



**PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
July 9, 2025**

The Planning Commission of Park City, Utah, will hold its regular meeting in person at the Marsac Municipal Building, City Council Chambers, at 445 Marsac Avenue, Park City, Utah 84060. Meetings will also be available online and may have options to listen, watch, or participate virtually.

Zoom Link: <https://us02web.zoom.us/j/86137534714>

SITE VISIT 4:00 PM

The Planning Commission Will Conduct a Site Visit at 1885 Lower Iron Horse Loop Road, a Property Proposed to be Rezoned from Estate to Light Industrial for the Construction of an Affordable Master Planned Development.

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 June 11, 2025

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

3.A. Update on the Park City Library and Park City Film Series Lease

4. PUBLIC COMMUNICATIONS

5. WORK SESSION

5.A. **Land Management Code Amendments** – The Planning Commission will Conduct a Work Session Regarding Possible Amendments to Land Management Code Section 15-1-12.5 *Continuations*. PL-25-06512 (30 mins.)

5.B. **1885 Lower Iron Horse Loop – Zone Change** – The Applicant Requests a Zone Change at 1885 Lower Iron Horse Loop from Estate to Light Industrial for the Construction of an Affordable Master Planned Development. PL-25-06456 (30 mins.)

6. REGULAR AGENDA

6.A. **General Plan** – The Planning Commission Will Review and Provide input on the Draft Recommendations for the Updated General Plan. For Project Information, Please Visit www.engageparkcity.org/generalplan. PL-24-06358.
(A) Public Hearing; (B) Continuation to July 23, 2025

7. ADJOURNMENT

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 meeting attendees who park in the China Bridge parking structure.**

A majority of Planning Commissioners may meet socially after the meeting. If so, the location will be announced by the Planning Commission Chair. City business will not be conducted.



**PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
JUNE 11, 2025**

COMMISSIONERS IN ATTENDANCE: Chair Christin Van Dine, Laura Suesser, John Frontero, Rick Shand, Bill Johnson, Henry Sigg, Grant Tilson

EX OFFICIO: Rebecca Ward, Planning Director; Meredith Covey, Planner I; Alec Barton, Senior Planner; Elissa Martin, Planning Project Manager; Jaron Ehlers, Planner I; Virgil Lund, Planner II; Mark Harrington, Senior City Attorney; Jacob Klopfenstein, Planner I

1. ROLL CALL

Chair Christin Van Dine called the Planning Commission Meeting to order at 5:30 p.m. and noted that all members of the Commission are attending the meeting in person.

2. MINUTES APPROVAL

A. Consideration to Approve the Planning Commission Meeting Minutes from May 28, 2025.

MOTION: Commissioner Shand moved to APPROVE the Planning Commission Meeting Minutes from May 28, 2025. Commissioner Frontero seconded the motion. The motion passed with the unanimous consent of the Commission.

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

Commissioner Henry Sigg shared a report on the City Tour that he and Commissioner Grant Tilson recently attended. It was impressive to see that level of collaboration take place between multiple jurisdictions. He noted that the different jurisdictions seem to work proactively together towards common goals and visions. The government there worked collaboratively in areas such as sustainability, transportation, gentrification, growth, and housing. The agencies and jurisdictions are focused on actionable initiatives.

Commissioner Sigg was particularly interested in seeing how housing was handled. He explained that housing had multiple agencies working on it, including municipalities and non-profit organizations. It was interesting to learn that Tahoe has a cap on growth and

only has 10% left of its allocated amount. It was impressive to see how everyone worked together. The same was true in Reno, where the town went from 16 casinos to four casinos. As for parking in some of these places, there are zero requirements. The effort to create gathering areas and bring people into the downtown was progressive.

Commissioner Tilson echoed the comments made by Commission Sigg. He thanked everyone who worked to organize the tour and all of the representatives they were able to meet. Commissioner Laura Suesser asked about the cap on growth that was mentioned. Commissioner Sigg clarified that it was around Lake Tahoe. A large part of the protected land is on the Nevada side, but there is still a growth number that exists.

Senior Planner, Alec Barton, reported that the Planning Team will evaluate two potential updates to the Land Management Code ("LMC"). The first is in conjunction with the Traffic Impact Study ("TIS") Guidelines. The Engineering Team has hired Wall Consulting Group to look at updating the 2023 document to establish consistent criteria for triggers in the review process associated with the TIS and to establish measurable standards for Transportation Demand Management ("TDM") standards. As part of this effort, the Planning Team is preparing amendments to the LMC to codify the TDM standards.

The second item that the Planning Team is looking at has to do with continuations. Staff and Commissioners have noted an increase in requests for the continuation of Planning Commission agenda items. A Work Session has been scheduled in July to explore potential updates to the LMC to clarify when items may be continued by Staff or the Commission and to establish clear deadlines for applicants requesting continuation.

Planning Staff is requesting up to two Commissioners to serve as liaisons for the TIS Guidelines item and one Commissioner to serve as the liaison for work on continuations. Commissioner John Frontero and Commissioner Rick Shand offered to be the liaisons for the TIS Guidelines, and Commissioner Bill Johnson offered to work on continuations.

There were no further communications or disclosures.

4. PUBLIC COMMUNICATIONS

There were no public communications.

5. WORK SESSION

- A. 1127 Woodside Avenue – Plat Amendment** – The Applicant Proposes to Amend the Recorded Plat to Remove Plat Note 3 Establishing a Total Maximum Building Footprint of 2,100 Square Feet in the Historic Residential - 1 Zoning District. PL-24-06371.

Planner I, Meredith Covey, presented the Staff Report and explained that this Work

Session item is a Plat Amendment at 1127 Woodside Avenue. She reported that 1127 Woodside Avenue is a lot in the Historic Residential – 1 (“HR-1”) Zoning District and is currently 7,501 square feet. On the lot is a Landmark Historic Structure. Planner Covey shared an image to illustrate the existing conditions, with the Landmark Historic Structure at the front of the lot and the garage located in the middle. The property underwent a Plat Amendment in 2013 to combine four lots. At that time, a Condition of Approval was added to limit the footprint. That condition stated that the maximum total footprint allowed on the lot is 2,100 square feet. The maximum footprint for the house is 1,200 square feet, which may include up to 30 square feet for a connector. The applicant is proposing to remove the Plat Amendment that establishes the 2,100 square foot maximum building footprint.

Staff has analyzed the applicant's proposal and determined the following:

- The proposed Plat Amendment is contrary to the Commission recommendation for the 1127 Woodside Avenue Plat approved by the City Council in 2013;
- The proposed 1127 Woodside Avenue Plat Amendment does not comply with the recent maximum Lot Area updates to LMC Chapter 15-2.2 – HR-1 Zoning District; and
- There has not been a change in circumstances to alter the Planning Commission and City Council’s finding of Good Cause from the 2013 Plat Amendment.

Planner Covey reported that in 2013, this was noted by Staff to be one of the larger Plat Amendments in the neighborhood. Staff specifically outlined that a Condition of Approval would be added to prevent any future property owners from building out to the maximum footprint of 2,460 square feet. This was to avoid engulfing the Landmark Historic Structure with a large addition. As for the recent maximum Lot Area updates to the LMC section, in 2023, the City Council adopted Ordinance 2023-50 to establish a maximum lot size for the Historic Residential Districts. This proposed Plat Amendment would allow for a building footprint of 2,460 square feet, which is 943 square feet larger than is allowable in the HR-1 Zoning District based on the current maximum lot size. When it comes to Good Cause, in 2013, Good Cause was noted as being based on allowing site improvements, resolving existing encroachments, adding a snow storage easement, reducing density, and limiting the size of an addition or new structure on the lot.

Planner Covey posed the following questions to the Planning Commission:

- Does the Planning Commission draw a conclusion that is alternative to the analysis provided by Staff?
- Does the Commission find Good Cause for the proposed Plat Amendment?

The applicant representative, Justin Keys, introduced himself to the Planning Commission. There is a desire to create an accessory dwelling unit (“ADU”) on the back of this property. The neighbors who have been approached about the proposal have expressed support. There is a willingness to agree to a Deed Restriction on the ADU so

it would be limited to a full-time resident, and there would be no nightly rentals. The goal is to create one more living opportunity on the back of the property. He recognizes that this is in contradiction to the prior approval, but the Commission has jurisdiction to revisit it. Mr. Keys noted that his associate, Charles Pearlman, is also attending the meeting.

Mr. Keys shared a map of the surrounding area. The houses shown in green have expressed support for an ADU in this location. Other colors are used to indicate that attempts have been made to contact those residents, but there was no response. He reiterated that the Planning Commission has the authority to grant this request. The reason the Work Session has been scheduled is so that there can be a discussion.

Commissioner Johnson asked Staff whether there was an awareness that the proposal was for an ADU. Planner Covey stated that the applicant is proposing an addition. There has been some back and forth about whether it would be an ADU or an addition that someone related to the property owner would live in. Planning Director, Rebecca Ward, pointed out that Deed Restrictions are required for an accessory apartment or dwelling unit. She asked for clarification about how what is proposed would be different from the existing requirement. Mr. Keys explained that there is a willingness to consider additional restrictions that the Planning Commission feels would be necessary to mitigate the impacts.

Commissioner Suesser stated that she lives in the neighborhood and is familiar with this historic home. She pointed out that the historic home can be seen from the street, but a large garage that is not part of the historic structure has already been added to this property. She believes it has an apartment above and asked what is proposed is an additional ADU. Mr. Keys confirmed that there is a two-car garage behind the Landmark Historic Structure. It pre-existed the prior Plat Amendment and is not recent construction. It is the garage for the primary structure. In order to protect the structure, there is a connecting section, but that is not a separate ADU. What is proposed now is an ADU that is completely separate from the Landmark Historic Structure. It would not be accessed from Woodside Avenue, but from Norfolk Avenue. Mr. Keys explained that this is a very deep lot that would normally be two separate lots.

Commissioner Sigg asked if there would be a connection to the garage from the ADU, which was denied. Sheri Russell from In Studio Design introduced herself and explained that she was responsible for working through the plans based on directives from previous Planning Department members. This was proposed more than two years ago, before the 2023 updates took place. The proposed unit will be separate and accessible from the yard space. It is looked at as a mother-in-law apartment. Planner Covey shared an image of the property when viewed from Norfolk Avenue, with the existing garage on the right.

Commissioner Suesser asked about a connection to the garage. Ms. Russell explained that nothing will connect to the garage. The ADU has its own garage. There is a driveway that goes into the garage and then steps down into the ADU. The ADU will have a small

built-in closet and bathroom. It is not a large space that is contemplated. The garage for the ADU would be accessible off of Norfolk Avenue rather than Woodside Avenue.

Commissioner Shand asked if the floor above the existing garage is currently being used for anything. Ms. Russell clarified that it is a single bedroom. Nothing is being used as a separate rental, but as part of the home. There is a connection to that room from a set of stairs in the main house. Commissioner Sigg wanted to know if there is a setback requirement for other buildings when there is an ADU. Director Ward reported that a detached accessory building that is used as a dwelling unit needs to comply with the same setbacks as the home. Under the Historic District guidelines, there are some limitations on the garage presence, so it would be recommended to limit this to a single-car garage. The Building Code regulates the distance between the buildings within the site. Commissioner Sigg asked how this will be looked at since there is no rear property line. Director Ward explained that because it fronts Norfolk Avenue, it is a front setback. There would be no rear setback on the lot, but there would be two front setbacks and two side setbacks.

Ms. Russell reported that there are approximately 30 feet from the back of the building to the new ADU. Where the garage currently exists, all of the setbacks will be met. Images were shared with the Commission for reference. It was noted that a Steep Slope Analysis will be provided at a future Planning Commission Meeting. There was discussion about the garage that exists on the site, which has been there since the 1950s. Ms. Russell shared information about the breezeway where the ice-damming issue is occurring.

Chair Van Dine asked what the Commission would like to see when this item comes back. Commissioner Johnson stated that he would like to see a better visual representation of what has been proposed. Currently, he agrees with the Staff Report that this proposal contradicts the Planning Commission decision that was made in 2013. It does not comply with the maximum lot area, and there have not been changes in circumstances from the previous Good Cause finding. He requested information about the slope as well as a better visual representation. This is a Landmark Historic Structure, so everything else needs to be subordinate. He would also like to see more on the Deed Restrictions.

Commissioner Shand mentioned the Existing Conditions Survey. It shows the footprint of the existing home and garage, but it would be nice to see a line drawing of where the ADU is proposed to be located. Ms. Russell reported that all of that was submitted to the Planning Department. Planner Covey shared the Site Plan with the Commission. Commissioner Shand believed it showed the new driveway that comes in from Norfolk Avenue to the ADU. Mr. Keys stated that there are some visuals showing the proposed structure and massing from Norfolk Avenue to illustrate the minimal impact it will have. He offered to provide all of that information ahead of the next discussion. While he appreciates the comments made by Commissioner Johnson, he believes it is possible to show that there is a way to add an ADU without impacting the Landmark Historic

Structure, as viewed from either Woodside Avenue or Norfolk Avenue. There is documentation prepared, so it is possible to create a presentation with all of those details.

The Commission further discussed the Site Plan. Commissioner Frontero believed the proposed ADU was shown in the top left quadrant, which was confirmed. He asked where the green space is located. Ms. Russell pointed out the south side of the unit and the north side, where planters have been shown. Everything from the garage over would be open space. Additionally, in front of the ADU, there are some planters shown. Commissioner Frontero would prefer to see something color-coded. It would also be helpful to break out the ADU into a separate drawing for additional clarity. He agrees with the earlier points made by Commissioner Johnson. It is up to the applicant to convince him that the ADU would be a benefit to the community. The next presentation would need to be compelling for him to agree to remove the previous Condition of Approval #7.

The homeowner, Monique Sanders, explained that she lives in the home and wants her family to be in the home as well. Commissioner Johnson asked if the intention is for the ADU to be used for family members. Ms. Sanders explained that the ADU was the only way to add 361 square feet, but it is intended to be used for a family member. She shared an image of the existing historic home and outlined what she wants to add. The addition of a bedroom will not impact the existing views, and there will be remaining green space.

Commissioner Johnson noted that feedback has been provided on the proposal. The applicant can come back and present additional information. This is only a Work Session item, so it is not possible to take final action at this time. The Planning Commission takes Landmark Historic Structures extremely seriously, and that is the reason the previous Plat Amendment was done the way it was back in 2013. The conditions were intended to protect and preserve the Historic District. He understands that there is a desire to expand and pointed out that there can be another presentation made at a future meeting. All of the requested materials can be shared at that time.

Chair Van Dine asked whether Planner Covey feels enough direction has been provided from the Planning Commission during the Work Session, which was confirmed. Chair Van Dine asked Ms. Russell to continue working with Planner Covey on this proposal.

6. REGULAR AGENDA

- A. 5 Iron Canyon Court – Plat Amendment** – The Applicant Proposes Amending the Iron Canyon Subdivision Lot 30 to Adjust the Building Pad to Align with the Existing Single-Family Dwelling and to Allow an Expansion of the Non-Complying Structure. PL-25-06524.

Planning Project Manager, Elissa Martin, presented the Staff Report and explained that this is a Plat Amendment application for 5 Iron Canyon Court. She reported that 5 Iron Canyon Court is Lot 30 of the Iron Canyon Subdivision, which was recorded in 1983. The

lot is 0.56 acres, and the platted building pad is 4,000 square feet. The single-family dwelling on Lot 30 was constructed in 1994, and it was constructed outside of the building pad. The zoning is the Single Family Zoning District, and it is also in the Sensitive Land Overlay. The proposal is to adjust the building pad limits to align with the existing single-family dwelling, but also expand it slightly. It would not be an expansion overall of the building pad and would actually slightly reduce the building pad to 3,840 square feet. The expansion would be on the home itself with the proposed deck and roof expansion.

The building pad adjustment would shift it further back onto the lot, and it would be rotated slightly. This would allow for the deck and roof expansion. At least 10 other lots in the subdivision have been approved over the years for building pad adjustments for various reasons. Commissioner Suesser asked for clarification about the statement that there would be a reduction in the building pad. Planner Martin explained that it would be a reduction from what currently exists on the plat. The platted building pad is 4,000 square feet, which is shown on the materials with the dashed line. What is proposed is 3,840 square feet. It is a different shape than the rectangular shape shown in the dashed line.

Staff evaluated the property for sensitive lands, and the applicant submitted an Existing Conditions Report that shows topography on the site as well as vegetation. There are no steep slopes on the site, there are no ridgelines, and there are very few areas with significant vegetation. The area where the deck and roof expansion are proposed does not contain any significant vegetation. The proposed deck expansion is not visible from the northern entry corridor. Staff has found that the Plat Amendment would have Good Cause, because it would resolve an existing non-conformity by aligning the limits of disturbance with the existing single-family dwelling. The Staff recommendation is to:

- Review the Iron Canyon Subdivision Lot 30 – Building Pad Adjustment for 5 Iron Canyon Court to reflect the existing conditions and to allow for roof and deck extensions;
- Conduct a public hearing; and
- Consider approving the Plat Amendment based on the Findings of Fact, Conclusions of Law, and Conditions of Approval in the Draft Final Action Letter.

The applicant representative, Rick Otto, is attending the meeting virtually. Commissioner Shand mentioned Exhibit D, which shows a number of other plats that have been amended to conform with the building pads that were originally platted with the subdivision. He asked if there is a requirement to check with the neighbors for the building pad modification. Planner Martin does not believe that it is required for an amendment.

Commissioner Frontero asked to review Figure 3 on Page 4 of the Staff Report. That figure includes two red hatched areas. He wants to fully understand what that figure is depicting. Planner Martin explained that those areas represent the expanded deck and roof for the single-family dwelling. Commissioner Frontero asked what the square footage

of the expanded deck would be. Mr. Otto explained that he does not know the exact number, but believes it is a little over 200 square feet. He offered to check that quickly.

Commissioner Johnson noted that the proposal is to shift the building pad to match the existing conditions. The expansion that is proposed is within that building pad and is under the 4,000 square foot amount. The expansion will not impact any significant vegetation and will be on previously disturbed areas. Planner Martin referenced the Existing Conditions Report and stated that the area impacted by the expansion is lawn.

Chair Van Dine opened the public hearing. There were no comments. The public hearing was closed.

Mr. Otto shared additional information about the square footage of the expanded deck. He reported that it is approximately 220 square feet. The upper red portion shown is the deck area, and the lower red portion is a small addition to the upper floor that is above the garage doors. That is around 22 square feet, so the total is around 240 square feet.

Commissioner Suesser agrees with the Staff Report that there is Good Cause for this Plat Amendment, because it resolves an existing non-conformity, complies with the Sensitive Land Overlay, there is no significant vegetation impacted, and there is a natural visual buffer to the neighboring homes. She expressed support for the application.

MOTION: Commissioner Shand moved to APPROVE the Plat Amendment for 5 Iron Canyon Court, according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. 5 Iron Canyon Court is within the Iron Canyon Subdivision, recorded in 1983; each Lot has platted Building Pad limits of 4,000 square feet.
2. At least ten other Lots within the Iron Canyon Subdivision have completed Building Pad adjustments, none of which have exceeded the original 4,000 square foot Building Pad.
3. The existing Single-Family Dwelling (SFD) was constructed in 1994 outside of the platted Building Pad.
4. The Applicant submitted a Plat Amendment to adjust the Building Pad to align with the existing SFD and allow for a deck and roof extension.
5. The proposed new Building Pad will be reduced from 4,000 square feet to approximately 3,840 square feet.

6. The property is located within the Sensitive Lands Overlay (SLO).
7. The Applicant submitted SLO analysis materials, and the Planning Department determined there are no Sensitive Lands that will be impacted by the proposed Building Pad Adjustment or deck and roof extension.
 - a. The slopes on Lot 30 are less than 30%.
 - b. The area proposed for expansion consists of 10% to 12.5% slopes.
 - c. There are no ridgelines on the property.
 - d. There is no Significant Vegetation in the area proposed for expansion.
 - e. The SFD and proposed area for expansion are visually buffered from neighboring properties by the vegetation surrounding the home.
8. Pursuant to LMC § 15-7.1-3, a Plat Amendment shall be reviewed according to the requirements of Section 15-7.1-6 Final Subdivision Plat, and approval shall require a finding of Good Cause.

Conclusions of Law:

1. The proposed Plat Amendment to adjust the Building Pad to allow for an expansion of the SFD meets the criteria for Good Cause, Pursuant to LMC § 15-15- 1, by resolving a non-conformity.
2. No Public Street, Right-of-Way, or easement has been vacated or amended as a result of the Plat Amendment.

Conditions of Approval:

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the plat for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The Applicant shall record the Plat Amendment within one year from the date of Planning Commission approval. If recordation has not occurred within one year, this approval will be void, unless the applicant submits a request for an extension in writing prior to the expiration date and an extension is granted by the Planning Commission.
3. New construction shall not occur outside the platted Building Pad per the approved Plat Amendment for Lot 30.

