Unit Type	Rate (stalls per unit)	Stalls	% Red.	Total Stalls
Multi-Unit Dwelling (< 1,000 sq. ft.)	291	Units	1.00	291	20%	233
Multi-Unit Dwelling (1,000 - 2,000 sq. ft.)	26	Units	1.50	39	20%	32
TOTAL				330		265

Source: Park City Municipal code, 2023.

Local Parking Demand

Local parking demand counts were taken at a time between 12-4 a.m. at three affordable multi-family residential complexes within the Park City area on Monday, April 18, 2023. These include the existing Parkside and Holiday Village areas, as well as the Iron Horse Park Apartments. Since two of these locations were mostly two- and three-bedroom units, the parking demand rate per bedroom was found to be more consistent among all three locations. An average rate of 0.64 parking stalls per bedroom was calculated from the local counts.

The parking demand counts were taken at apartment complexes with nearby transit already accessible so the full 20% reduction is not applicable. However, with planned improvements to the transit infrastructure at the development including a new enhanced bus stop and a micro-transit pullout, it was assumed that approximately half of the 11% transit could be applied. Therefore a range for the total reduction of 14-16% was used in the calculation. The parking demand and supply calculations are shown in Table 5.

Table 5: Local Parking Demand

Local Parking Demand and Supply Park City - Holiday Village & Parkside							
Land Use	# of Units	Unit Type	Average Rate	Total	Reductions	Demand	Supply (+5%)
Affordable Housing	468	Bedrooms	0.64	300	14 - 16%	252 - 258	265 - 271

Source: Hales Engineering, 2023

Since the local rates represent actual parking demand, it is common to provide a parking supply beyond what the anticipated demand is to accommodate occasional surges in demand and to reduce the need for drivers to circle the parking lot to find an open stall. Hales Engineering recommends providing 5% additional stalls beyond the anticipated demand for residential developments. Based on this, a supply of approximately 265 – 271 parking stalls should be provided for the project based on local data.

Comparison and Recommendation

A comparison of the proposed supply, the local parking demand, and the city's parking requirement including any applicable parking reductions is shown in Table 6. Based on the provided information, Hales Engineering recommends that at least 265 to 271 stalls be provided for the project if all previously mentioned parking demand reduction strategies are pursued and implemented by the development. The development will need to implement effective transit management strategies in order for parking reductions to be maximized.

Table 6: Parking Comparison

Source	# of Stalls
Proposed Site Plan	268
Local Parking Demand + 5%	265 - 271
City Requirement (no reductions)	330
City Requirement w/ Reductions	265

Conclusions

The key findings of this study are as follows:

- The proposed development includes 317 multi-family affordable housing units and a total count of 468 bedrooms
- There are 268 proposed parking stalls, including 7 motorcycle parking stalls and 54 electric vehicle charging stalls
- Park City would require 330 parking stalls for the proposed development without considering any potential parking reduction strategies
- Park City allows for a reduction in parking requirements for affordable housing developments
 - An estimated 20% reduction in the parking requirement was calculated based on the development being nearby existing and planned transit facilities, having more than twice the required bicycle parking stalls, having carshare parking stalls, and having motorcycle parking stalls
 - With these reductions, the parking requirement is reduced to 265 parking stalls
- Local parking demand counts were taken at three existing affordable housing apartment locations within Park City, including the two that exist on-site
 - An average parking demand rate of 0.64 parking stalls per bedroom was calculated

- An additional 5% buffer was used to convert the parking demand to a recommended parking supply
- With the reductions and the buffer taken into account, the recommended parking supply is at least 265 to 271 parking stalls if all parking demand reduction strategies are pursued and implemented by the development.

If you have any questions regarding this memorandum, please contact us at 801.766.4343.

APPENDIX A

Site Plan



Building C - Units
(2) [Unit Icon]
(24) [Unit Icon]
(6) [Unit Icon]
32 Total Units

Building C - Parking
(35) [Car Icon] RD District
(34) [Car Icon] Market Rate
(18) [Car Icon] Affordable housing
35 [Car Icon] Underground
(7) [EV Icon]
(12) [Bike Icon]

Building A - Units
(26) [Unit Icon]
(14) [Unit Icon]
(5) [Unit Icon]
45 Total Units

Building A - Parking
(48) [Car Icon] RD District
(35) [Car Icon] Market Rate
(12) [Car Icon] Affordable housing
34 [Car Icon] Underground
(7) [EV Icon]
(8) [Bike Icon]

Building F - Units
(12) [Unit Icon]
(20) [Unit Icon]
(18) [Unit Icon]
50 Total Units

Building F - Parking
(50) [Car Icon] RD District
(35) [Car Icon] Market Rate
(10) [Car Icon] Affordable housing
43 [Car Icon] Underground
(9) [EV Icon]
(12) [Bike Icon]

Building B - Units
(27) [Unit Icon]
(12) [Unit Icon]
(5) [Unit Icon]
44 Total Units

Building B - Parking
(47) [Car Icon] RD District
(33) [Car Icon] Market Rate
(11) [Car Icon] Affordable housing
34 [Car Icon] Underground
4 [Car Icon] Surface
(8) [EV Icon]
(12) [Bike Icon]

Building E - Units
(21) [Unit Icon]
(4) [Unit Icon]
(1) [Unit Icon]
(5) [Unit Icon]
36 Total Units

Building E - Parking
(39) [Car Icon] RD District
(25) [Car Icon] Market Rate
(7) [Car Icon] Affordable housing
25 [Car Icon] Underground
(5) [EV Icon]
(12) [Bike Icon]