The motion was seconded by Commissioner Sigg. The motion passed with the unanimous consent of the Commission.

- B. 2685 Meadow Creek Drive – Modification to Plat Amendment** – The Applicant is Proposing to Modify the Smith Subdivision First Amended Plat Amendment Approved by the Planning Commission on March 13, 2024, to Shift the Barn Building Pad and Driveway Easement to Comply with an Updated Wetlands Delineation Located in the Single Family and Estate Zoning Districts and the Sensitive Land Overlay. PL-25-06415.

Planner I, Jaron Ehlers, presented the Staff Report and explained that this is an application for a Modification to a Plat Amendment at 2685 Meadow Creek Drive. He noted that this is a proposed modification to an approved Plat Amendment that has not been recorded. He shared an image and explained that the area stripped of grass is Lot B. Lot B is in the Estate Zone and the Sensitive Land Overlay. The other lot in the Smith Subdivision, Lot A, is split between the Estate and Single-Family Zoning Districts.

Some background information was shared with the Commission. Planner Ehlers reported that the McLeod Creek Subdivision was approved in 1980 and later rezoned. Willow Ranch was approved in 1992. In 1995, the Smith Subdivision was approved and combined one of the lots in the McLeod Creek Subdivision with one of the Willow Ranch lots and shifted the lot line up slightly. That is the reason for the split lot. On March 13, 2024, the Planning Commission approved the proposed Plat Amendment. The current building pads for the house and barn are located within the 50-foot buffer for the wetlands. As part of that approval, there was Condition of Approval #7. At that time, the final delineation had not been approved by the Army Corps of Engineers. If that required the shifting of the building pads, the condition allowed the applicant to come back to the Planning Commission for modified approval. On January 15, 2025, the delineation was approved by the Army Corps of Engineers, and the barn pad needed to be moved.

On April 9, 2025, at the request of the applicant, the Planning Commission opened a public hearing and continued the item to the June 11, 2025, Planning Commission Meeting. Planner Ehlers reviewed the plat that was approved last year and the information from the Army Corps of Engineers. The proposed modification still complies with the Estate Zoning Code. The new location for the barn pad complies with the setbacks, and the barn would comply with the zone height. Modifications were reviewed, including that the barn building pad is moved out of the wetland setbacks. There will also need to be modifications made to Condition of Approval #7 and Condition of Approval #2. The driveway easement will be modified to comply with Park City Fire District requirements. Good Cause has not changed since the approval last year. As a result, Staff recommends holding a public hearing and considering approval of the application.

Chair Van Dine opened the public hearing. There were no comments. The public hearing was closed.

Commissioner Johnson thanked the applicant because he believes the correct process occurred. He appreciates the steps that took place and still finds Good Cause for this.

MOTION: Commissioner Johnson moved to APPROVE the Modified Plat Amendment for 2647 and 2685 Meadow Creek Drive, according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval, as amended:

Findings of Fact:

1. In 1980, the Park City Municipal Corporation (the City) approved the McLeod Creek Subdivision.
2. On January 22, 1985, the City Council passed Ordinance 86-5, rezoning McLeod Creek Subdivision to being Single Family (SF) Zoning District.
3. On December 17, 1992, the City Council formally annexed what would become the Willow Ranch Subdivision, zoning it Estate and Recreation Open Space.
4. On January 28, 1993, the City Council approved the final Plat for the Willow Ranch Subdivision, which consisted of eight lots.
5. The City was creating the SLO at the same time as the Willow Ranch annexation, and so the SLO didn't initially apply as the Annexation was vested.
6. To provide protection in the absence of the SLO, specific building pads for a Single-Family Dwelling and Barn, driveway easements, and square footage were placed as restrictions on the Plat.
7. Lot 6, which is now Parcel B, was one such Lot.
8. In 1995, the then-owner wished to add an addition to the existing Single-Family Dwelling located on Lot 10 of the McLeod Creek Subdivision, but this proposed addition encroached on setbacks. The owner also owned Lot 6 of Willow Ranch, which was vacant. The property owner applied to create the two-lot Smith Subdivision. To accommodate the addition, the Lot line for Lot 10 would be shifted North to incorporate part of Lot 6. This new Lot was named Parcel A. The remainder of Lot 6 became Parcel B.
9. On August 31, 1995, the City Council approved the Smith Subdivision. The Lot 6 Building Pads for the potential Single-Family Dwelling and Barn remained on the Smith Subdivision Plat, but neither the Square Footages

nor the Driveway Easement are shown. Ordinance 95-44, which approved the Smith Subdivision, included Condition of Approval (COA) 3, which states, "All previous conditions of the Willow Ranch and McLeod Creek Subdivisions shall remain in full force and effect."

10. The addition was not constructed.
11. On September 8, 2022, the Planning Department received a Plat Amendment from the current applicant seeking to adjust the lot line for Parcels A and B to restore it to the original boundary between the McLeod and Willow Ranch Subdivisions. That application was under the address 2647 Meadow Creek Drive (Parcel A) and assigned the number PL-22-05374. As part of Staff's analysis of the application, it was determined that the Applicant would need to complete a Wetlands Delineation as required by LMC § 15-2.21-6.
12. A COA was recommended where the final location of the Building Pads would be determined by the Planning Director and City Engineer following the Delineation. Staff also recommended that the restrictions and Plat Notes that had been included on the Willow Ranch Plat, but weren't included on the Smith Subdivision Plat, would be placed on the amended Smith Subdivision Plat, as they remained in effect due to COA 3 of Ordinance 95-44. The Plat Amendment was scheduled for a public hearing before the Planning Commission on December 14, 2022, but the applicant withdrew the application before the hearing.
13. In preparation for submitting a new Plat Amendment application, the applicant reached out to Staff to determine what would be required under the SLO and expressed their interest in building the Barn first.
14. Staff took the proposal to the Development Review Committee (DRC) on August 15, 2023. Following the meeting, the applicant worked with the Planning Department, City Engineer, Park City Fire District (PCFD), and the public utilities to amend their proposal.
15. On January 4, 2024, the applicant submitted the formal application for a Plat Amendment.
16. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on February 28, 2024. Staff mailed courtesy notice to property owners within 300 feet on February 28, 2024. The Park Record published notice on February 28, 2024.

17. On March 13, 2024, the Planning Commission approved the Smith Subdivision First Amended Plat to shift the driveway easement from Parcel A to Parcel B and to modify the two Building Pads on Lot B – one for a home, and one for a barn – based on a 2023 preliminary wetland delineation.
18. The Planning Commission approved the Plat Amendment with Condition of Approval 7 requiring the Applicant to submit an updated Army Corps of Engineers wetland delineation to confirm the Building Pad compliance with the wetland Setback and to return to the Planning Commission for additional review if modifications are required.
19. On January 15, 2025, the Army Corps of Engineers submitted the final delineation, and the Applicant updated the location of the building pad for the barn for Planning Commission review to meet the wetland Setbacks.
20. In conformance with the Planning Commission's March 13, 2024, Condition of Approval 7, the Applicant shifted the Building Pad for the barn to comply with Land Management Code (LMC) § 15-2.21-6(F), which requires a 50-foot Setback from wetlands in the Sensitive Land Overlay.
21. Parcel B is located within the Estate Zoning District.
22. Land Management Code (LMC) § 15-2.10-2 establishes that both Single Family Dwellings and Agriculture are Allowed Uses within the Estate Zone.
23. Per LMC Chapter 15-2.10, all structures within the Estate Zone are subject to the following criteria:

Estate Zone Requirements:	Analysis of Proposal:
Lot Size	<i>LMC § 15-2.10-3(A) requires that all uses (except Duplexes) have a minimum Lot Size of 3 Acres.</i> Complies: Parcel B has a Lot Size of 6.4 Acres
Lot Width	<i>LMC § 15-2.10-3(B) requires a minimum Lot Width of 100 feet.</i> Complies: Parcel B has a Lot Width of 304 feet.
Setbacks	<i>LMC § 15-2.10-3(C) establishes that Setbacks for Front, Rear, and Sides to be 30 feet.</i>

	Complies: The Building Pad for the Single Family Dwelling is located 41 feet from the Northern Lot Line. The Barn Building Pad is located 55 feet from Northern Lot Line.
Building Height	<i>LMC § 15-2.10-4 sets a Building Height of 28 feet from Existing Grade.</i> Complies: Future development must comply with Building Height.

24. Parcel B is located within the SLO, specifically in relation to Wetlands located on the Lot. LMC § 15-2.21-6(D) requires that the Applicant provide a wetlands delineation. The Applicant has completed a provisional delineation which identified two Wetlands on Parcel B, shown on the Site Plan Concept. LMC § 15- 2.21-6(F) requires a 50 foot Setback from all Wetlands. As the Site Plan Concept shows, the existing Building Pads for both the Barn and Single Family Dwelling encroach on the Wetlands Setback.
25. The current Smith Subdivision Plat also established that the area added to Lot 10, forming Parcel A, was to be a non-build Yard Area.
26. Plat Amendments shall be reviewed according to LMC § 15-7.1-6 Final Subdivision Plat and approval requires (a) a finding of Good Cause, and (b) a finding that no Public Street, Right-of-Way, or easement has been vacated or amended.
27. Good Cause exists for the Plat Amendment as it resolves existing issues and non-conformities, specifically by moving the Building Pads outside of the Wetlands Setbacks and by moving the Parcel B Driveway Easement exclusively onto Parcel B as well as bringing a potential driveway into compliance with PCFD requirements.
28. No changes to the public street or Right-of-Way are proposed. The utility easements running around the property will not be amended. The Driveway Easement will be amended, but it is not a public easement.
29. As part of the original approval, PCFD required emergency passing lanes and an area for them to turn around. PCFD requires the emergency passing areas and turn area to be added to the driveway easement to reflect the access that was reviewed and approved by PCFD on March 27, 2025.

30. The Applicant worked with Park City Water and Snyderville Basin Water Reclamation District to ensure their utility plan does not encroach on the wetland Setbacks.
31. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on March 27, 2025. Staff mailed courtesy notice to property owners within 300 feet on March 27, 2025. *The Park Record* published notice on March 27, 2025.
32. On April 9, 2025, the Planning Commission held a public hearing and continued the public hearing to June 11, 2025.

Conclusions of Law:

1. The proposed Plat Amendment complies with the LMC Requirements pursuant to Chapter 15-2.10 for the Estate Zoning District.
2. The proposed Plat Amendment complies with the LMC Requirements pursuant to Chapter 15-2.21 for the SLO.
3. The proposed Plat Amendment complies with the LMC Requirements pursuant to LMC Chapter 15-7.1 for Subdivision Procedures, as there is Good Cause and no Public Street, Right-of-Way, or easement is vacated or amended.

Conditions of Approval:

1. The City Attorney and City Engineer will review and approve the final form and content of the amended plat for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant will record the plat at the County within one year from the date of Planning Commission approval of this Modification (by June 11, 2026). If recordation has not occurred within one year's time, this approval for the plat will be void, unless a complete application requesting an extension is made in writing prior to the expiration date and an extension is granted by the Planning Director.
3. No Building Permit application may be submitted until after this plat amendment has been recorded with the County.

4. Development on Parcel A must conform with the land use regulations of the Single-Family Zoning District.
5. Development on Parcel B must conform with the land use regulations of the Estate Zoning District and the Sensitive Land Overlay.
6. Easements established as part of the 1995 Smith Subdivision are required to be retained or relocated pursuant to documented easement holder permission, including a 10-foot existing utility and drainage easement common to both Lots.
7. The recorded Plat Amendment shall fully comply with the Army Corps of Engineers wetland Delineation dated January 15, 2025.
8. Plat notes shall require the following:
 - a. A maximum of three horses will be allowed, and grazing of horses in the wildlife corridor is prohibited for Parcel B.
 - b. Home square footage is limited to a maximum of 8,000 square feet for Parcel B.
 - c. Barn square footage is limited to a maximum of 1,800 square feet for Parcel B. Residential use and human occupancy of the barn are prohibited.
 - d. Building height of the home and barn on Parcel B is limited to 23 feet to the midpoint of the roof and 28 feet to the peak of the roof.
 - e. Parcel B is subject to an Animal Management Plan and Equestrian Lot Open Space Covenant Executed with Park City Municipal Corporation.
 - f. Basements are prohibited for Parcel B.
9. A Plat Note shall indicate that the area added to Lot 10 [Lot A] of the McLeod Creek Subdivision, which is zoned Estate Zoning District, from the Willow Ranch Subdivision shall be a non-build area with such uses allowed as were previously allowed as part of Lot 6 of the Willow Ranch Subdivision.
10. The Driveway Easement shall be modified to reflect the access that was reviewed and approved by the Park City Fire District on March 27, 2025.

The motion was seconded by Commissioner Suesser. The motion passed with the unanimous consent of the Commission.

- C. 7 & 11 Red Cloud Trail – Plat Amendment** – The Applicant Proposes the Second Amended Red Cloud Subdivision Plat to Combine Lots 1 and 2 and Establish an 18,000 Square-Foot Building Envelope and a Maximum House Size of 16,000 Square Feet for the Combined Lot in the Estate Zoning District and Sensitive Land Overlay. PL-24-06354.

Planner II, Virgil Lund, presented the Staff Report and explained that this is a Plat Amendment for 7 and 11 Red Cloud Trail. He explained that the lots are part of the Red Cloud Master Planned Development (“MPD”). That MPD approved 30 single-family dwellings. Planner Lund shared an image of Lot 1 and Lot 2 and their building envelopes. The applicant purchased Lot 1, Lot 2, and the 0.92-acre open space parcel that is shown as Parcel 2 on the proposed plat. It is zoned Recreation and Open Space (“ROS”) and will maintain that zoning with the Plat Amendment. The proposal complies with the Estate and ROS Zoning District requirements, the Ordinance that approved the Red Cloud Subdivision, the Sensitive Land Overlay, and the Red Cloud MPD.

Staff finds Good Cause for the Plat Amendment because the proposed building envelope of 18,000 square feet and the gross residential floor area of 16,000 square feet for the combined lots is less than the two separate lots. Additionally, a unit of density is eliminated with this Plat Amendment, so the MPD would have 29 single-family dwellings.

The Draft Final Action Letter includes several Conditions of Approval. Planner Lund highlighted Condition of Approval #4 and Condition of Approval #7 regarding the unit of density that is eliminated. It cannot be transferred and is retired. The condition language also clarified that Parcel 2, which is currently zoned ROS, will maintain that zoning. The Staff recommendation is to review the proposed Plat Amendment, open a public hearing, and consider approving the proposal based on the Draft Final Action Letter.

Commissioner Shand asked if Lot 1 and Lot 2 were originally intended to be for sale lots with a residence. This was confirmed. Planner Lund noted that there is a parcel to the north of Lot 1 that is also owned by the applicant and is included in this amendment. He clarified that there is Lot 1, Lot 2, and the open space parcel, which is Parcel 2.

Commissioner Sigg asked if the open space parcel was part of the Subdivision Plat. Planner Lund clarified that it was not part of the subdivision plat and has never been platted. It was a leftover parcel acquired by the applicant. Commissioner Sigg wanted to know about the house size limit and the Covenants, Conditions, and Restrictions (“CC&Rs”). Planner Lund reported that based on the CC&Rs, the house size limit for the lots in the Red Cloud Subdivision is 10,000 square feet. When these lots are combined, there will be a 16,000 square foot maximum, which is less than if two houses were built.

Commissioner Sigg wanted to know if there is a provision in the CC&Rs that permits an increase in house size through a combination of lots. Planner Lund is not aware of that kind of provision in the CC&Rs. The Empire Pass Design Review Board has approved

the proposal. The applicant representative, John Shirley, explained that he also sits on the Empire Pass Design Review Board. In the CC&Rs, it allows for a lot combination and allows the Board to determine the size. As for the open space parcel, that was a piece owned by Wells Fargo when they acquired some land there. The intention is not to use that parcel, as it is hillside. Commissioner Sigg thanked him for the clarification.

Chair Van Dine opened the public hearing. There were no comments. The public hearing was closed.

Commissioner Frontero finds the Conditions of Approval well done, but asked to further discuss Condition of Approval #4. The current MPD allows for 30 units. By combining these two lots, which will permanently retire one lot, the maximum number of lots that can be in the MPD becomes 29. He would like that clearly written in Condition of Approval #4, so there is no ambiguity in the future. Commissioner Frontero expressed support for the application with that amendment made. Commissioner Suesser agreed with Commissioner Frontero. She asked whether the ROS parcel is between another Estate Zone residential lot. It was clarified that it abuts the Deer Valley Resort parcels. The Parcel Map was shared, and it was reiterated that the ROS parcel will maintain the ROS Zoning. However, the rest of the combined lot will be in the Estate Zone. There will be one parcel with two zones. ROS is conditioned to be shown on the plat when recorded.

Planner Lund noted that there were two single-family dwellings under construction before the applicant purchased both of the lots. Mr. Shirley reported that both foundations have been removed and the site is being remediated back to its natural state. There was discussion about amendments to the Draft Final Action Letter. Commissioner Johnson asked the City Attorney about enforcement. Senior City Attorney, Mark Harrington explained that the condition language that references 29 lots can be referred to moving forward. There are sometimes situations where someone asks about a transfer, which is the reason there is transfer language included. Condition of Approval #4 was amended.

MOTION: Commissioner Suesser moved to APPROVE the Second Amended Red Cloud Subdivision, 7 and 11 Red Cloud Trail Plat Amendment, according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval, as amended:

Findings of Fact:

1. Lots 1 and 2 of the Red Cloud Subdivision are 1.45 acres and 1.22 acres, respectively. Lot 1 has a Building Envelope of 9,660 square feet, and Lot 2 has a Building Envelope of 9,749 square feet. Lots 1 and 2 each have a maximum Gross Residential Floor Area of 10,000 square feet. Parcel 2 is 0.92 acres and is owned by the Applicant.
2. The Applicant proposes combining Lots 1 and 2 and establishing a maximum Gross Residential Floor Area of 16,000 square feet and a

maximum Building Envelope of 18,000 square feet for the combined Lot. The Applicant also proposes incorporating parcel number PCA-S-98-SD-9-A (shown as Parcel 2 on the proposed Plat), zoned ROS, into the proposed Lot. The ROS parcel was originally included in the Red Cloud Development but was never platted. The previous owner of Lot 1 also owned the ROS parcel. When the Applicant purchased Lots 1 and 2 from the previous owners, the Applicant also obtained the ROS Zoned parcel. The proposed 156,057-square-foot (3.58-acre) Lot is within the Estate and ROS Zoning Districts and the Sensitive Land Overlay (SLO).

3. On June 24, 1999, the City Council adopted Ordinance 99-30 approving the Annexation and Development Agreement for the 1,655-acre Flagstaff Mountain area. The Development Agreement defined the Red Cloud Subdivision as Pod D, approved for a maximum of 38 detached Single-Family Dwellings (SFDs).
4. The Development Agreement stipulated that if all property owners did not sign the Development Agreement, the maximum number of SFDs for Pod D would be 30.
5. All property owners did not sign the Development Agreement and on August 11, 2004, the Planning Commission approved the Master Planned Development (MPD) for 30 SFDs for Pod D (Red Cloud).
6. On November 11, 2004, the City Council adopted Ordinance 04-56 approving the Red Cloud Subdivision for 30 SFDs.
7. On May 4, 2006, the City Council adopted Ordinance 06-23 approving an amendment to Lots 1, 2, 3, and 4 of the Red Cloud Subdivision. The amendment adjusted the location of the private road, Red Cloud Trail, and the layouts and locations of Lots 1 through 4.
8. On August 18, 2021, the Building Department issued permit #21-974 for the construction of an SFD on Lot 1 (11 Red Cloud Trail) of the Red Cloud Subdivision.
9. On April 12, 2022, the Building Department issued permit #22-255 for the construction of an SFD on Lot 2 (7 Red Cloud Trail) of the Red Cloud Subdivision.
10. While both SFDs were under construction, the Applicant purchased Lots 1 and 2. On October 31, 2024, the building department issued Building Permits for the demolition of the existing foundations on Lots 1 and 2 (permits 24-2607 and 24- 2606).

11. On December 12, 2024, the Applicant applied to combine the Lots. The item was publicly noticed for Planning Commission review on April 9, 2025. However, the Applicant requested that the Planning Commission continue the proposed Plat Amendment to a date uncertain.
12. The proposed Plat Amendment complies with the Recreation and Open Space Zoning District Requirements in LMC Chapter 15-2.7.
 - a. The purpose of the ROS District is to:
 - i. Establish and preserve districts for land uses requiring substantial Areas of open land covered with vegetation and substantially free from Structures, Streets, and Parking Lots,
 - ii. Permit recreational Uses and preserve recreational Open Space land,
 - iii. Encourage parks, golf courses, trails and other Compatible public or private recreational Uses, and
 - iv. Preserve and enhance environmentally sensitive lands, such as wetlands, Steep Slopes, ridge lines, meadows, stream corridors, and forests.
 - v. Encourage sustainability, conservation, and renewable energy.
 1. The proposed Plat Amendment preserves the ROS-zoned parcel on the combined Lot and requires that all future Uses of the parcel comply with the ROS requirements.
 - b. The proposed Plat Amendment preserves the 40,075-square-foot (0.92-acre) ROS-zoned parcel on the combined Lot. Future Uses within this parcel must comply with the ROS requirements.
13. The proposed Plat Amendment complies with the Estate Zoning District requirements outlined in LMC Chapter 15-2.10.
 - a. The purpose of the Estate District is to:
 - i. Allow very low-density, environmentally sensitive residential Development which:
 1. Preserves ridge tops, meadows, and visible hillsides;
 2. Preserves large, cohesive, unbroken Areas of Open Space and undeveloped land;
 3. Preserves and incorporates wetlands, drainage ways, and intermittent streams as amenities of Development;
 4. Mitigates geologic and flood hazards;
 5. Protects views along the City's entry corridors; and

- 6. Decreases fire risk by keeping Development out of sensitive wildland interface Areas.
 - ii. Incorporate pedestrian trail linkages between and through neighborhoods; and
 - iii. Encourage comprehensive, efficient, Compatible Development which results in distinct and cohesive neighborhoods through application of the Sensitive Lands Ordinance.
 - b. Setbacks
 - i. LMC § 15-4-17 outlines the Setback requirements for unusual Lot configurations. The proposed Lot will have the Front, Rear, and Side Setbacks determined by the Planning Director during Building Permit plan review for the Single-Family Dwelling.
 - ii. LMC § 15-2.10-3(C) outlines the following Setbacks for the Estate Zoning District:
 - 1. The minimum Front, Side, and Rear Setbacks for all Structures is 30 feet.
 - 2. The proposed Building Envelope is set back 99 feet eight inches from the Front, 266 feet from the west Side, 169 feet one inch from the east Side, and 56 feet four inches from the Rear property lines.
 - c. Lot Size and Density
 - i. LMC § 15-2.10-3(A) states that the minimum Lot size for all Uses in the Estate Zoning District is three acres. The Applicant proposes a Lot that is 3.58 acres.
 - d. Lot Width
 - i. LMC § 15-2.10-3(B) states the minimum Lot width in the Estate Zoning District is 100 feet. The Applicant proposes a Lot that is approximately 500 feet wide, measured from the front Lot Line.
 - e. Vegetation Protection
 - i. LMC § 15-2.7-6 and § 15-2.10-10 require the protection of Significant Vegetation during any development activity. The proposed Plat Amendment will not impact any Significant Vegetation on the Lot. The proposed Building Envelope does not contain any Significant Vegetation.
14. The proposed Plat Amendment complies with Ordinance No. 04-56 and the Red Cloud MPD.
- a. The Red Cloud MPD approved 30 detached SFDs. The Applicant's proposed Plat Amendment reduces the number of SFDs in the Red Cloud Subdivision to 29.

- b. Ordinance No. 04-56 outlines the general process and requirements for combining Lots in the Red Cloud Subdivision:
 - i. “Lot combinations are subject to Design Review Board approval. Adjoining Lots can be combined, and the maximum house size increased based on the process allowed in the LMC for the underlying zone. If Lots are combined, the Design Review Board will designate a new approximate Building location.”
 - ii. On October 28, 2024, the Empire Pass Design Review Board approved the proposed Plat Amendment and location of the Building Envelope on proposed Lot 1. Neither the current LMC nor the version in effect at the time of the Red Cloud MPD approval includes a process for establishing a maximum house size for combined lots in the Estate Zoning District.
 - c. Each Lot in the Red Cloud Subdivision has a maximum Gross Residential Floor Area of 10,000 square feet.
 - d. The average Lot size in the Red Cloud Subdivision is 1.43 acres. The average Building Envelope percentage of each Lot in the Red Cloud Subdivision is 17%. The Applicant proposes a Building Envelope that occupies 12% of the proposed Lot size. Without the Open Space parcel included in the proposed Lot size, the proposed Building Envelope would occupy 15.5% of the Lot. The adjacent Lot, Lot 5, has a Building Envelope that covers 22% of the Lot, and Lot 8 (across the street) has a Building Envelope that covers 14% of the Lot.
 - e. Ordinance No. 04-56 outlines requirements for adjustments to the Building Envelope: “Any adjustment of the approximate Building location must avoid Very Steep Slopes and Ridge Line Areas.” LMC § 15-15-1 defines Very Steep Slopes as Slopes greater than 40 percent. The proposed Building Envelope for Lot 1 is on a Slope between 15 and 30 percent.
 - f. LMC § 15-15-1 defines “Ridge Line Area” as the top, ridge, or Crest of Hill, or Slope, plus the land located within 150 feet on both sides of the top, crest, or ridge. The proposed Building Envelope is greater than 150 feet from the designated ridgeline.
 - g. A maximum Gross Residential Floor Area of 16,000 square feet and a maximum Building Envelope of 18,000 square feet is appropriate for the proposed 3.58-acre Lot.
15. The proposed Plat Amendment complies with the Sensitive Land Overlay Requirements in LMC Chapter 15-2.21.
- a. The Lots proposed to be combined have been approved under the Red Cloud MPD and Ordinance No. 04-56, which considered

Sensitive Land Overlay principles. The proposed Building Envelope complies with the Steep Slope and Ridgeline requirements outlined in Ordinance No. 04-56.

16. The proposal complies with LMC § 15-7.1-3(B), Plat Amendment.
 - a. Changes to platted elements, including Lot combinations, require a Plat Amendment. Plat Amendments shall be reviewed according to the requirements of LMC § 15-7.1-3(B), and approval shall require a finding of Good Cause.
 - b. LMC § 15-15-1 defines Good Cause as “Providing positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City community.”
 - c. There is Good Cause for this Plat Amendment because the Building Envelope and maximum Gross Residential Floor Area for the combined Lot are smaller than the Building Envelope and maximum Gross Residential Floor Area for the two separate Lots created in the First Amended Red Cloud Subdivision Plat, a Unit of density is eliminated, and no Public Street or Right-of-Way is vacated or amended.
17. The Development Review Committee reviewed the proposal on January 21, 2025, and confirmed that the proposal conforms to their requirements.
18. Staff published notice on the City’s website and the Utah Public Notice website and posted notice to the property on May 28, 2025. Staff mailed courtesy notice to property owners within 300 feet on May 28, 2025.
19. *The Park Record* published courtesy notice on May 28, 2025.

Conclusions of Law:

1. There is Good Cause for this Plat Amendment.
2. The Plat Amendment is consistent with LMC Chapters 15-2.10 Recreation and Open Space Zoning District, 15-2.7 Estate Zoning District, and 15-2.21 Sensitive Land Overlay, and Sections 15-7.1-3(B) Classification of Subdivision and § 15- 7.1-6 Final Subdivision Plat.

3. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
4. Approval of the Plat Amendment, subject to the conditions below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval:

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the plat for compliance with State law, the Land Management Code, the Conditions of Approval, and the amended CC&Rs prior to recordation of the plat.
2. The Applicant shall record the plat at the County within one year from the date of Planning Commission approval. If recordation is not complete within one year, this approval will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the Planning Director.
3. All Conditions of Approval from Ordinance 04-56 and the Red Cloud Master Planned Development shall continue to apply.
4. The Red Cloud Master Planned Development limits Single-Family Dwellings to 30. The Dwelling Unit eliminated as part of this Plat Amendment to combine two Single-Family Lots may not be transferred and is retired. The total units in the Red Cloud Subdivision shall not exceed 29.
5. Gross Residential Floor Area for the combined Lot shall not exceed 16,000 square feet.
6. The Building Envelope, as indicated on the Plat, shall not exceed 18,000 square feet.
7. Parcel 2 indicated on Lot 1 is zoned Recreation and Open Space. All construction activity on Parcel 2 must comply with the Recreation and Open Space Zoning District requirements. A plat note must indicate the ROS designation for this parcel.
8. The Applicant is responsible for re-vegetating all areas previously disturbed by the demolition of the Single-Family Dwelling foundations on Lots 1 and 2. All new vegetation must comply with LMC § 15-5-5(N).

The motion was seconded by Commissioner Frontero. The motion passed with the unanimous consent of the Commission.

The Commission took a short break before hearing the next agenda item.

D. 6453 Silver Lake Drive – Plat Amendment – The Applicant Proposes a Plat Amendment to Revise the Platted Area of Disturbance to Reflect Existing Conditions and Accommodate a Future Addition to a Single-Family Dwelling in the Residential Development Zoning District. PL-24-06225.

Planner I, Jacob Klopfenstein, presented the Staff Report and explained that this is a Plat Amendment for 6453 Silver Lake Drive. He reported that this address is Lot 28 of the Evergreen Subdivision and is located in the Residential Development (“RD”) Zone. The applicant is proposing a Plat Amendment to expand the Area of Disturbance (“AOD”) on the lot from 2,919 square feet to 6,486 square feet. This proposed expansion to the AOD would reflect existing conditions of the single-family dwelling at the site as well as accommodate a future addition to the dwelling. The Planning Commission initially reviewed this item in November 2024 and requested that the applicant provide some additional overlay exhibits to compare the currently platted AOD with the proposed AOD, the current footprint of the single-family dwelling and the proposed footprint of the expanded single-family dwelling, and the existing vegetation at the site. That was provided by the applicant and is included in the Meeting Materials Packet as Exhibit I.

The existing dwelling at the site was constructed in 1991 and exceeds the platted AOD that was originally platted on the lot. Building Permits in 1990 and 1991 approved the construction of the dwelling outside of that platted AOD, but did require retention of some of the trees on the site. Planner Klopfenstein explained that the AOD for the Evergreen Subdivision is defined as “the boundary in which all building and associated construction disturbance shall occur.” He shared a comparison image and reminded the Commission that the platted AOD is 2,919 square feet. The existing single-family dwelling is 3,003 square feet and exceeds the platted AOD. With the applicant proposal, it would take the AOD to 6,486 square feet, which is an increase of 3,500 square feet. The proposed addition to the dwelling would amount to a building footprint of 5,241 square feet.

Planner Klopfenstein shared an image provided by the applicant that shows the existing house footprint in gray and the proposed expansion to the dwelling in green. He pointed out the platted AOD in the upper left corner of the lot, the proposed expanded AOD, the proposed expanded dwelling, and the existing vegetation on the site.

Information about building height was shared. Planner Klopfenstein explained that in the RD Zone, the maximum building height is 28 feet from existing grade, with an exception to allow a height that is up to 33 feet from existing grade if the structure contains a roof pitch of 4:12 or greater. The height of the existing dwelling on the site is 39.8 feet above existing grade, and the roof pitch is 5:12. This exceeds the maximum building height.

As for vegetation, the original Building Permit from 1990 required the retention of several different areas of trees on the site. In the applicant proposal, the AOD expansion would impact some of the trees that are marked for retention by that Building Permit. The applicant submitted an Arborist Report that was completed in September 2024. That report indicated that all trees on the site were in good condition, in good health, and had no signs of disease or pests. Planner Klopfenstein shared an image that illustrates the areas of trees that were marked for retention in the 1990 Building Permit. The trees in green would be impacted by the expanded AOD, which are on the east side of the lot. The area in blue along Silver Lake Drive would not be impacted by the expansion. The areas in yellow on the west side of the structure were not listed in the existing conditions submittal from the applicant, so those were removed at some point prior to 2024.

Planner Klopfenstein explained that the Planning Commission needs to make a finding of Good Cause in order to approve the Plat Amendment. Staff finds Good Cause to approve this Plat Amendment to reflect the existing conditions of the lot, because that promotes best planning practices by establishing an accurate record of the existing conditions and uses on the site. However, Staff does not find Good Cause to approve the Plat Amendment to expand the AOD to allow for a future addition to the single-family dwelling because of impacts to vegetation and the existing non-compliant building height.

The Staff recommendation is to review the Plat Amendment for 6453 Silver Lake Drive, conduct a public hearing, and consider approving the Plat Amendment, but limited to reflect the existing conditions only, based on the Draft Final Action Letter. Planner Klopfenstein noted that there are several members of the applicant team at the meeting.

Martina Nelson from Park City Surveying introduced herself to the Commission and explained that she was the initial applicant representative. There have since been other additions to the team, including Justin Keys, who is now the main applicant representative. She is still available to answer survey-related questions. Charles Pearlman is available from HLH, as well as Mike Stoker from Stoker Architecture.

The Commission reviewed one of the images submitted by the applicant team. Chair Van Dine noted that the proposed building is not within the front setback. Planner Klopfenstein believed the proposed expanded AOD would go over the front setback line slightly. Director Ward pointed out that a roof overhang is an exception. Ms. Nelson provided clarity and explained that she had surveyed the house. The thick blue dashed line that is shown over the front setback on the image is a built second-level deck that is existing. The intention is to have the AOD include that existing condition on the property.

Commissioner Suesser referenced the vegetation slide that was shown earlier. It suggests that two trees would be impacted by the AOD, but that is not the extent of the vegetation that is proposed to be removed. In the Arborist Report, there is a reference to 28 trees and 25 trees, which is inconsistent. Planner Klopfenstein reviewed the Existing

Conditions submittal. The teal star shapes indicate the trees on the site currently. The proposal to expand the dwelling and allow for a possible expanded driveway in the front would impact three to five of the trees on that side. Director Ward asked whether there was a tree adjacent to the structure. Planner Klopfenstein clarified that the green shaded area reflects the expanded dwelling, so there is removal anticipated.

Commissioner Suesser reiterated that the Arborist Report refers to 28 marked trees impacted by the application. She visited the site and saw trees wrapped with ribbons. It is her understanding that those trees are to be removed. Ms. Nelson explained that the survey flagging marks on the trees are identification numbers. Those numbers correspond with the number on the tree map for the topographic survey. Those are not flagged for removal, but are survey identification marks to compare the tree in the field to the map.

Commissioner Sigg referenced the expanded footprint of the house and the new AOD. He does not see circulation around the expanded house and the disturbance area. Commissioner Sigg expressed concerns about the existing non-conformity and the scale of the expansion. Ms. Nelson believed there was language that mentions a 15-foot buffer for construction purposes outside the AOD. She offered to verify that during the meeting.

Mr. Keys commented that this application highlights a recurring theme in Park City: past construction that occurred outside of the AOD. He agrees with Staff that the correct course of action in this context is to create an AOD through the Plat Amendment process that is in line with what actually occurred. Mr. Keys acknowledged that this is a larger home, but it is a large home community. Some of the expansion is driven by the desire to make this more multi-modal friendly, with more parking out of the snow and an elevator shaft that will provide elevator access to each floor of the home.

Another recurring theme in Park City relates to building height. Mr. Keys has seen a lot of non-compliant structures discussed in the City more recently. This includes homes and buildings that are too tall. There has been an argument made that Good Cause does not exist because of the height. Mr. Keys pointed out that the way height is measured has changed over time. In this case, Staff has stated there is no Good Cause for the Plat Amendment because the home is 39.8 feet. That being said, the measurement is from existing grade. When measuring height on a structure that has been there since 1991, it is necessary to go back through the record to determine how height was measured then. Mr. Keys read language that outlines the 1991 code requirements:

- **HEIGHT PROVISIONS:** The total height of the building shall be measured as the vertical distance from the natural grade, as defined in this Code, to the highest point of a flat roof or the deck line of a mansard roof, or to a point midway between the lowest part of the eaves or cornice and the ridge of a hip or gable roof.

This is very different from the way height is measured today, partly because it was measured from natural grade rather than existing grade. Mr. Keys explained that it is not possible to state that this is an over-height structure until there is an application of the 1991 methodology. In the context of this project, grading occurred on both sides. It is unknown how much the natural grade has been modified. The existing grade is not natural grade and is likely much lower than the natural grade would have been on this lot.

Mr. Keys shared an image of the north elevation of the home. If it were measured consistent with 1991 standards, it would be measured where the red line is. There would then need to be a determination made on where the natural grade falls within the home. There is uncertainty about what the natural grade is, so there can only be speculation about whether or not this house is over the maximum building height. It is inappropriate to state that a Plat Amendment should not occur based on speculation about the height. He acknowledged that the Commission ultimately determines whether there is Good Cause for a Plat Amendment, but he does not believe there is adequate evidence in the record to state that Good Cause cannot be met because of the height of the house.

Mr. Keys believes the house likely met height at the time that it was constructed. He does not think the Planning Staff at the time would have approved the construction if it was too high. From his perspective, it makes sense to put the height issue to the side and talk about the other Good Cause issues, such as the preservation of vegetation and bringing the plat in line with what is seen in the community. He reiterated that he does not believe the house is over height and stated that there is not adequate information to make that kind of determination. Mr. Keys offered to answer any Commissioner questions.

Attorney Harrington noted that the building is over the height based on the current LMC, so the distinction made by Mr. Keys has to do with whether it is legally non-conforming or not. Mr. Keys confirmed that it would not be possible to build the same home today based on the current standards for existing grade. Commissioner Frontero asked Staff to provide a definition of AOD, because the build is going right out to the AOD, and there is no room to maneuver any construction equipment in and around the AOD to build. Planner Klopfenstein reported that for the Evergreen Subdivision, the AOD is defined as "the boundary in which all building and associated construction disturbance shall occur."

Commissioner Frontero does not see how the proposal can be accomplished within the definition of AOD. Ms. Nelson shared the Amendment to the Amended Plat of Evergreen document. The next sentence after the one read by Planner Klopfenstein states: "When the actual building footprint is established, the limits of construction disturbance shall be no greater than 15 feet beyond the foundation wall." Commissioner Frontero pointed out that the foundation wall is not the same as the AOD. He referenced Figure 3 and asked how the applicant plans to build without going outside of the AOD. Ms. Nelson explained that she interprets the plat note as going outside of the AOD for construction purposes.

There was discussion about AOD and the Amendment to the Amended Plat of Evergreen note language. Commissioner Frontero read the following: "The area of disturbance represents the boundary in which all building and associated construction disturbance shall occur." Figure 3 shows that this is being built right out to the AOD and cannot be accomplished based on that language. It is not possible to finish this property without disturbing the green area that goes outside of the AOD. He would struggle with the approval of the application based on what has been presented. Ms. Nelson noted that she is not at the meeting to convince the Commission, but to provide survey information. What this plat may be saying is that there is a theoretical AOD box and the building can be anywhere within that box, but the limit of disturbance must be 15 feet outside the foundation wall. She is open to changing her mind and hearing different interpretations.

Ms. Nelson noted that a lot of the homes in this neighborhood are like the subject property. It seems equitable to take a broader look at what has been proposed. Her firm did extensive research into the neighborhood, and half of the houses are over the AOD square foot limit. Commissioner Frontero does not challenge what has happened around the applicant's home or what the existing conditions are. That being said, the Commission has to review the code and apply the application to the code. His suggestion would be to rework the design and create 15 feet of space between the outside deck and the AOD.

Mr. Keys does not read the language as stating there needs to be a 15-foot buffer. He believes that the language is meant to capture that if the foundation wall is much less than the AOD, then the AOD needs to be brought within 15 feet, so there is not excavation of large areas. There is a buffer area that is needed for construction activities to occur, but he does not think 15 feet is necessary and pointed out the work done in Old Town.

Commissioner Johnson mentioned the Slopes Analysis Map that was provided. With the exception of the southeast corner of Lot 28, the steep slopes on the property are manmade. He asked if the southeast corner has natural, Very Steep Slopes. Ms. Nelson explained that the red area near the ski runs are natural steep parts of the lot. Commissioner Johnson asked if the newly proposed footprint is maintaining the 50-foot buffer to comply with 15-2.21-4A. Ms. Nelson offered to do measurements to confirm that. She reported that the red areas closer to the house are manmade steep areas.

Commissioner Johnson asked if there is a proposal to maintain a 50-foot setback per the Sensitive Land Overlay code. Ms. Nelson asked when the code was updated to require that 50-foot buffer. She believes the area of the steepness needs to be more than a certain square footage in order to require that buffer area. Commissioner Johnson read some of the code language and mentioned the criteria that need to be met. He wondered whether the application was submitted prior to the code updates. Planner Klopfenstein believed the discrepancy is that the subdivision is under the Deer Valley MPD. He understands that things under the Deer Valley MPD are considered vested in terms of density from the Sensitive Land Overlay requirements. There is one single-family dwelling on this lot, and that is proposed to stay the same, so the density will remain.