Building D - Units
(39) [Unit Icon]
(4) [Unit Icon]
(12) [Unit Icon]
(5) [Unit Icon]
60 Total Units

Building D - Parking
(63) [Car Icon] RD District
(41) [Car Icon] Market Rate
(11) [Car Icon] Affordable housing
44 [Car Icon] Underground
(9) [EV Icon]
(6) [Bike Icon]

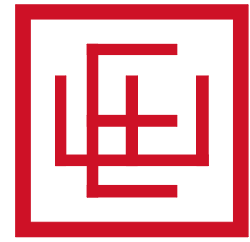
Building G - Units
(12) [Unit Icon]
(20) [Unit Icon]
(18) [Unit Icon]
50 Total Units

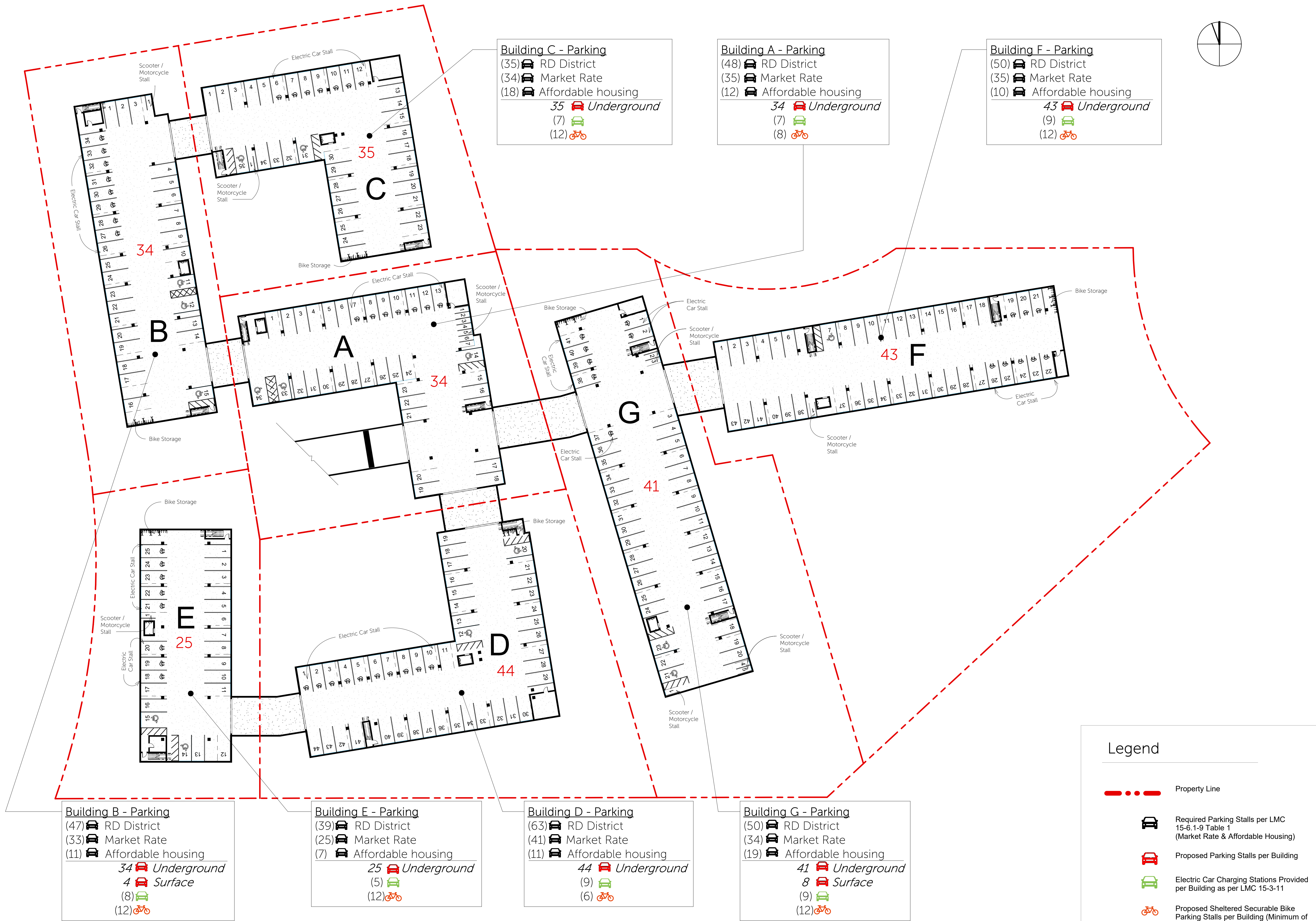
Building G - Parking
(50) [Car Icon] RD District
(34) [Car Icon] Market Rate
(19) [Car Icon] Affordable housing
41 [Car Icon] Underground
8 [Car Icon] Surface
(9) [EV Icon]
(12) [Bike Icon]

Legend

- Property Line
- Set Back Line
- Underground Connection
- Studio Unit (428 SF)
- One Bedroom Unit (598.5 SF)
- Two Bedroom Unit (838.5 SF)
- Three Bedroom Unit (1126.5 SF)
- Required Parking Stalls per LMC 15-6.1-9 Table 1 (Market Rate & Affordable Housing)
- Proposed Parking Stalls per Building
- Electric Car Charging Stations Provided per Building as per LMC 15-3-11
- Proposed Sheltered Securable Bike Parking Stalls per Building (Minimum of 10% of Required Off-Street Parking Per LMC 15-3-9)

Total Units.....317
Total Stalls.....268





Total Stalls.....268