Commissioner Suesser believes it would be helpful to see the proposed home superimposed on the map so the impact on the slopes is clear. Ms. Nelson made note of the request. She asked Staff for clarification about the code requirements. The date the complete application was submitted was August 5, 2024. Director Ward reported that the code was amended on April 27, 2023, so it was in effect at the time of application submittal. Ms. Nelson offered to look into the numbers to see if the wedge of steep slope in the southeast portion of Lot 28 is less than the minimum steep slope required for the 50-foot buffer. She believes the code is attempting to address slivers of steep slopes.

Ms. Nelson noted that Commissioner Sigg previously asked for an AOD chart with two additional slides. She created those for the meeting, but did not see them in the Staff Report. Those charts were shared with the Commission. The first was Evergreen Subdivision: Ratio of AOD to Building Footprint – Existing Values. The bar in yellow is Lot 28 and is the existing footprint. She next shared a chart for the Ratio of Lot 28 - Proposed Footprint with Existing AOD. The last slide shows the proposed footprint with the revised AOD. Based on Commissioner feedback, there needs to be some amendments made.

Commissioner Suesser shared comments about significant vegetation on the site that might be disturbed with the proposed expansion. She referenced the Arborist Report that states 28 marked trees are within the limits of disturbance. That indicates that 28 trees will be removed. Planner Klopfenstein believed that is referring to the currently platted AOD and not what is proposed. Those 28 trees would be within the original AOD. Ms. Nelson offered to reach out to the arborist because at the time of the survey, the AOD was not staked on the ground. However, there was a lot boundary staked on the ground and the trees flagged so the arborist could take notes. She will communicate with the arborist about the percentage breakdown. Attorney Harrington noted that the Commission wants clarity about how much existing significant vegetation will be removed.

Chair Van Dine opened the public hearing. There were no comments. The public hearing was continued to a date uncertain.

Commissioner Suesser stated that she is leaning towards denial of the application unless the applicant chooses to continue. Commissioner Johnson asked the representatives if there was a desire to come back with the additional information requested. Ms. Nelson confirmed this. Chair Van Dine suggested that Commissioners make requests for additional information at this time. Commissioner Frontero would like to see a natural grade analysis, because if this were to come back to the Commission, he would likely focus more on the height. The height determination will likely revolve around natural grade, so he would like information about that. Director Ward noted that in the Staff Report, it states that even with an assumed natural grade, it would still exceed height. If the applicant disagrees with that, the applicant team can submit other documents.

There was discussion about natural grade and how to determine that. Mr. Keys explained that there is a process where the Planning Director can determine what natural grade would have been. That includes looking at historic maps to recreate what the grade lines may have been based on those maps. That process has not occurred at this time. What he saw in the Staff Report was a determination that it did not comply with existing grade.

Director Ward reported that Planner Klopfenstein made a determination based on the information provided from the existing conditions. What is known from prior conditions is that even if it was from natural grade, the height does not comply. It is not a Planning Director determination, but a Planning Department determination. That information is in the Staff Report. Even with a generous natural grade, it still likely exceeds the allowable height. If the Commission were to allow an expansion, there would be an interpolated grade at the Building Permit phase. The addition would need to comply with the height.

Director Ward reviewed some of the items the Commission has expressed an interest in seeing in a future presentation. This includes clarity on the types of vegetation and the number of trees impacted, the steep slope and what is natural and manmade, the distance of the proposed addition from the steep slopes, and the AOD. Based on comments from Director Ward, Commissioner Frontero believed there is enough information on height requirements.

The Commission discussed a potential motion. Commissioner Suesser believes there is Good Cause to reflect the current conditions, but she is leaning towards denial on the addition since it would potentially impact the significant vegetation, steep slope, and AOD. Commissioner Shand agreed. Mr. Keys suggested that the item be continued so there can be additional discussion with the applicant about the Commissioner comments.

MOTION: Commissioner Suesser moved to CONTINUE the Plat Amendment for 6453 Silver Lake Drive and public hearing to a date uncertain. The motion was seconded by Commissioner Sigg. The motion passed with the unanimous consent of the Commission.

E. Bonanza Park – Land Management Code Amendments – Proposed Land Management Code Amendments Implement the Bonanza Park Small Area Plan through a New Mixed-Use Zoning District to Create a Vibrant and Pedestrian-Oriented Mixed-Use Neighborhood. PL-24-06302.

Director Ward presented the Staff Report and explained that the item relates to LMC amendments. The Bonanza Park Small Area Plan recommends the creation of a new Bonanza Park Mixed-Use (“BPMX”) District to build on neighborhood vibrancy and become a more walkable, connected, livable, and inclusive community. The BPMX District was last reviewed by the Planning Commission on April 9, 2025. The City Council has since reviewed the feasibility component of the draft plan. The draft plan increases density when project enhancements are provided as an incentive to redevelop this area.

The recommendation is a phased approach. This would be for the 70 internal acres of Bonanza Park, which is the acreage between Park Avenue, Deer Valley Drive, Bonanza Drive, and Kearns Boulevard. The draft code is feasible for existing property owners, but presents challenges for new or future property owners. The direction received from the City Council was to evaluate specific components in the code to make this more feasible.

The City Council supported keeping the affordable housing requirements and project enhancements, as currently drafted. Director Ward added that the Council supports the Planning Commission recommendation on the Frontage Protection Zone ("FPZ"), which is to protect the entry corridors and the mountain town feel. As drafted, this is more restrictive than the current code and would limit the buildings within the 30-foot area from the right-of-way to two stories. With a 10-foot setback, there could be three stories. Projects that are located within that 100-foot FPZ buffer would be limited to three stories.

The City Council provided direction to implement two components of the code that increase feasibility: reduce open space and further reduce parking. During the current Planning Commission Meeting, there will be a discussion about open space and parking.

Planner Barton reported that in order to implement the direction of the Council, the draft BPMX District will be updated to reduce the open space requirement to 20%. The Planning Commission will designate the type and mix of open space for MPDs based on the General Plan recommendations for the area. For Bonanza Park, the Small Area Plan recommends transforming surface parking into a "green" pedestrian-oriented neighborhood that includes publicly accessible green spaces or outdoor community spaces to ensure that those added as part of a project enhancement are of high quality. The draft BPMX District defines Green Community Spaces and establishes that these are allowed uses. It provides defined terms for Commission review of open space proposals.

Planner Barton highlighted the different park types included and defined in the draft code:

- Amenity Terrace - rooftop that includes communal recreation or aesthetic uses such as patios, balconies, lounges;
- Community Garden - publicly accessible garden space;
- Flexible Space - multi-use open space utilized by the public. Can be used for individual enjoyment or for events;
- Plaza Area - open space for public use defined by surrounding buildings or streets;
- Pocket Park - small park accessible to the public; and
- Public Courtyard - publicly accessible open area between buildings and walls.

All of these park types are defined in the code and would be allowed uses. The Planning Commission would review these parks and open spaces as part of an MPD application. Planner Barton reported that there are opportunities for increased open space through the project enhancements process. With the baseline for open space now reduced to 20%, Staff would recommend adjusting this project enhancement number so a project

would need to provide at least 30% open space to be eligible. The suggestion is to add additional clarification that the open space needs to be activated in all seasons.

There are a variety of park types listed as allowed uses, and there is an incentive for developers to provide additional open space as a project enhancement. Planner Barton added that there is also a Conditional Use Permit ("CUP") process for replacing the extensive surface parking areas in the neighborhood with green spaces. This process would help to replace these spaces with pedestrian and bicycle connections, transit improvements, active spaces, and publicly accessible green spaces. Planner Barton asked if there are additional considerations the Commission would like to evaluate.

Commissioner Frontero noted that one of the earlier slides mentioned terraces and balconies. He assumed those would need to be publicly accessible. Planner Barton reported that it is defined as publicly accessible. It would be required to have some sort of access to the public. Commissioner Frontero pointed out that a rooftop bar could not necessarily count as the 20% open space, because there are age restrictions associated with that kind of use. Director Ward explained that the way it is defined, the use must be publicly accessible, but it is possible to make a clarification about ages. This is intended for recreation patios, balconies, and lounges, rather than for commercial-type uses.

Commissioner Johnson asked whether the 30% open space enhancement is significant enough. It might make sense to raise that slightly so it is aligned with the Small Area Plan. Commissioner Johnson noted that the Commission is being asked to evaluate the open space component and the parking reduction component at the current meeting. He wanted to know if there would be other components discussed in the future. Director Ward clarified that the Council direction was to focus on open space, parking reductions, and grandfathering in existing transient uses. The latter will be discussed at the Planning Commission Meeting on June 25, 2025. The other components are recommended to remain as drafted. There was discussion about the open space percentage of 30%.

Commissioner Suesser pointed out that one of the main goals is to create a pedestrian-friendly area with open green space. She expressed concerns about reducing open space to 20% and then having 30% as an enhancement. It might make sense to increase that amount. Commissioner Johnson thought even 35% might make more sense than 30%. Planner Barton clarified that this is one of the Tier B enhancements. The structure of the project enhancements has not changed, so there would still need to be a mixture of the higher value Tier A enhancements and the lower value Tier B enhancements.

Commissioner Suesser believed a little bit more should be given as part of the enhancement, since there is already a reduced open space percentage. Commissioner Johnson believes 35% is a reasonable amount. Most of the MPD applications that the Planning Commission has seen in recent years have been above 35% already. Other Commissioners agreed that it makes sense to request 35% for the enhancement.

The Commission further reviewed the slide that mentions Significant Activated Outdoor Public Space as a Tier B Project Enhancement. Commissioner Suesser noted that this is not just any open space that is being discussed, but significant activated outdoor public space. Director Ward reads this to include a plan for a portion of it, so there would be some flexibility. Commissioner Suesser is not certain it should be narrowed. It might be preferable to require 35% open space in the project overall for the project enhancements. Commissioner Frontero thought it made sense to keep publicly accessible outdoor space. Commissioner Shand does not object to the way that this has been worded. There was Planning Commission consensus to leave the wording, but change the amount to 35%.

Director Ward next discussed parking. Based on the statistically valid survey that was conducted as part of the General Plan process, it is clear that traffic is a major concern. It was identified by 71% of survey respondents as the biggest challenge facing Park City. The Bonanza Park neighborhood has four intersections that are congested during peak periods. For future developments, one of the traffic mitigation strategies can be parking reductions in order to reduce the number of vehicles coming to the site. However, that needs to be balanced with a TDM Plan. The developer would need to present that plan to the Commission to show that the site will be developed in a way that brings people by transit or in other ways that reduce the impacts. The way the code is drafted, there is flexibility built in for change over time and additional Commission review, so transportation plans can be updated on a regular basis to ensure they remain effective long-term.

Director Ward shared examples of developments that have implemented strategies to reduce vehicles and have been granted parking reductions. One example is the Flagstaff Empire Pass area, where there was a requirement to have a transit plan and shuttle service for owners, employees, and guests. Another example is Founders Place, where the developer proposed coordination to bring guests to the site from the airport without a vehicle. The Homeowners Association ("HOA") is required to provide a shuttle service for the guests. Director Ward noted that the HOPA project incorporated parking spaces for a future car share, so residents would have access without needing to own a vehicle.

There are several ways the draft code reduces parking. The first is with baseline reductions. Director Ward referenced the parking ratio table in the code. Every use that fits within that table has to provide a certain number of parking spaces. There are a few minor updates for banks, cafes, and groceries to reflect those uses in a mixed-use zone. For banks and cafes, it would reduce it from three to two spaces per 1,000 square feet. For a grocery, it would reduce from three-and-a-half to three spaces per 1,000 square feet. The draft code clarifies the shared parking, which can be based on peak parking demands for different uses. Off-site parking would be an equivalent replacement.

The code prohibits developers from building an increase in parking beyond what the code requires unless it is possible to demonstrate to the Planning Commission that there is a reason for it, and it will not contribute to traffic. Director Ward highlighted the alternative strategies, such as parking for multiple uses and proximity to transit. Parking for multiple

uses would qualify for an automatic parking reduction depending on the mix. As for proximity to transit, if it is within 1,000 feet walking distance, it is an automatic 15% reduction. There are additional strategies, such as a car share (reduction up to five spaces), EV charging stations (reduction up to five spaces), and underground parking. If 90% of the parking is provided underground, then there is an automatic 5% reduction with a potential setback reduction. With all of these combined options, there is a maximum.

Director Ward read the following to the Planning Commission:

- **CUMULATIVE PARKING REDUCTION:** No development may be granted a cumulative parking reduction greater than 50% for non-residential uses or greater than 20% for residential uses as provided in Sections 15-2.27-8(H)(1), (2), and (3), unless approved by the Planning Commission.

Commissioner Shand believes the numbers should be flipped. There should be enough parking provided for commerce to operate in the Bonanza Park area. The full-time residents there have a desire to see in Bonanza Park are ones who live there and work in Park City, and there is public transportation within 1,000 feet. There might not need to be as much parking for the people who will be living in Bonanza Park. Commissioner Johnson pointed out that people who own a vehicle will need somewhere to park it. The commercial development will likely have more of a traffic impact than the residents. He does not like the idea of developing affordable housing and then taking away parking. Commissioner Suesser agrees with the 20% reduction that is proposed for residential.

Commissioner Sigg is in favor of a remote parking strategy. Something centralized that is adjacent to a transit facility might be beneficial. Director Ward asked if he wanted to see centralized parking for the uses within the neighborhood. Commissioner Sigg confirmed that he envisions something that is specific to the neighborhood's needs. Commissioner Tilson mentioned the baseline parking requirements and noted that the boutique hotel seems high. It does not necessarily make sense to have one space per room or suite when there is an intention for this to be a mixed-use neighborhood. This would incentivize hotel guests to leave the neighborhood, which is in contradiction to the goals of the area. He wondered whether that could be a further parking reduction area to consider. Director Ward confirmed that it is possible to reduce the amount for a boutique hotel in the baseline table. Commissioner Suesser expressed support for a reduction to boutique hotel uses. She pointed out that a boutique hotel operator could provide a shuttle to guests.

Commissioner Frontero asked about the Cumulative Parking Reduction language. Director Ward explained that the way the code is drafted, there is a lot of flexibility. The parking ratio table was shared with the Commission. It establishes the initial demand per use. In this case, it is the minimum and maximum, because it is not possible to go beyond that table unless it is possible to show the Commission that there is alignment with the goals. Table 15-2.27-8(B)(1) – Residential Parking Ratio Requirements was reviewed.

The Commission discussed Table 15-2.27-8(B)(2) – Non-Residential Parking Ratio Requirements. Director Ward explained that the table is the starting point. From this number, it is then possible to enter into the percentage reductions. Commissioner Sigg pointed out that residential is tied to square footage rather than bedrooms. He believes it makes sense to focus on square feet for commercial uses, but for residential, it should be determined based on the types of units available rather than overall square footage. Commissioner Shand felt there should be parking spaces available based on bedrooms.

Director Ward reported that the Park City residential parking requirements are lower than many other places already. This is the way residential units have been evaluated for parking since at least 2000, where it has been based on the size of the unit. Compared to the standard parking ratio tables, this is lower than what is generally required. Chair Van Dine asked if there would be a significant change between bedrooms or square footage. Commissioner Suesser and Commissioner Johnson think what is proposed makes sense. Director Ward offered to bring additional information back. Staff will look into reducing the boutique hotel number and will come back with some options for residential parking.

The next component of the code allows for an automatic percentage reduction when there are certain types of uses. Director Ward presented Table 15-2.27-8(H)(2) – Parking Reductions For Sites With Multiple Uses. If there is a multi-unit dwelling and a public institution or civic use, there is a 10% parking reduction. If there is a multi-unit dwelling with food, beverage, boutique, hotel, recreation, or entertainment, there is a 15% parking reduction. This establishes a baseline reduction that is based on the peak demand of the different uses. Staff recommends leaving this table as drafted. There was discussion about the table. Chair Van Dine clarified that the reduction is not a requirement.

Commissioner Frontero wondered whether employee parking should be further restricted. Director Ward reported that the TDM section can be brought back at the next Planning Commission Meeting. The uses take both guests and employees into consideration. Director Ward reviewed the language for Proximity to Transit, which is as follows:

- **PROXIMITY TO TRANSIT:** A 15% reduction in the total number of required parking spaces for any development may be approved when the site is within 1,000 feet unobstructed year-round walking distance of a major transit stop.

A major transit stop is defined in code as a stop that has a fixed route with intervals that are at 20 minutes or less during peak periods and has a bus shelter. This would not apply to all of the transit stops in the neighborhood, but to some of them. Commissioner Frontero asked about the percentage proposed. He wondered if there was data that suggested 15% was an appropriate amount. Director Ward explained that it is a standard reduction in a TIS. Commissioners expressed support for the current language.

Director Ward next reviewed language for Designated Car Sharing Parking:

- **DESIGNATED CAR SHARING PARKING:** Designated car sharing spaces (i.e., spaces marked and reserved for car sharing vehicles) shall count as an average of 1.5 parking spaces, for up to a maximum of three designated car sharing spaces (i.e., one designated car sharing space = two parking spaces; two designated car sharing spaces = three parking spaces; and three designated car sharing spaces = five parking spaces).

Information about car-sharing parking spaces was shared. Director Ward reported that in Austin, Texas, there are some developments with a car share project enhancement. The developer is required to ensure that the vehicles are maintained, a certain percentage are electric, and that they are made available on an ongoing basis for the residents. There are strict requirements, and those have been incorporated in the project enhancement component. Chair Van Dine asked if there are examples of designated car-sharing parking in Utah. Director Ward reported that in Salt Lake City on the west side, there were a few housing developments that incorporated car shares before the COVID-19 pandemic. Due to the COVID-19 pandemic, those were not implemented as planned. Commissioner Suesser asked whether the vehicle maintenance costs fall on management. Director Ward believed it was the responsibility of the manager of the car share. However, the residents would be required to pay into it to use the program.

Commissioner Tilson noted that in the car share program section, it notes that only 50% of the car share vehicles would be required to be electric. He would propose increasing that number based on the sustainability goals of the area and the City. Commissioner Frontero would need to see more data to support that suggestion, but it is something that he is willing to explore. Commissioner Tilson clarified that his suggestion is to have more than 50% be electric vehicles within the car share fleet. Commissioner Frontero wondered whether electric and/or hybrid might make sense for flexibility. It was noted that there is consensus to allow for deeper reductions in parking when a car share is implemented. Commissioner Suesser also liked the idea of this for a boutique hotel.

Director Ward read the proposed language for Underground Parking:

- **UNDERGROUND PARKING:** When underground parking is provided, each two underground parking spaces shall count as three parking spaces toward satisfying the minimum required parking. This may allow for a reduction of up to 5% in the number of required parking spaces.

Director Ward reported that the way the code is currently drafted, to allow flexibility for where underground parking structures are located, it is possible to reduce the setbacks as long as it is underground. That being said, there is a prohibition on extending the setback into the FPZ underground. This only allows for setback reductions up to 50%.

- **UNDERGROUND PARKING:** All development within the BPMX District is encouraged to provide underground parking to promote a vibrant pedestrian pedestrian-friendly environment that reduces car-pedestrian conflict. If 90% of the required parking is provided on-site and underground, setbacks for the underground parking structure may be reduced by the Planning Commission up to 50% outside of the Frontage Protection Zone if utilities can be accommodated.

There could be a possibility of shared or connected underground parking structures between properties with shared parking agreements. This is an area of the code where it is possible to be more flexible if the Commission is interested. Commissioner Johnson expressed support. There was discussion about the underground parking language.

Director Ward shared information about unbundled parking and explained that this is when parking spaces are sold or leased separately from a residential unit or non-residential space. The finding of unbundled parking is that it incentivizes a reduction in vehicles. The draft code does require unbundled parking for all residential projects, with an exception for affordable projects that rely on grants or other funding if the funding is contingent on parking. Commissioner Shand expressed support for unbundled parking. Other Commissioners agreed. Commissioner Johnson wanted to hear more about unbundled parking as it relates to affordable housing projects. Commissioner Sigg noted that it is important not to establish something that will be detrimental to the point system that the Low-Income Housing Tax Credit ("LIHTC") uses. The City should not put something in the code that would disadvantage someone submitting an LIHTC application.

Some additional considerations were shared with the Commission:

- Allow for parking reductions when boutique hotels offer shuttle services for guests, especially from the Salt Lake City Airport;
- Allow for parking reductions when commercial uses provide shuttle services for employees;
- Centralized delivery area with delivery limitations during peak periods; and
- Establish a provision that allows for creative solutions that prioritize multi-modal transportation.

Commissioner Suesser asked about the centralized delivery area as a qualifier for a parking reduction. Director Ward explained that this could include food deliveries and those kinds of vehicles that come to the site and might need to park. Having a consolidated area for those sorts of uses might be beneficial. Commissioner Suesser believed a development or boutique hotel would have that kind of delivery area already. Commissioner Frontero would be comfortable removing that item from the list.

Commissioner Frontero asked for information about the process moving forward. Director Ward explained that this item is scheduled to come back to the Planning Commission on

June 25, 2025. The input received from the Commission about the open space and parking reductions will be taken into account, and some options will be brought back. During that meeting, there will also be a discussion about the grandfathering in of the transient uses. Staff will finalize the updates to incorporate the previous Commission input on regulating conventional chain businesses through square footage. The code will be further clarified and refined as well. A comprehensive draft will be ready for Commissioner review at the next meeting. If the Planning Commission is ready to forward a recommendation at that point, it can then move forward to the City Council.

Chair Van Dine opened the public hearing.

Sarah Hall noted that there were some Commissioner comments that she agreed with. She asked that open space remain at what it was originally set as. To the point made by Commissioner Frontero, she suggested that open space in this specific zone be defined as public and not simply commercially available green space. Ms. Hall also asked that the parking reductions be allocated to the hotel and residential uses so the businesses can be viable. She stressed the importance of a work-life balance. Ms. Hall encouraged the Planning Commission to cap the boutique hotels or make them a conditional use. She pointed out that boutique hotels are the most lucrative, and if there is not some sort of limit put in place, then that will become the most prevalent type of redevelopment.

Greg Friedman explained that he is an owner of a condominium on Homestake Road. The idea of not having any nightly rentals in the area is intriguing, but some people live there who already have nightly rentals. The new code allows nightly rentals to be grandfathered in, but he is in favor of extending this right when the same owner redevelops. He feels the right should be maintained by the owner rather than the unit. As for parking, he does not want the condominium he lives in to be forced into putting in more parking or reduce the parking that currently exists. Chair Van Dine encouraged Mr. Friedman to listen in on the Planning Commission Meeting on June 25, 2025, as that is when grandfathering in of uses will be discussed by the Planning Commission.

There were no further comments. The public hearing was continued to June 25, 2025.

MOTION: Commissioner Shand moved to CONTINUE the Bonanza Park – Land Management Code Amendments and the public hearing to June 25, 2025. The motion was seconded by Commissioner Frontero. The motion passed with the unanimous consent of the Commission.

7. ADJOURNMENT

MOTION: Commissioner Shand moved to ADJOURN. The motion passed with the unanimous consent of the Commission.

The meeting adjourned at approximately 9:27 p.m.

Planning Commission Staff Communication



Subject: PC Library and PC Film Lease Update
Author: Jaron Ehlers, Planner I
Date: July 9, 2025
Type of Item: Informational

Summary

On July 10, 2025, the City Council will consider approving a new lease with PC Film (City Council [Packet](#), Item 6.3). The proposed lease increases the number of screenings that PC Film can use the Jim Santy Auditorium from 130 film screenings a year to 210. PC Film is also requesting to extend its season to be year-round and to have exclusive access to the 3rd-floor kitchen pantry.

Condition of Approval 15 of the 1992 Master Planned Development (MPD) states “The theater shall not be run for commercial purposes on a daily basis, for uses such as a commercial movie theater.” The proposed 210 screenings are not yet at a daily basis but any further increase will lead to the theater operating on a daily basis, requiring an MPD Amendment to Condition of Approval 15. This is as there are 260 weekdays in a year, when you factor in holidays, an increase above 210 screenings will lead to PC Film being able to mathematically operate on every business day of the year.

The Lease also allows for 10 outdoor screenings a year but those must be on days separate from the indoor screenings. Outdoor screenings are permitted through Special Events. Also, if the Mahwinney lot ceases to be available for overflow parking as required by the 2013 MPD, an amendment to the parking plan/COAs will be necessary.

The proposed lease complies with the 1992 PC Library MPD and the 2013 MPD Amendment. If PC Film asks for additional film screenings in a future lease negotiation, an Amendment to the PC Library MPD will be necessary. The Planning Department’s determinations have been included in the draft lease being considered by the City Council.

Planning Commission Staff Report



Subject: Land Management Code Amendments
Continuations
Application: PL-25-06512
Authors: Virgil Lund, Planner II
Alec Barton, Senior Planner
Date: July 9, 2025
Type of Item: Work Session

Recommendation

Review potential amendments to Land Management Code (LMC) Section [15-1-12.5](#) to update continuations and provide direction to staff regarding a draft ordinance.

Description

Applicant: Planning Department

Location: All Zoning Districts within City Limits

Zoning District: All Zoning Districts within City Limits

Reason for Review: The Planning Commission makes recommendations to City Council regarding Land Management Code Amendments.¹

LMC Land Management Code

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

Summary

The Planning Commission meets on the second and fourth Wednesday of each month. The Planning team schedules complete land use applications for Planning Commission review in the order in which they are received, pending Applicant availability. The Planning team, after confirming the Applicant is available, then publicly notices the item two weeks prior to the Commission meeting publishing notice in the *Park Record* and the Utah Public Notice and City websites, posting notice to the subject property, and mailing courtesy notice to property owners within 300 feet of the proposed project.

Then, on the Friday before the Commission meeting, the Planning team publishes a packet on [the City's Listen Live webpage](#) with staff reports and exhibits for Commission review to prepare for the Wednesday meeting. Also, on the Friday before the Commission meeting, the Planning team sends a copy of the packet to each Applicant.

Recently, the Planning Commission received several requests from Applicants to

¹ LMC [§ 15-1-7](#)

continue items to a later date that had been publicly noticed and published in the packet for Final Action. The Commission requested evaluation of the continuations code to see if:

- Updates may help with application review efficiency.
- The expense of continuations can be accounted for.
- Respect for Commission time and preparation for public meetings is considered.
- The impact on complete land use applications that could have otherwise been reviewed but were delayed because an agenda item was continued is evaluated.

Background

On October 26, 2016, the Planning Commission reviewed several amendments to the LMC, including a new section of code to create standards for continuations of matters before boards, commissions, and councils. The staff report from 2016 indicated the purpose of these amendments was “to clarify when staff can continue an item and when the Boards/Commissions must make that determination.”

The Commissioners at the October 26, 2016 Planning Commission meeting discussed how there had been an increasing number of continuations and identified a need to regulate and impose certain requirements for continuations. The Planning Commission voted unanimously to forward a positive recommendation to the City Council for the LMC amendment ([Minutes](#), p. 35).

On February 16, 2017, the City Council adopted Ordinance No. 2017-04 (Exhibit A) codifying LMC [§ 15-1-12.5](#), *Continuations. Staff may continue an item without Planning Commission action up to five days prior to the public hearing.* The adopted code states:

Planning staff shall have the authority to approve an applicant’s request for a continuance for an item scheduled for a public hearing or an item scheduled for an appeal, up to two times, so long as the request for the continuance is made in writing and is received by Planning Staff at least five business days prior to the scheduled public hearing or appeal.

In practice, many requests for continuations are received less than five business days before the scheduled meeting. In these situations, the Planning Commission must vote to continue the matter:

“the Board, Commission, or Council will determine if there is a sufficient reason to continue the item on the scheduled date. **If it is determined there is not sufficient reason to continue the item, the item will remain on the agenda and be considered**” (LMC [§ 15-1-12.5](#); emphasis added).

The existing code creates challenges for Planning Commissioners, board members, and staff. Many requests for continuations are not received until after publication of the agenda packet. Staff and Commissioners spend considerable time preparing for an item scheduled to be reviewed in a public meeting. When an Applicant requests a continuation for an item after the packet is published, the time that the commissioners spent reviewing that item is misused.

Additionally, requests for continuations are inefficient and impact other pending land use applications. Even when continuation requests are received before publication of the agenda, there is not time to adequately publicly notice and prepare another pending land use application in its place, resulting in a meeting that is underfilled, and requiring that the continued item be moved to a later Commission agenda.

Analysis

Staff researched other communities to learn how continuations are handled by Planning Commissions and planning staff. Four common practices for limiting continuations emerged: (1) continuing an item to a date uncertain, (2) establishing good cause for a continuation, (3) implementing a deadline for requesting a continuation, and (4) charging a continuation request fee.

(1) Continuation to a Date Uncertain

The Planning Commission could allow an Applicant to request a continuation but require the body granting the continuation—either staff or the Planning Commission, depending on when the request for continuation is received—to continue the item to a date uncertain. This could help to ensure adequate space for projects on Commission agendas and preserve fairness for Applicants with complete applications in the queue.

Finally, continuing an item to a date uncertain requires the Applicant to coordinate with staff to re-notice an application before a public hearing. Because requests for continuation may involve projects undergoing significant revisions, it could be appropriate to require that these projects be re-noticed.

(2) Good Cause

Some jurisdictions require a finding of good cause for the Planning Commission to grant a continuation. For example, in Breckenridge, Colorado, the Commission will only allow a continuation if the Planning Commission finds good cause, which includes requesting additional information and materials to be submitted that will allow for a comprehensive review.² In Aspen, Colorado, an Applicant has the right to request and be granted one continuation; however, all subsequent continuations are granted at the discretion of the decision-making body conducting the public hearing and are granted only upon good cause shown.³

The town of Breckenridge, Colorado defines good cause for continuations in the Breckenridge Development Code [Section 9-1-18-5\(5\)](#):

“For purposes of this section, “good cause” may include, but is not limited to: (i) the unavailability of the applicant, the applicant’s attorney, the applicant’s architect, or other key person necessary to the proper presentation of the applicant’s application before the town council; (ii) a showing that more time is necessary to obtain relevant information or analysis related to the applicant’s

² Breckenridge Development Code [9-1-18-1](#)

³ Aspen Colorado Land Use Regulations Section [26.304.050](#)

application; or (iii) a showing that more time is legitimately necessary to allow adequate preparation for the hearing. "Good cause" normally shall not include the failure of an attorney or a party to prepare for the hearing."

Salt Lake City does not explicitly require good cause for continuation, but it does limit requests for continuations within seven days of a public hearing to emergencies:⁴

The chair of the planning commission may consider granting a request by an applicant to postpone an agenda item made within 7 days of the public hearing if it is associated with an emergency that makes it impossible for the applicant to attend. Examples of emergency include illness, health of a family member, cancellation of travel plans to attend the meeting at no fault of the applicant, and other similar situations that are at no fault of the applicant. Requests to postpone that are due to changing plans, inconvenience, time to respond to public input or to the staff report, or other similar requests are not considered emergencies.

(3) Deadline for Continuations

There are instances when the Planning Commission will continue an item on the agenda to evaluate additional materials from the Applicant. Some jurisdictions require a deadline for these additional materials to be submitted when a continuation is granted. For example, Jackson, Wyoming, requires the Applicant to respond to the request for additional materials within 60 days of the continuation. If there is no response from the Applicant after 60 days, the application is considered withdrawn.⁵

Staff Recommendations

The table below outlines planning staff recommendations for continuations based on when the request is received from the Applicant:

⁴ Salt Lake City [Planning Commission Policies and Procedures](#)

⁵ Jackson Wyoming Land Development Code [Section 8.2.14\(D\)\(4\)](#)

	Continuation Request Prior to Public Noticing Two weeks Prior to the Meeting	Continuation Request After Public Noticing but Prior to Packet Publication	Continuation Request After Packet Publication
Recommended Requirements	The request must be sent in writing to Staff.	The request must be sent in writing to staff within three business days. Staff will notify the Planning Commission of the Continuation, and the continuation request and public hearing will be announced in the public meeting.	A continuation requested after packet publication and within three business days can only be granted upon good cause.

Questions for Commission discussion:

- ***When the Commission requests additional materials from the Applicant and an item is continued based on that request, does the Commission support implementing a deadline for those materials to be submitted?***
- ***Can the Applicant request continuation to a date certain when the request is sent to staff after public noticing but prior to packet publication?***
- ***Does the Commission want to define good cause related to continuations? If so, how does the Commission want to define this?***
- ***Does the Commission support imposing a requirement that requests for continuation must be made before publication of the agenda packet?***

(4) Continuation Fees

Some jurisdictions require Applicants to pay additional fees to cover the costs associated with a continuation. For example, Mesa County, Colorado, charges Applicants to pay for display ads and postcards to re-notice a continued item for public hearing.⁶ The City of Ukiah, California, charges a continuation fee for applications requiring re-noticing.⁷

Park City already charges Applicants for each round of postcards required to properly notice an application, pursuant to LMC [§ 15-1-12 Notice](#).

⁶ Mesa County [Fees for the Planning Department](#)

⁷ City of Ukiah Community Development Department – [2024 Fees for Planning Permits and Related Services](#)

Wright County, Minnesota, requires a continuation fee when the “lack of adequate preparation” by an Applicant requires a continuation.⁸ San Antonio, Texas, charges a fee to Applicants requesting a second continuation or any continuation beyond 60 days.⁹ The cities of Long Beach, California,¹⁰ and Manheim Township, Pennsylvania,¹¹ have even stricter policies, requiring a fee any time a continuation is requested by an Applicant or the need for a continuation results from an Applicant’s actions.

Utah state law limits planning fees to the costs of processing the application. As part of a periodic review of its fee schedule, the City hired consultants to conduct a study for Building, Planning, and Engineering fees and to recommend updates to the fee schedule that reflect staff time and resources required to process an application or permit. Currently, the City does not charge Applicants that request a continuation. However, because staff and Commission time is involved in preparing for and reviewing a publicly noticed and published item that is continued to a later date, the consultant is evaluating the inclusion of a “continuation fee” as part of the fee study, which is scheduled for review in August of this year.

- ***Does the Commission find an additional fee outside of the re-noticing fee for continuations at the Applicant's request is needed?***

Department Review

The Planning Department, Executive Department, and City Attorney’s Office reviewed this report.

Exhibit

A: Ordinance 2017-04

⁸ Wright County [Planning and Zoning Fee Schedule – 2025](#)

⁹ City of San Antonio Development Services – [General Information and Application Instructions](#)

¹⁰ City of Long Beach [Planning Bureau Fee Schedule](#)

¹¹ Manheim Township [Planning and Zoning Department Fee Schedule – 2025](#)

**AN ORDINANCE AMENDING THE LAND MANAGEMENT CODE OF PARK CITY,
UTAH, REVISING CHAPTER 1 GENERAL PROVISIONS AND PROCEDURES AND
CHAPTER 11 HISTORIC PRESERVATION**

WHEREAS, the Land Management Code was adopted by the City Council of Park City, Utah to promote the health, safety and welfare of the residents, visitors, and property owners of Park City; and

WHEREAS, the Land Management Code implements the goals, objectives, and policies of the Park City General Plan to maintain the quality of life and experiences for its residents and visitors; and to preserve the community's unique character and values; and

WHEREAS, the City reviews the Land Management Code on a regular basis and identifies necessary amendments to address planning and zoning issues that have come up; to address specific LMC issues raised by Staff, Planning Commission, and City Council; and to align the Code with the State Code and Council's goals; and

WHEREAS, Chapter 1 provides a description of general provisions and procedures of the Park City's land development and management code that the City desires to revise. These revisions are specifically related to the non-adversarial appeals and ability to allow new evidence at appeal level, standards for continuations, and clarification regarding zoning when previously State or Federal land; and

WHEREAS, Chapter 11 provides a description of requirements, provisions, and procedures specific to Historic Preservation. These revisions concern Determination of Significance applications and timing of hearings; and

WHEREAS, the Planning Commission hearing was duly noticed, a public hearing was conducted at the regularly scheduled meeting on October 26, 2016, and the Commission forwarded a positive recommendation to City Council; and

WHEREAS, the City Council hearing was duly noticed and a public hearing was conducted at its regularly scheduled meeting on February 16, 2017; and

WHEREAS, it is in the best interest of the residents of Park City, Utah to amend the Land Management Code to be consistent with the State of Utah Code and the Park City General Plan and to be consistent with the values and goals of the Park City community and City Council, to protect health and safety, to maintain the quality of life for its residents, to preserve and protect the residential neighborhoods, to ensure compatible development, to preserve historic resources, to protect environmentally sensitive lands, and to preserve the community's unique character.

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

SECTION 1. AMENDMENTS TO TITLE 15 - Land Management Code Chapter One (General Provisions and Procedures). The recitals above are incorporated herein as findings of fact. Chapter 1 of the Land Management Code of Park City is hereby amended as redlined (see Exhibit A).

SECTION 2. AMENDMENTS TO TITLE 15 - Land Management Code Chapter 11 (Historic Preservation). The recitals above are incorporated herein as findings of fact. Chapter 11 of the Land Management Code of Park City is hereby amended as redlined (see Exhibit E).

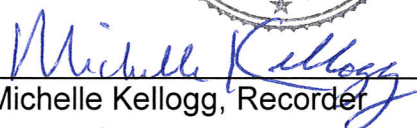
SECTION 3. EFFECTIVE DATE. This Ordinance shall be effective upon publication.

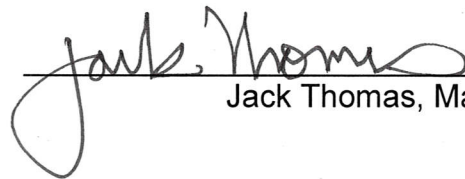
PASSED AND ADOPTED this 16th day of February, 2017

PARK CITY MUNICIPAL CORPORATION



Attest:


Michelle Kellogg, Recorder


Jack Thomas, Mayor

Approved as to form:


Mark Harrington, City Attorney

Exhibits (Redlines of specific LMC Sections)

Exhibit A – Chapter 1 General Provisions and Procedures

Exhibit B – Chapter 11 Historic Preservation

Exhibit A – LMC Chapter One- General Provisions and Procedures

15-1-6 Zone Districts and Zone Map

In order to carry out the purposes of the LMC, Zoning Districts have been established as set forth in LMC Chapters 15-2 and as identified on the Official Zoning Map. In interpreting the Official Zoning Map, the following standards shall apply:

- A. The zoning boundary lines are intended to conform to existing Property boundary lines when not in a public Right-of-Way, or to follow the center line of public Rights-of-Way, including prescriptive Rights-of-Way, unless the lines are located by specific dimensions, in which case the dimensions shall control.
- B. Where the Zoning District lines appear to have intentionally divided a Lot or Parcel between two (2) or more districts, the applicable zoning for each portion of the Lot or Parcel must be determined by using the scale shown on the map.
- C. There is no minimum Area or diversity of ownership requirement for a zone designation. Neither the size of a Zoning District nor the number of landowners within the district may be used as evidence of the illegality of a Zoning District or of the invalidity of a municipal decision.
- D. All property within the City limits is subject to the City's Zoning Districts, including State or Federal property which may be exempt from the City's land use ordinance and jurisdiction. If such zoning is subsequently invalidated, no building permit, subdivision or approval for any development activity may be applied for until the City establishes a valid zoning for the property.

[...]

15-1-12.5 Continuances

Planning Staff shall have the authority to approve an applicant's request for a continuance for an item scheduled for a public hearing or an item scheduled for an appeal, up to two (2) times, so long as the request for the continuance is made in writing and is received by Planning Staff at least five (5) business days prior to the scheduled public hearing or appeal. If Planning Staff does not have the authority to continue an item, the Board, Commission or Council will determine if there is a sufficient reason to continue the item on the scheduled date. If it is determined there is not sufficient reason to continue the item, the item will remain on the agenda and be considered.

[...]

15-1-18 Appeals and Reconsideration Process

- A. **STAFF.** Any decision by either the Planning Director or Planning Staff regarding Application of this LMC to a Property may be appealed to the Planning Commission. Appeals of decisions regarding the Design Guidelines for Historic Districts and Historic Sites shall be reviewed by the Board of Adjustment.

- B. **HISTORIC PRESERVATION BOARD (HPB)**. The City or any Person with standing adversely affected by any decision of the Historic Preservation Board may be appealed to the Board of Adjustment.
- C. **PLANNING COMMISSION**. The City or any Person with standing adversely affected by a Final Action by the Planning Commission on appeals of Staff action may petition the District Court in Summit County for a review of the decision. Final Action by the Planning Commission on Conditional Use permits and Master Planned Developments (MPDs) involving City Development may be appealed to the Board of Adjustment at the City Council's request. All other Final Action by the Planning Commission concerning Conditional Use permits (excluding those Conditional Use permits decided by Staff and appealed to the Planning Commission; final action on such an appeal shall be appealed to the District Court) and MPDs may be appealed to the City Council. When the City Council determines it necessary to ensure fair due process for all affected parties or to otherwise preserve the appearance of fairness in any appeal, the City Council may appoint an appeal panel as appeal authority to hear any appeal or call up that the Council would otherwise have jurisdiction to hear. The appeal panel will have the same scope of authority and standard of review as the City Council. Only those decisions in which the Planning Commission has applied a land Use ordinance to a particular Application, Person, or Parcel may be appealed to an appeal authority.

1. **APPEAL PANEL MEMBERSHIP AND QUALIFICATIONS.** The appeal panel shall have three (3) members. The decision to appoint and the appointment of an appeal panel shall be made by the City Council at a duly noticed public meeting after publicly noticed request for qualifications. Qualifications shall include a weighted priority for the following: Park City or Area residency, five years or more of prior experience in an adjudicative position, and/or a legal or planning degree. Each member of the appeal panel shall have the ability to:
 - a. Conduct quasi-judicial administrative hearings in an orderly, impartial and highly professional manner.
 - b. Follow complex oral and written arguments and identify key issues of local concern.
 - c. Master non-legal concepts required to analyze specific situations, render findings and determinations.
 - d. Absent any conflict of interest, render findings and determinations on cases heard, based on neutral consideration of the issues, sound legal reasoning, and good judgment.
2. **PROCESS.** Any hearing before an appeal panel shall be publicly noticed, include a public hearing, and meet all requirements of the Utah Open and Public Meetings Act. The appeal panel shall have the same authority and follow the same procedures as designated for the "City Council" in this section 15-1-18 (G-I). The City Council may decide to appoint an appeal panel for a particular matter at any time an application is pending but the

appointment of the individual members of the panel shall not occur until an actual appeal or call up is pending.

D. **STANDING TO APPEAL**. The following has standing to appeal a Final Action:

1. Any Person who submitted written comment or testified on a proposal before the Planning Department, Historic Preservation Board or Planning Commission;
2. The Owner of any Property within three hundred feet (300') of the boundary of the subject site;
3. Any City official, Board or Commission having jurisdiction over the matter; and
4. The Owner of the subject Property.

E. **TIMING**. All appeals must be made within ten (10) calendar days of the Final Action. The reviewing body, with the consultation of the appellant, shall set a date for the appeal. All appeals shall be heard by the reviewing body within forty-five (45) days of the date that the appellant files an appeal unless all parties, including the City, stipulate otherwise.

F. **FORM OF APPEALS**. Appeals to the Planning Commission, Board of Adjustment, or Historic Preservation Board must be filed with the Planning Department. Appeals to the City Council must be filed with the City Recorder. Appeals must be by letter or petition, and must contain the name, address, and telephone number of the petitioner; his or her relationship to the project or subject Property; and must have a comprehensive statement of all the reasons for the appeal, including specific provisions of the law, if known, that are alleged to be violated by the action taken. The Appellant shall pay the applicable fee established by resolution when filing the appeal. The Appellant shall present to the appeal authority every theory of relief that it can raise in district court. The Appellant shall provide required envelopes within fourteen (14) days of filing the appeal.

G. **BURDEN OF PROOF AND STANDARD OF REVIEW**. The appeal authority shall act in a quasi-judicial manner. The appellant has the burden of proving that the land use authority erred. The appeal authority shall review factual matters de novo and it shall determine the correctness of the decision of the land use authority in its interpretation and application of the land use ordinance. All appeals must be made in writing. Review of petitions of appeal shall include a public hearing and shall be limited to consideration of only those matters raised by the petition(s), unless the appeal authority grants either party approval to enlarge the scope of the appeal to accept information on other matters. New evidence may be received so long as it relates to the scope of the appeal.

H. **NON-ADVERSARIAL PROCESS**. For all appeals before City Council, and any Board or Commission, the following shall apply:

1. The procedural hearings and reviews established by the City's regulatory procedures, does not adopt or utilize in any way the adversary criminal or civil justice system used in the courts.
2. The role of City staff, including legal staff, is to provide technical and legal advice and professional judgment to each decision making body, including

City Council as they are not advocates of any party or position in a dispute, notwithstanding the fact that their technical and legal advice and professional judgment may lead them to make recommendations concerning the matter.

3. In the absence of clear evidence in the record that a staff member has lost his or her impartiality as a technical adviser, the City's need for consistent, coherent and experienced advisers outweighs any claims of bias by the applicant.

I. **WRITTEN FINDINGS REQUIRED.** The appeal authority shall direct staff to prepare detailed written Findings of Fact, Conclusions of Law and the Order.

J. **CITY COUNCIL ACTION ON APPEALS.**

1. The City Council, with the consultation of the appellant, shall set a date for the appeal.
2. The City Recorder shall notify the Property Owner and/or the Applicant of the appeal date. The City Recorder shall obtain the findings, conclusions and all other pertinent information from the Planning Department and shall transmit them to the Council.
3. The City Council may affirm, reverse, or affirm in part and reverse in part any properly appealed decision of the Planning Commission. The City Council may remand the matter to the appropriate body with directions for specific Areas of review or clarification. City Council review of petitions of appeal shall include a public hearing and be limited to consideration of only those matters raised by the petition(s), unless the Council by motion enlarges the scope of the appeal to accept information on other matters.
4. Staff must prepare written findings within fifteen (15) working days of the City Council vote on the matter.

K. **CITY COUNCIL CALL-UP.** Within fifteen (15) calendar days of Final Action on any project, the City Council, on its own motion, may call up any Final Action taken by the Planning Commission or Planning Director for review by the Council. Call-ups involving City Development may be heard by the Board of Adjustment at the City Council's request. The call-up shall require the majority vote of the Council. Notice of the call-up shall be given to the Chairman of the Commission and/or Planning Director by the Recorder, together with the date set by the Council for consideration of the merits of the matter. The Recorder shall also provide notice as required by Sections 15-1 -12 and 15-1-18 (K) herein. In calling a matter up, the Council may limit the scope of the call-up hearing to certain issues. The City Council, with the consultation of the Applicant, shall set a date for the call-up. The City Recorder shall notify the Applicant of the call-up date. The City Recorder shall obtain the findings and all other pertinent information and transmit them to the Council.

L. **NOTICE.** There shall be no additional notice for appeals of Staff determination other than listing the matter on the agenda, unless notice of the Staff review was provided, in which case the same notice must be given for the appeal. Notice of appeals of Final Action by the Planning Commission and Historic

Preservation Board; notice of all appeals to City Council, reconsiderations, or call-ups shall be given by:

1. Publishing the matter once at least fourteen (14) days prior to the first hearing in a newspaper having general circulation in Park City;
2. Mailing courtesy notice at least fourteen (14) days prior to the first hearing to all parties who received mailed courtesy notice for the original action.
3. Posting the Property at least fourteen (14) days prior to the first hearing; and
4. Publishing notice on the Utah Public Notice Website at least fourteen (14) days prior to the first hearing.

- M. **STAY OF APPROVAL PENDING REVIEW OF APPEAL**. Upon the filing of an appeal, any approval granted under this Chapter will be suspended until the appeal body, pursuant to this Section 15-1-18 has acted on the appeal.
- N. **APPEAL FROM THE CITY COUNCIL**. The Applicant or any Person aggrieved by City action on the project may appeal the Final Action by the City Council to a court of competent jurisdiction. The decision of the Council stands, and those affected by the decision may act in reliance on it unless and until the court enters an interlocutory or final order modifying the decision.
- O. **RECONSIDERATION**. The City Council, and any Board or Commission, may reconsider at any time any legislative decision upon an affirmative vote of a majority of that body. The City Council, and any Board or Commission, may reconsider any quasi-judicial decision upon an affirmative vote of a majority of that body at any time prior to Final Action. Any action taken by the deciding body shall not be reconsidered or rescinded at a special meeting unless the number of members of the deciding body present at the special meeting is equal to or greater than the number of members present at the meeting when the action was approved.
- P. No participating member of the appeal panel may entertain an appeal in which he or she acted as the land Use authority.

Exhibit B - Chapter 11 Historic Preservation

15-11-10 Park City Historic Sites Inventory

The Historic Preservation Board may designate Sites to the Historic Sites Inventory as a means of providing recognition to and encouraging the Preservation of Historic Sites in the community.

A. CRITERIA FOR DESIGNATING SITES TO THE PARK CITY HISTORIC SITES INVENTORY.

1. **LANDMARK SITE.** Any Buildings (main, attached, detached, or public), Accessory Buildings, and/or Structures may be designated to the Historic Sites Inventory as a Landmark Site if the Historic Preservation Board finds it meets all the criteria listed below:
 - a. It is at least fifty (50) years old or if the Site is of exceptional importance to the community; and
 - b. It retains its Historic Integrity in terms of location, design, setting, materials, workmanship, feeling and association as defined by the National Park Service for the National Register of Historic Places; and
 - c. It is significant in local, regional or national history, architecture, engineering or culture associated with at least one (1) of the following:
 1. An era that has made a significant contribution to the broad patterns of our history; or
 2. The lives of Persons significant in the history of the community, state, region, or nation; or
 3. The distinctive characteristics of type, period, or method of construction or the work of a notable architect or master craftsman.
2. **SIGNIFICANT SITE.** Any Buildings (main, attached, detached or public), Accessory Buildings and/or Structures may be designated to the Historic Sites Inventory as a Significant Site if the Historic Preservation Board finds it meets all the criteria listed below:
 - a. It is at least fifty (50) years old or the Site is of exceptional importance to the community; and
 - b. It retains its Essential Historic Form as may be demonstrated but not limited by any of the following:
 1. It previously received a historic grant from the City; or
 2. It was previously listed on the Historic Sites Inventory; or
 3. It was listed as Significant on any reconnaissance or intensive level survey of historic resources; and

- c. It has one (1) or more of the following:
 - 1. It retains its historic scale, context, materials in a manner and degree which can be restored to its Essential Historic Form even if it has non-historic additions; or
 - 2. It reflects the Historical or Architectural character of the site or district through design characteristics such as mass, scale, composition, materials, treatment, cornice, and/or other architectural features as are Visually Compatible to the Mining Era Residences National Register District even if it has non-historic additions; and
- d. It is important in local or regional history architecture, engineering, or culture associated with at least one (1) of the following:
 - 1. An era of Historic Importance to the community, or
 - 2. Lives of Persons who were of Historic importance to the community, or
 - 3. Noteworthy methods of construction, materials, or craftsmanship used during the Historic period.
- 3. **CONTRIBUTORY SITE.** Any Buildings (main, attached, detached or public), Accessory Buildings and/or Structures may be designated to the Historic Sites Inventory as a Contributory Site if the Planning Department finds it meets all the criteria listed below:
 - a. The structure is forty (40) years old or older (this includes buildings not historic to Park City that were relocated to prevent demolition); and
 - b. Meets one of the following:
 - 1. Expresses design characteristics such as mass, scale, composition, materials, treatment, cornice, and/or other architectural features as are Visually Compatible to the Mining Era Residences National Register District; or
 - 2. It is important in local or regional history, architecture, engineering, or culture associated with at least one (1) of the following:
 - 1. An era of Historic importance to the community; or
 - 2. Lives of Persons who were of Historic importance to the community, or
 - 3. Noteworthy methods of construction, materials, or craftsmanship used during the Historic Period
 - c. Contributory structures may be eligible for Historic District Grant funding. Contributory structures are eligible for demolition.
- 4. Any Development involving the Reassembly or Reconstruction of a Landmark Site or a Significant Site that is executed pursuant to Sections

15-11-14 or 15-11-15 of this code shall remain on the Park City Historic Sites Inventory. Following Reassembly or Reconstruction, the Historic Preservation Board will review the project to determine if the work has required a change in the site or structure's historic designation from Landmark to Significant.

B. PROCEDURE FOR DESIGNATING SITES TO THE PARK CITY HISTORIC SITES INVENTORY.

The Planning Department shall maintain an inventory of Historic Sites. It is hereby declared that all Buildings (main, attached, detached or public), Accessory Buildings, and/or Structures within Park City, which comply with the criteria found in Sections 15-11-10(A)(1) or 15-11-10(A)(2) are determined to be on the Park City Historic Sites Inventory.

Any Owner of a Building (main, attached, detached or public), Accessory Building, and/or Structure, may nominate it for listing in the Park City Historic Sites Inventory. The Planning Department may nominate a Building (main, attached, detached or public), Accessory Building, and/or Structure for listing in the Park City Historic Sites Inventory. The nomination and designation procedures are as follows:

1. **COMPLETE APPLICATION.** The Application shall be on forms as prescribed by the City and shall be filed with the Planning Department. Upon receiving a Complete Application for designation, the Planning staff shall hold a hearing before the Historic Preservation Board within ninety (90) days.
2. **NOTICE.** Prior to taking action on the Application, the Planning staff shall provide public notice pursuant to Section 15-1-21 of this Code.
3. **HEARING AND DECISION.** The Historic Preservation Board will hold a public hearing and will review the Application for compliance with the "Criteria for Designating Historic Sites to the Park City Historic Sites Inventory." If the Historic Preservation Board finds that the Application complies with the criteria set forth in Section 15-11-10(A)(1) or Section 15-11-10(A)(2), the Building (main, attached, detached or public), Accessory Building, and/or Structure will be added to the Historic Sites Inventory. The HPB shall forward a copy of its written findings to the Owner and/or Applicant.

C. REMOVAL OF A SITE FROM THE PARK CITY HISTORIC SITES INVENTORY.

The Historic Preservation Board may remove a Site from the Historic Sites Inventory. Any Owner of a Site listed on the Park City Historic Sites Inventory may submit an Application for the removal of his/her Site from the Park City Historic Sites Inventory. The Planning Department may submit an Application for the removal of a Site from the Park City Historic Sites Inventory. The criteria and

procedures for removing a Site from the Park City Historic Sites Inventory are as follows:

1. CRITERIA FOR REMOVAL.

- a. The Site no longer meets the criteria set forth in Section 15-11-10(A)(1) or 15-11-10(A)(2) because the qualities that caused it to be originally designated have been lost or destroyed; or
- b. The Building (main, attached, detached, or public) Accessory Building, and/or Structure on the Site has been demolished and will not be reconstructed; or
- c. Additional information indicates that the Building, Accessory Building, and/or Structure on the Site do not comply with the criteria set forth in Section 15-11-10(A)(1) or 15-11-10(A)(2).

2. PROCEDURE FOR REMOVAL.

- a. **Complete Application.** The Application shall be on forms as prescribed by the City and shall be filed with the Planning Department. Upon receiving a Complete Application for removal, the Planning staff shall hold a hearing before the Historic Preservation Board within ninety (90) days.
- b. **Notice.** Prior to taking action on the Application, the Planning staff shall provide public notice pursuant to Section 15-1-21 of this Code.
- c. **Hearing and Decision.** The Historic Preservation Board will hear testimony from the Applicant and public and will review the Application for compliance with the "Criteria for Designating Historic Sites to the Park City Historic Sites Inventory." The HPB shall review the Application "de novo" giving no deference to the prior determination. The Applicant has the burden of proof in removing the Site from the inventory. If the HPB finds that the Application does not comply with the criteria set forth in Section 15-11-10(A)(1) or Section 15-11-10(A)(2), the Building (main, attached, detached, or public) Accessory Building, and/or Structure will be removed from the Historic Sites Inventory. The HPB shall forward a copy of its written findings to the Owner and/or Applicant.

Planning Commission Staff Report



Subject: 1885 Lower Iron Horse Loop
Application: PL-25-06456
Authors: Virgil Lund, Planner II
Jaron Ehlers, Planner I
Date: July 9, 2025
Type of Item: Legislative- Work Session – Zone Change Request

Recommendation

(I) Review the request to rezone 1885 Lower Iron Horse Loop from Estate to Light Industrial and (II) provide preliminary input.

Description

Applicant: Nani Investment, LTD
Applicant Representatives: Justin Keys and John Jackovich

Location: 1885 Lower Iron Horse Loop Road

Zoning District: Estate

Adjacent Land Uses: Open Space, Multi-Unit Dwellings

Reason for Review: Zone change requests require Planning Commission recommendation and Final Action by the City Council.¹

AMPD	Affordable Master Planned Development
AUE	Affordable Unit Equivalent
CUP	Conditional Use Permit
E	Estate
LI	Light Industrial
LMC	Land Management Code
PCMC	Park City Municipal Corporation
RUE	Residential Unit Equivalent

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

Summary

The Applicant proposes to rezone 1885 Lower Iron Horse Loop from Estate (E) to Light Industrial (LI) to construct an Affordable Master Planned Development (AMPD) with 23 Units, totaling 12.1 Residential Unit Equivalents (RUEs). 1885 Lower Iron Horse Loop is a 0.54-acre metes-and-bounds parcel (Parcel No. SA-254-10-A). The properties to the west of the parcel are the Iron Horse Park Apartments, and the parcels to the north,

¹ LMC [§ 15-1-7](#)

east, and south are owned by Park City Municipal Corporation (PCMC) and the State of Utah as open space parcels and the Rail Trail. 1885 Lower Iron Horse Loop is in the Bonanza Park neighborhood.

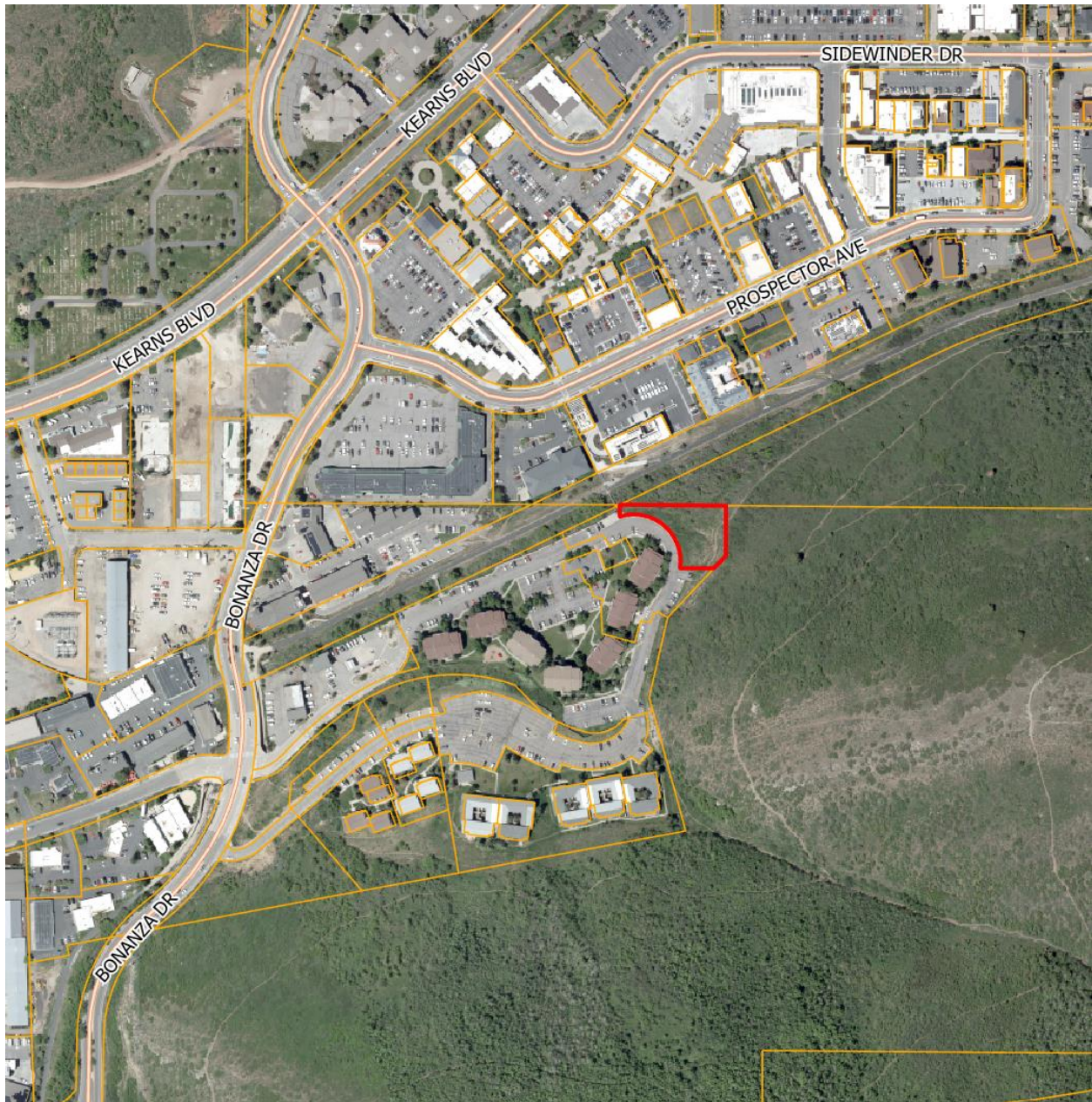


Figure 1: 1885 Lower Iron Horse Loop Highlighted in Red.

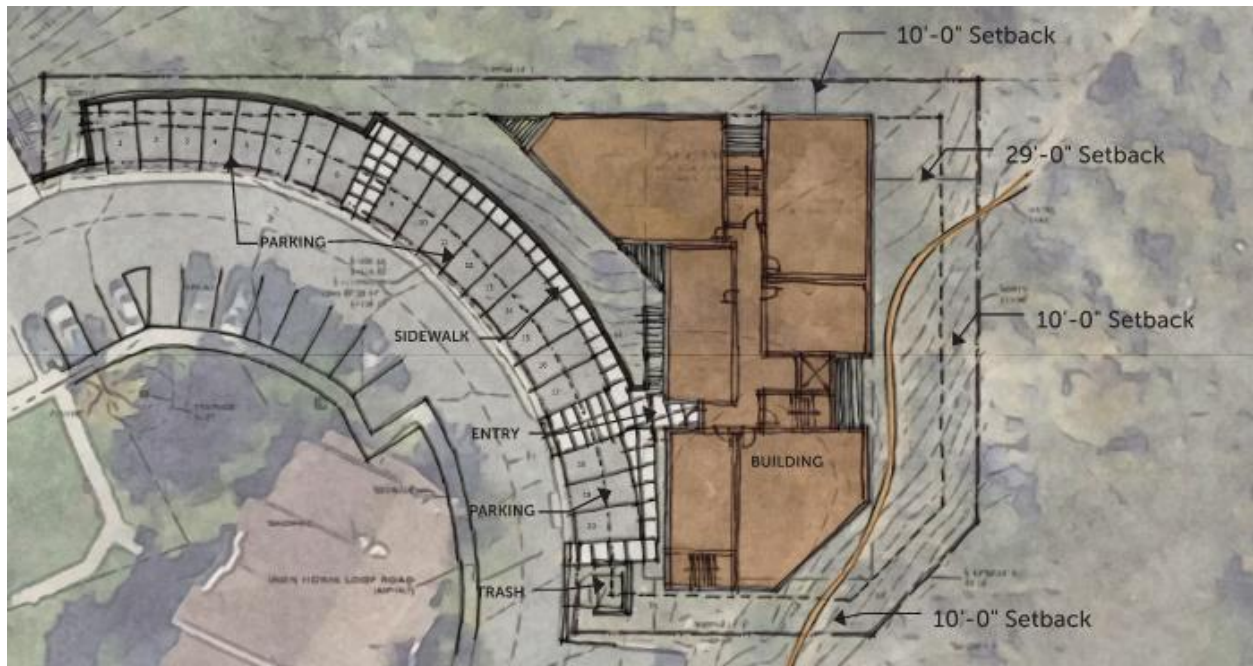


Figure 2: Site Plan provided by Applicant (Exhibit A).



Figure 3: East Elevation study provided by Applicant (Exhibit A).

The proposal to rezone the property from Estate to Light Industrial meets the goals and objectives of the General Plan and Bonanza Park Small Area Plan. However, access to the site needs to be clarified, there is a potential need for a Setback determination from Silver Creek to be made by state regulators, the site is in a designated floodplain, construction is proposed on Very Steep Slopes, and the Park City Fire District has concerns regarding compliance with their required criteria. While the Applicant works

through access, river Setback, floodplain evaluation, mitigation on Very Steep Slopes, and Fire District requirements, staff requests Planning Commission input on additional information needed to conduct a public hearing and forward a recommendation to the City Council on the Applicant's requested rezone.

Background

On June 7, 1979, Ordinance No. 79-3 established the LI Zone (Exhibit B). The LI Zone included 10.56 acres of land on Iron Horse Drive and Bonanza Drive near the old Park City Dump. 1885 Lower Iron Horse was zoned Estate at this time.

On December 19, 1985 the City Council adopted the official Zoning Map for the City (Ordinance No. [85-17](#)), and 1885 Lower Iron Horse Loop maintained Estate zoning.

In 2002, the LMC established Affordable Master Planned Developments (AMPDs) that allowed for reduced open space and increased density—up to 20 units per acre—when projects provided 100% affordable housing.²

Nani Investment Ltd. (current owners of the property) first applied for an AMPD at 1885 Lower Iron Horse Loop in 2002. This proposal included PCA-3-3000-X, now owned by PCMC, which brought the total project to 15.77 acres. The proposal was for 192 units. The Planning Commission considered the proposal as a Pre-Master Planned Development Application and discouraged the Applicant from pursuing the project further. The Planning Commission directed staff to make findings for a denial based on (Exhibit C):

- Traffic impacts
- Density
- Impacts on existing neighborhoods
- Impacts to sensitive lands
- The purposes of the Estate Zone.

The current proposal is of a substantially lesser scale but higher density than the 2002 proposal, with 23 Units on .54 acres compared to 192 Units on 15.77 acres.

² The current AMPD repealed and replaced the incentives for affordable housing development ([Ordinance No. 2021-10](#)).



Figure 4: Scope of 2002 AMPD, Including Parcel No. PCA-3-3000-X.

The image below shows the existing conditions Survey for 1885 Lower Iron Horse Loop Road:

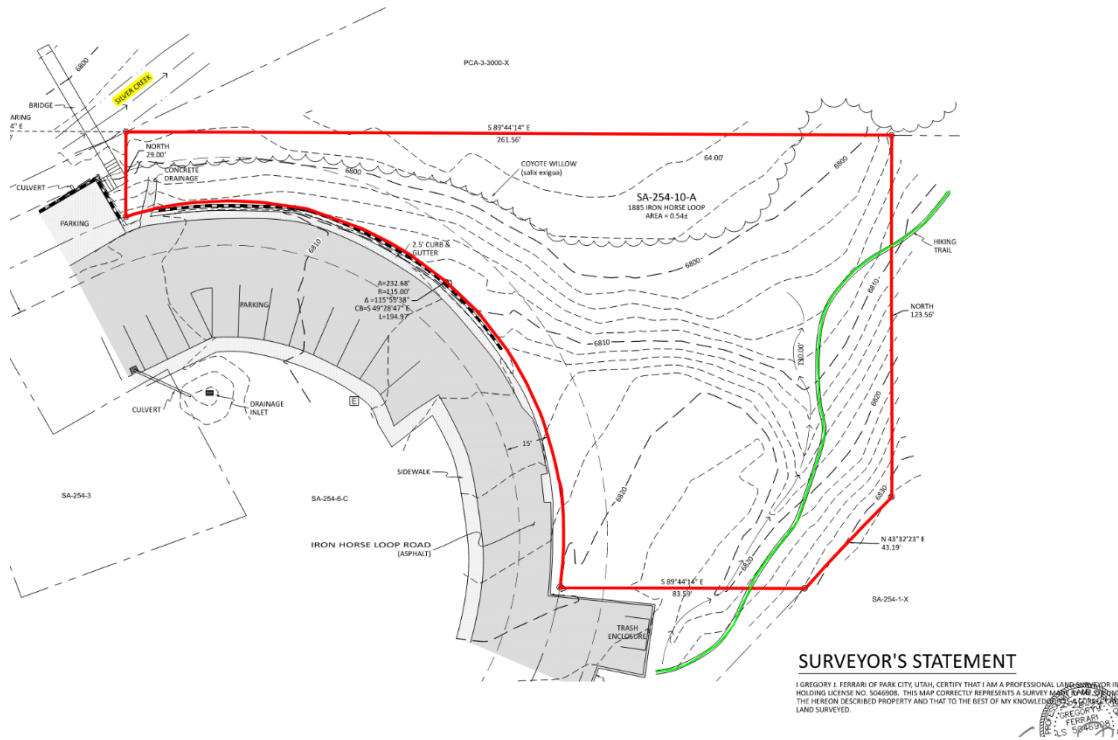


Figure 5: Existing Conditions, with Hiking Trail Highlighted in Green, Parcel Lines in Red, and Silver Creek in Yellow

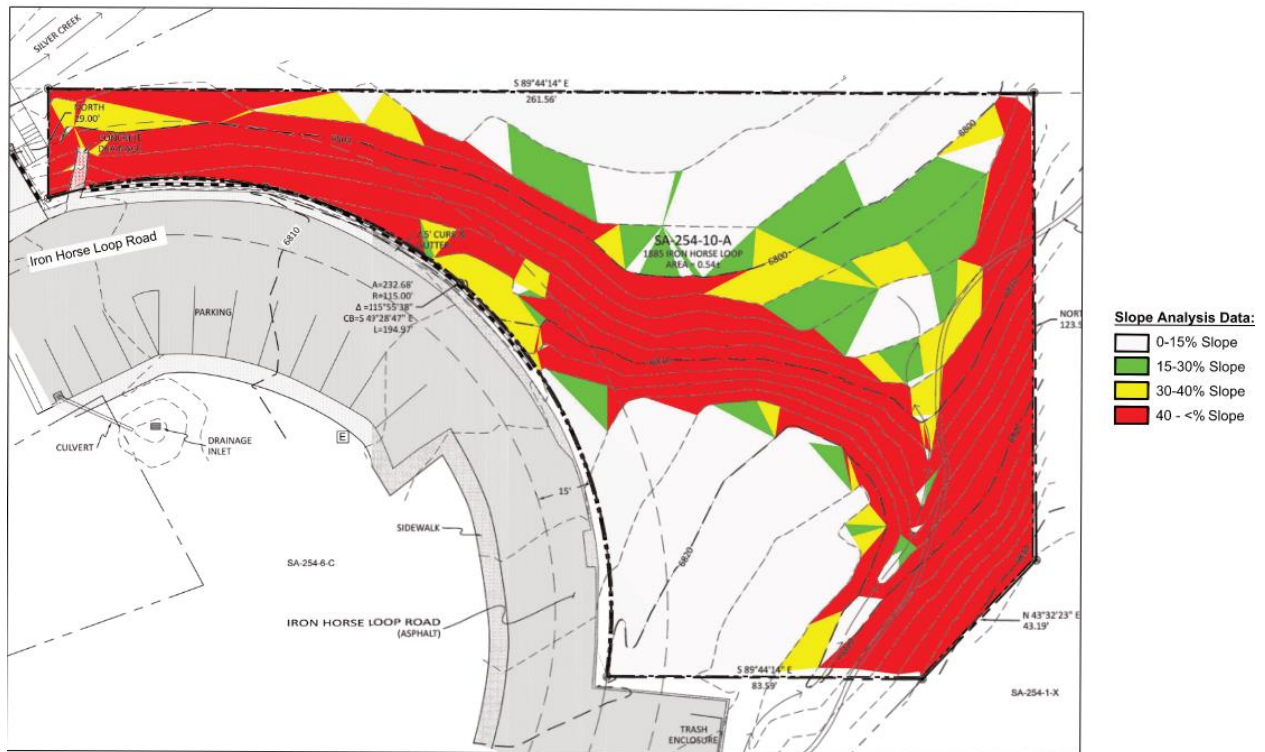
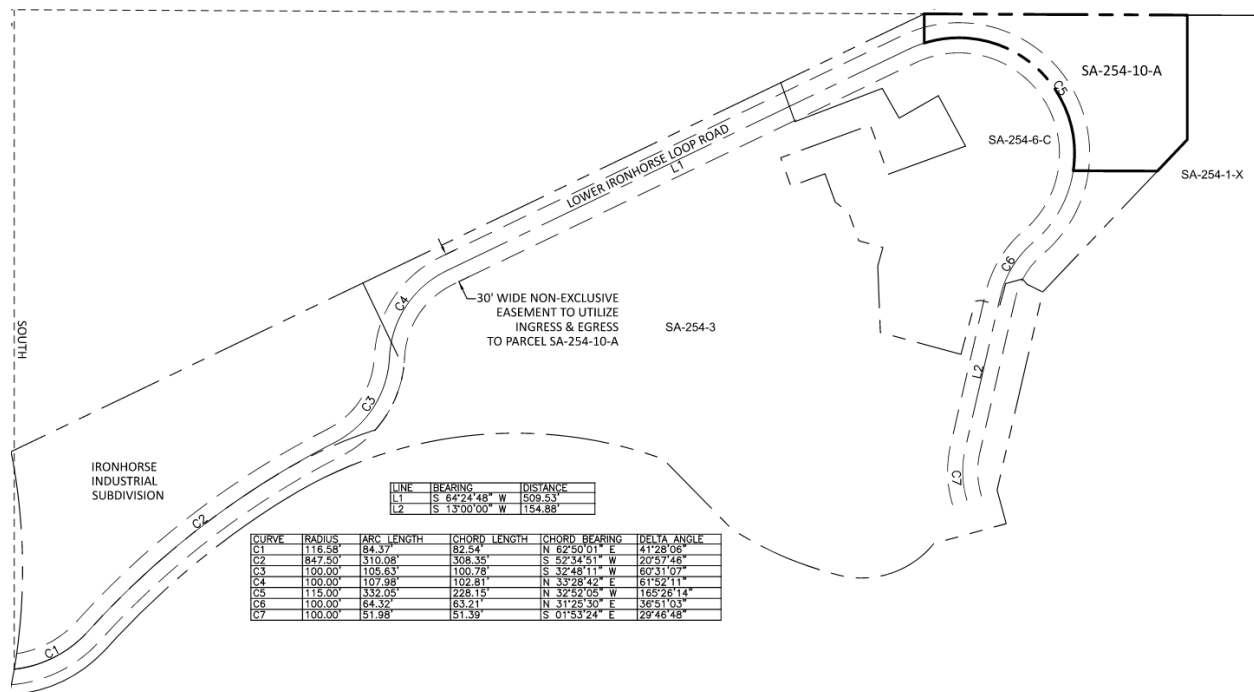


Figure 6: Slope Map provided by Applicant.

There is no public Right-of-Way access to the parcel. The Applicant submitted a 1997

Quit Claim Deed that references a 30-foot wide ingress and egress easement through Lower Iron Horse Loop, a private road (Recorder Entry No. [00478680](#)). However, staff has requested additional clarification regarding access to 1885 Lower Iron Horse Loop.



30' WIDE INGRESS & EGRESS EASEMENT EXHIBIT

Figure 7: Applicant's Ingress and Egress Recorded Easement (Recorder Entry No. [00478680](#)) (Exhibit A).

Analysis

(I) The General Plan outlines a desire for more workforce housing in Park City and does not identify the parcel as protected Open Space.

The 2014 General Plan establishes goals for workforce housing and housing affordability as well as the protection of Open Space:

Affordable Housing

Goal 8 of the General Plan is "Workforce Housing: Increase affordable housing opportunities and associated services for the workforce of Park City."³ Goal 8 identifies the following objectives for achieving this goal, with staff analysis in italics:

- 8.A. "Provide increased housing opportunities that are affordable to a wide range of income levels within all Park City neighborhoods."
 - *An AMPD at this parcel would provide increased affordable housing opportunities.*
- 8.B. "Increase rental housing opportunities for seasonal workers in close proximity to resorts and mixed use centers."
 - *While 1885 Lower Iron Horse Drive is not near a resort, it is along a*

³ [2014 General Plan Volume 1, Sense of Community](#), pg. 74.

primary transit route to the resorts and is proximate to Bonanza Park, currently undergoing a rezone to a mixed-use district, and Prospector Square, the neighborhood the General Plan identifies as the City's mixed-use neighborhood.

- 8.C. "Increase housing ownership opportunities for workforce within primary residential neighborhoods."
 - *1885 Lower Iron Horse Loop Road is in a primarily multi-family residential neighborhood.*

Open Space

Goal 4 of the General Plan is "Open Space: Conserve a connected, healthy network of open space for continued access to and respect for the Natural Setting."⁴ Objective 4.D: "Minimize further land disturbance and conversion of remaining undisturbed land areas to development to minimize the effects on neighborhoods."

Goal 4 also contains two maps, "Preserved Open Space" and "Open Space & Critical Areas." *Neither of the maps grant 1885 Lower Iron Horse Loop Road any form of specific status regarding Open Space.*

(II) The Bonanza Park Small Area Plan outlines a desire for greater affordable housing in the Bonanza Park Neighborhood.

On July 11, 2024, the City Council approved Ordinance [No. 2024-17](#) adopting the Bonanza Park Small Area Plan. Most of the Bonanza Park neighborhood is already developed or under some form of conservation restriction. *1885 Lower Iron Horse Loop is the most noteworthy exception. The Small Area Plan identifies several strategies that are relevant to the current proposal.*

⁴ [2014 General Plan Volume 1, Natural Setting](#), pg. 52.

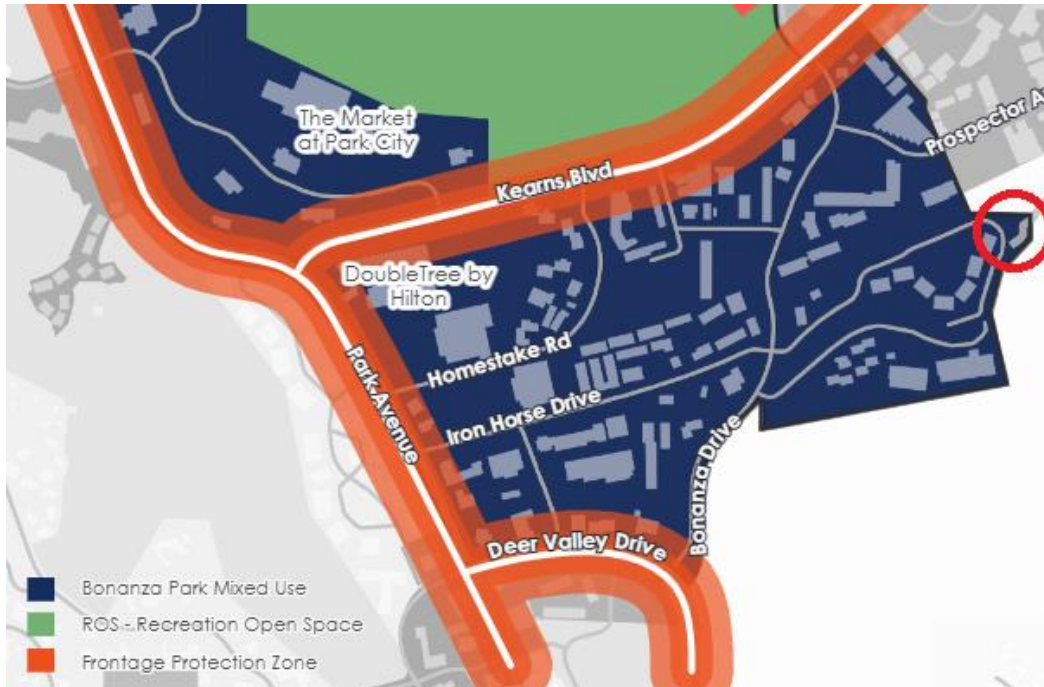


Figure 8: Map of the Bonanza Park neighborhood from the Small Area Plan, with the Parcel identified in red.

The Planning Commission and City Council are reviewing the proposed BPMX Zone in phases. The first phase, which includes approximately 70 acres between Park Avenue, Kearns Boulevard, Bonanza Drive, and Deer Valley Drive, does not include 1885 Lower Iron Horse Loop Road ([April 9, 2025, Planning Commission Staff Report](#), page 2).

Inclusive

The Small Area Plan I1 recommends working “with the development community to build more affordable and workforce housing in Bonanza Park and help meet citywide goals.”⁵ *The Applicant proposes to rezone the Parcel for the construction of an AMPD, which would provide additional affordable housing.*

(III) The property cannot be developed in the Estate Zoning District.

The purpose of the Estate District is to:

1. Allow very low density, environmentally sensitive residential Development which:
 - Preserves ridge tops, meadows, and visible hillsides,
 - Preserves large, cohesive, unbroken Areas of Open Space and undeveloped land,
 - Preserves and incorporates wetlands, drainage ways, and intermittent streams as amenities of Development,
 - Mitigates geologic and flood hazards,
 - Protects views along the City’s entry corridors, and

⁵ [Bonanza Park Small Area Plan](#), pg. 80.

- Decreases fire risk by keeping Development out of sensitive wild land interface Areas.
2. Incorporate pedestrian trail linkages between and through neighborhoods; and
 3. Encourage comprehensive, efficient, Compatible Development which results in distinct and cohesive neighborhoods through application of the Sensitive Lands Ordinance.

The Estate Zoning District requires a minimum Lot size of three acres for all Uses, and Multi-Unit Dwellings are not an allowed Use.⁶ The parcel does not comply with the minimum Lot size requirement for the Estate Zoning District. The proposed Use of an AMPD does not comply with the purpose, Allowed or Conditional Uses, or Lot size requirements of the Estate Zoning District.

(IV) Rezoning to Light Industrial allows for the property to be developed.

The purpose of the LI District is to:

1. Allow light industrial and manufacturing Uses that will not create traffic hazard, noise, dust, fumes, odors, smoke, vapor, vibration, glare, or industrial waste disposal problems,
2. Allow Conditional Uses to mitigate potential impacts,
3. Accommodate complementary and supporting Uses such as parking, child care, retail, offices, group care, and recreation facilities, and
4. Allow new light industrial Development that is Compatible with and contributes to the distinctive character of Park City, through Building materials, architectural design and details, color range, massing, lighting, landscaping, and the relationship to Streets and pedestrian ways.

Multi-Unit Dwellings require a Conditional Use Permit (CUP) in the LI Zoning District.⁷ The proposed Use of an AMPD would require a CUP and Subdivision Plat to be reviewed and approved by the Planning Commission.

The image below shows the existing zoning surrounding 1885 Lower Iron Horse Loop. LI is purple, Estate is light green, and General Commercial is red. The Upper Iron Horse apartments were built in the Estate Zone before the LI zone was created in 1979 (Ordinance No. 79-3; Exhibit B). The Estate Zone at that time allowed affordable Multi-Unit Dwellings. In 1992, the City Council adopted Ordinance [No. 92-11](#) modifying the LI to allow affordable housing developments. On March 24, 1993, the Planning Commission approved the Lower Iron Horse Apartments within the LI Zone.

⁶ LMC [§ 15-2.10-2](#) and LMC [§ 15-2.10-3](#)

⁷ LMC [§ 15-2.19-2\(B\)\(1\)](#)

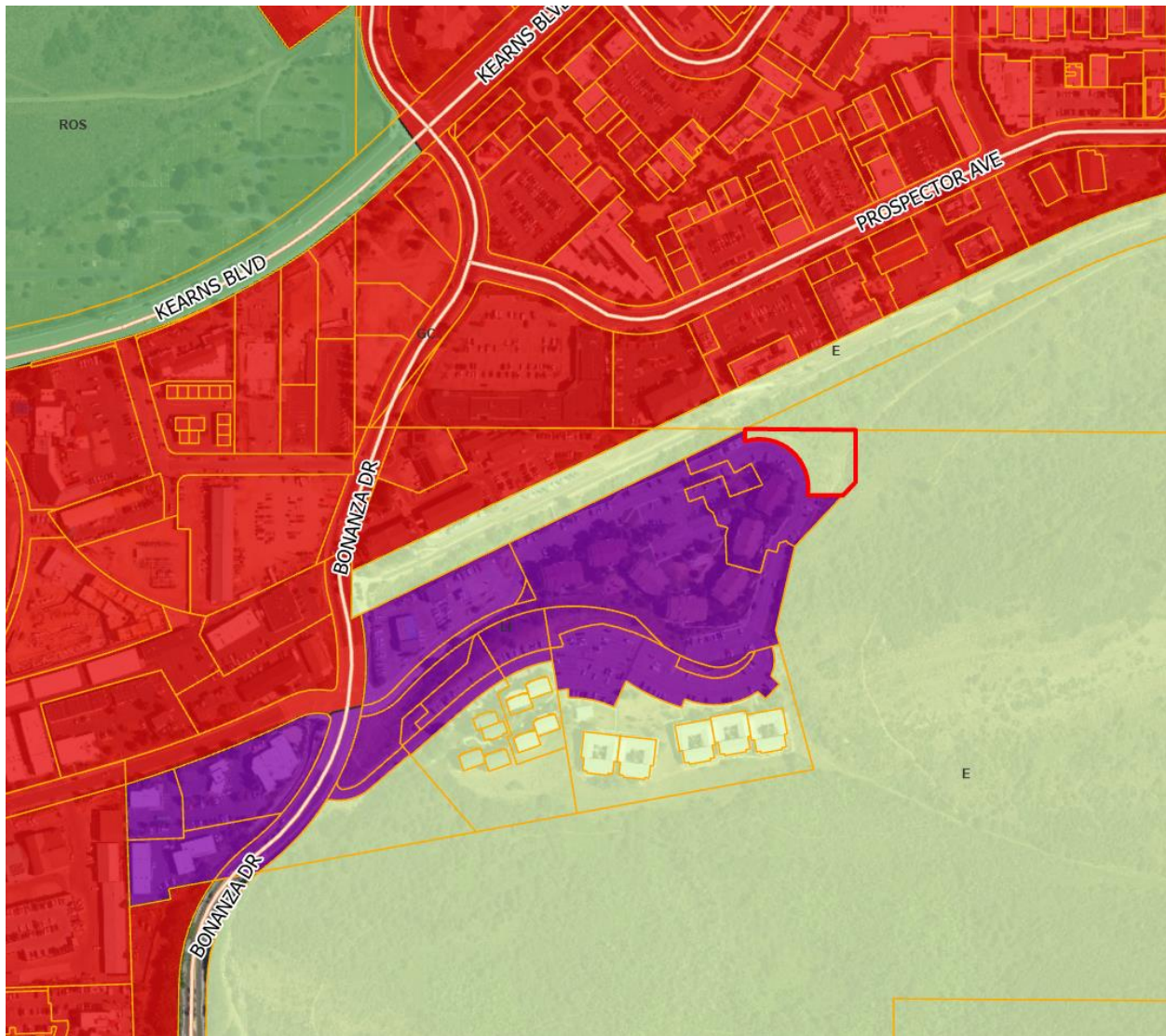


Figure 9: Existing Zoning Surrounding 1885 Lower Iron Horse. LI in Purple, Estate in Green, and General Commercial (GC) in red.

(V) The Affordable Master Planned Development regulations would require at least half of the units to be affordable.

The Applicant is proposing a 23-Unit AMPD. While Staff does not have the materials to make a full determination on compliance, Staff has been able to complete a preliminary review and highlight potential items the Applicant will need to modify to comply with code.

LMC [§ 15-6.1-2\(A\)](#) requires that an AMPD include at least ten Residential Unit Equivalents (RUEs) which is 20,000 square feet. The proposal contains 24,200 square feet or 12.1 RUEs.

LMC [§ 15-6.1-2\(B\)](#) requires that 50% of the AMPD RUEs be Affordable Units. LMC [§ 15-15-1](#) defines a RUE to be 2,000 square feet. The Applicant calculates their required

Affordable Units based on Resolution [No. 12-2025](#) which establishes one Affordable Unit Equivalent (AUE) as 900 square feet. However, pursuant to LMC [§ 15-6.1-2\(B\)](#) square footage for AMPDs must be half of the total residential square footage. AUEs are not used in AMPDs. The total affordable square footage for the project must be 12,100 square feet, or 6.05 RUEs.

RESIDENTIAL UNIT CALCULATIONS						
	3BR MR	2BR MR	ST AF	1 BR AF	2 BR AF	3 BR AF
LEVEL 1	1700	1300		650		
LEVEL 2	1700	1300	450	650		
			450	650		
LEVEL 3	1700	1300		650	900	
	1300					
LEVEL 4	1700	1100	450		900	1300
			450			
LEVEL 5		1300			900	
LEVEL 6		1400				
	8100	7700	1800	2600	2700	1300
	AREA	UE		UE COUNT	UNIT COUNT	
AFFORDABLE	8400	900		9.33	12	
MARKET RATE	15800	2000		7.90	11	

Figure 10: Residential Unit Calculations provided by the Applicant (Exhibit A).

LMC [§ 15-6.1-2\(C\)](#) establishes that market rate and Affordable Units may differ as long as it is not externally visible. Figure 3 shows no variation in the types of Units.

LMC [§ 15-6.1-2\(D\)](#) prohibits Nightly Rentals and Timeshares in AMPDs and the Applicant has not proposed any.

LMC [§ 15-6.1-7\(B\)](#) establishes that for properties two acres or less, the minimum Setbacks are the zone-required Setback. LMC [§ 15-2.19-5](#) establishes the LI Setbacks to be 30 feet for the Front, and 10 feet for the Sides and Rear. LMC [§ 15-2.19-5\(D\)\(6\)](#) allows a Front Setback Exception: "Driveways leading to a garage or Parking Area. No portion of a Front Yard except for driveways and/or allowed Parking Areas and sidewalks may be Hard-Surfaced or graveled. See Section 15-3.3 General Parking Area and Driveway Standards." This allows Parking Areas within the Front Setback of the LI Zone. LMC [§ 15-2.19-4](#) requires a 50-foot landscaped buffer area "to separate Residential Uses from existing or potential industrial Uses." Staff does not find that this applies to this project as the neighboring properties are either zoned Estate or are already developed as a Residential Use (Lower Ironhorse Apartments).

LMC [§ 15-6.1-8\(A\)](#) establishes the Building Height for AMPDs to be 45 feet in Height from Existing Grade, which Figure 3 shows compliance for. LMC [§ 15-6.1-8\(A\)\(1\)](#) requires a 10-foot-stepback from the underlying Zone Height along the perimeter up to that 45 feet. LMC [§ 15-2.19-6](#) establishes the Zone Height for the LI to be 30 feet. The Applicant will need to clarify their plans to demonstrate compliance with the stepback.

The Applicant will need to modify their plans to bring the proposal into compliance with the Parking requirements for AMPDs. LMC [§ 15-6.1-9\(A\)](#) requires compliance with LMC [Chapter 15-3](#). The Parking Ratio requirements of LMC [§ 15-3-6\(A\)](#) establish a Off-Street Parking Requirement of 29 Parking Spaces. The Applicant's plans (Exhibit A) show 20 Parking Spaces proposed. The AMPD code does allow for the Planning Commission to grant a parking reduction but that is limited by the ratios outlined in LMC [§ 15-6.2-9\(E\)](#). Assuming the maximum possible parking reduction was granted, the Parking Requirement would be 22 Parking Spaces. The Applicant also proposes that the Parking would be along Lower Iron Horse Loop but the plans will need to be modified to demonstrate compliance with LMC [§ 15-3-3\(G\)](#) which states "The Parking Area design for five (5) or more vehicles must not necessitate backing cars onto adjoining public sidewalks, parking strips, or roadways." While Iron Horse Loop is not "public," as mentioned above, Staff requested the Applicant provide clarification on access to the site as well as verification regarding the proposed parking and access impacts to private property.

LMC [§ 15-6.2-10\(A\)](#) requires that 20% of the AMPD must be Open Space. 20% of 1885 Lower Iron Horse Loop is 4,704.48 square feet. The plans show that approximately 9,194 square feet is currently proposed to be Open Space.

(VI) The Development Review Committee reviewed the proposal on January 21, 2025, and outlined development constraints at the Site.⁸

- The parcel is in a designated floodplain. The Engineering Department requires certain structural standards to be met to build within a floodplain and additional mitigation measures will be determined as the plans are finalized.
- The Park City Fire District notes access to the site does not meet the required standards. Access must be resolved before the Park City Fire District approves anything related to the project.

Department Review

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

Public Input

Staff did not receive any public input at the time this report was published.

Exhibits

A: Applicant Submittal

B: Ordinance No. 79-3 Creating the LI Zone

C: June 26, 2002 Planning Commission Meeting Minutes

⁸ The Development Review Committee meets the first and third Tuesday of each month to review and provide comments on Planning Applications, including review by the Building Department, Engineering Department, Sustainability Department, Transportation Planning Department, Code Enforcement, the City Attorney's Office, Local Utilities including Rocky Mountain Power and Enbridge Gas, the Park City Fire District, Public Works, Public Utilities, and the Snyderville Basin Water Reclamation District (SBWRD).



Justin Keys
Justin@hlhparkcity.com
Direct: 435.731.9195

April 9, 2025

VIA EMAIL

Park City Planning Department
Virgil Lund, Planner II
Virgil.lund@parkcity.org
PO Box 1480
Park City, Utah 84060

Re: Written narrative supporting 1885 Iron Horse Zone Change

Dear Mr. Lund,

J. Four Properties (the “Applicant”) provides this narrative in support of its Application for Zone Change of the property located at 1885 Lower Iron Horse Loop with Tax ID SA-254-10-A (the “Property”).

The Applicant is seeking a zone change from the Estate zone to Light Industrial. The Property is directly adjacent to other Light Industrial zoned properties that are developed as apartment rentals. Indeed, a majority of the surrounding properties accessible from Iron Horse Road are zoned Light Industrial.

A zone change to Light Industrial will allow the Applicant to apply to develop the property as an affordable master planned development under Park City Land Management Code Section 15-6.1. Under current Estate zoning, the Property does not qualify to be developed as an affordable master planned development.

This area is ideally located for an affordable master planned development because such a use is in harmony with surround uses. The property is also centrally located near major employers—precisely where the demand for deed-restricted affordable housing is highest. Transit opportunities are readily available along with improved public trails, allowing for alternative forms of commuting, reducing traffic on Park City’s roadways. Finally, the property is easily serviced by public utilities that are readily available.

For all of the foregoing reasons, a zone change is merited in this location. The result of the zone change will be the addition of affordable units where such units are most needed.

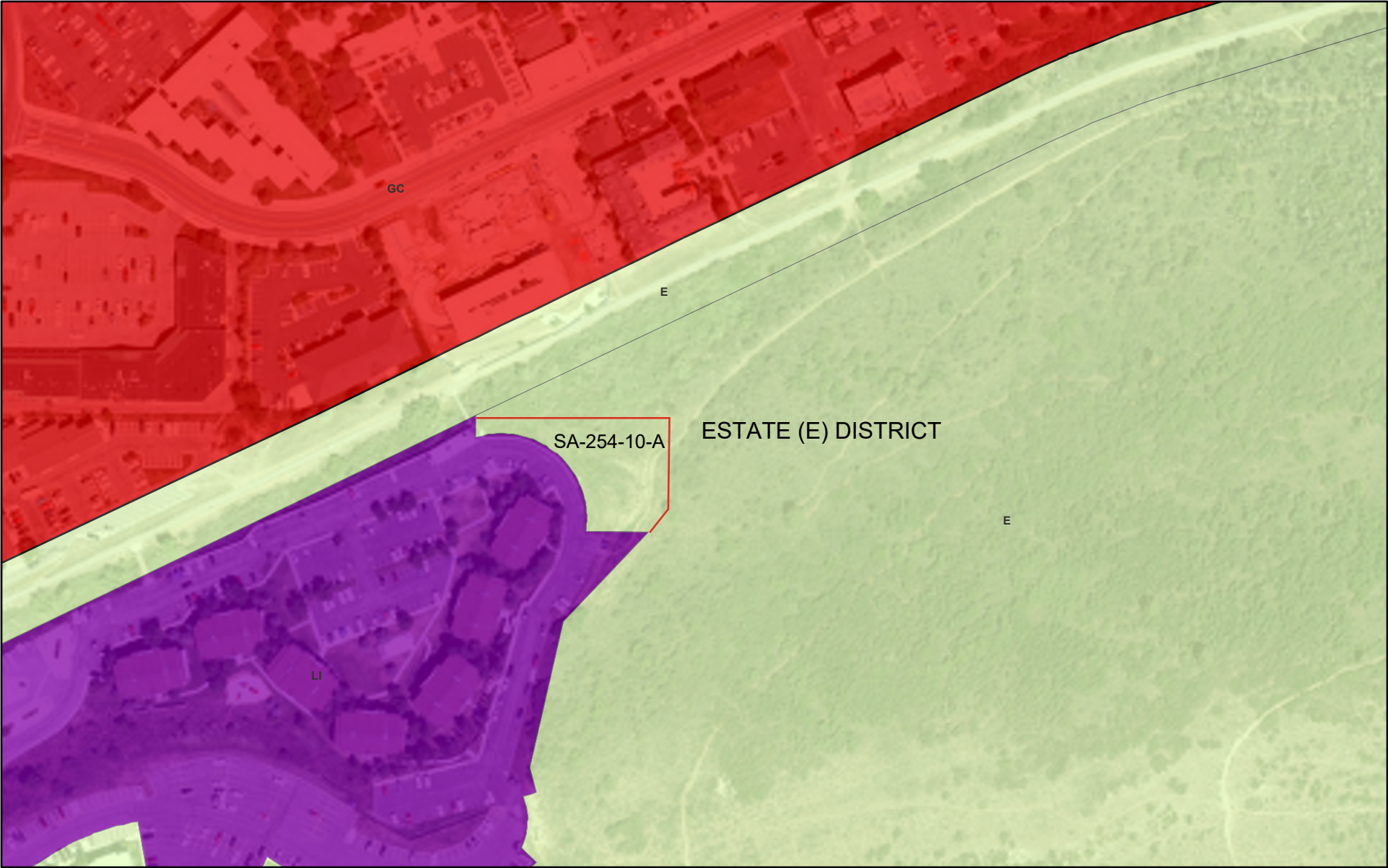
Very Truly Yours,
HOGGAN LEE HUTCHINSON

A handwritten signature in blue ink, appearing to read "Justin J. Keys", with a stylized, cursive script.

Justin J. Keys

Encl.

Zoning



2/18/2025

Zoning

GC

E

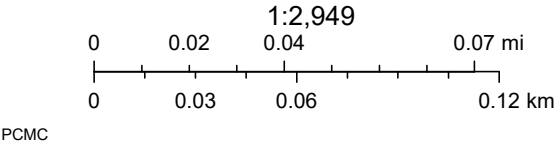
LI

PC2020ImageryCache

Green: Green

Red: Red

Blue: Blue



SITE PLAN
PARCEL SA-254-10-A
LOCATED IN THE SOUTHEAST QUARTER OF SECTION 9
TOWNSHIP 2S RANGE 4E
SALT LAKE BASE AND MERIDIAN

CENTER OF SECTION 9
T2S, R4E, SLB&M
FOUND 3.5" BRASS CAP

18.69'
654.717'
SOUTH
BONANZA DRIVE

IRONHORSE
INDUSTRIAL
SUBDIVISION

LINK	BEARING	DISTANCE
L1	S 64°24'48" W	509.53'
L2	S 13°00'00" W	154.88'

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	116.58'	84.37'	82.54'	N 62°40'01" E	41°28'06"
C2	847.50'	1310.08'	908.35'	S 52°34'51" W	20°57'46"
C3	100.00'	105.63'	100.78'	S 32°48'11" W	60°31'07"
C4	100.00'	107.98'	102.81'	N 32°58'49" E	61°52'11"
C5	115.00'	132.25'	128.15'	N 32°52'05" W	165°28'14"
C6	100.00'	64.32'	63.21'	N 31°25'30" E	38°51'03"
C7	100.00'	51.98'	51.99'	S 01°53'24" E	22°42'48"

30' WIDE INGRESS & EGRESS EASEMENT EXHIBIT
ENTRY NO. 00478680

SCALE 1:100



P.O.BOX 981142
PARK CITY, UT 84098
ferrari.surveying@gmail.com

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UTAH

SUMMIT COUNTY

PARK CITY

SITE PLAN
PARCEL SA-254-10-A
1885 LOWER IRON HORSE LOOP
JOHN JACKOVICH

LEGAL DESCRIPTION:

BEGINNING AT A POINT ON THE SOUTH RIGHT-OF-WAY OF THE UNION PACIFIC RAILROAD COMPANY SAID POINT BEING SOUTH 89°44'14" EAST 923.100 FEET ALONG THE CENTER OF SECTION LINE FROM THE CENTER OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN AND RUNNING THENCE SOUTH 89°44'14" EAST, 261.563 FEET; THENCE SOUTH 123.556 FEET; THENCE SOUTH 43°32'23" WEST 43.191 FEET; THENCE NORTH 89°44'14" WEST 83.595 FEET TO A POINT ON A 115.000 FOOT RADIUS CURVE TO THE LEFT (RADIUS POINT BEARS NORTH 81°30'58" WEST); THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE 232.681 FEET (DELTA=115°55'38"); THENCE NORTH 29.004 FEET TO THE POINT OF BEGINNING.
SUBJECT TO AND TOGETHER WITH THE NON-EXCLUSIVE EASEMENT TO UTILIZE A 30 FOOT WIDE PARCEL OF PROPERTY FOR THE PURPOSE OF INGRESS AND EGRESS, THE CENTER LINE OF WHICH IS DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT WHICH IS SOUTH 89°44'14" EAST 18.689 FEET ALONG THE CENTER OF SECTION LINE AND SOUTH 654.717 FEET FROM THE CENTER OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, SAID POINT BEING ON A POINT ON A 116.58 FOOT RADIUS CURVE TO THE LEFT (RADIUS POINT BEARS N 06°25'56" W) THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE 84.374 FEET (DELTA = 41°28'07") TO A POINT OF CURVATURE OF A 847.500 FOOT RADIUS CURVE TO THE RIGHT (RADIUS BEARS SOUTH 47°54'02" EAST); THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE 310.075 FEET (DELTA = 20°57'46") TO A POINT OF CURVATURE OF A 100.000 FOOT RADIUS CURVE TO THE LEFT (RADIUS POINT BEARS NORTH 26°56'16" WEST); THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE 105.625 FEET (DELTA = 60°31'07") TO A POINT OF CURVATURE OF A 100.000 FOOT RADIUS CURVE TO THE RIGHT (RADIUS POINT BEARS SOUTH 87°27'23" EAST); THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE 107.983 FEET (DELTA = 61°52'11"); THENCE NORTH 64°24'48" EAST 509.533 FEET TO A POINT OF CURVATURE OF A 115.000 FOOT RADIUS CURVE TO THE RIGHT (RADIUS POINT BEARS SOUTH 25°35'12" EAST); THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE 332.054 FEET (DELTA = 165°26'15") TO A POINT OF CURVATURE OF A 100.00 FOOT RADIUS CURVE TO THE LEFT (RADIUS POINT BEARS SOUTH 40°08'56" EAST); THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE 64.317 FEET (DELTA = 36°51'04") THENCE SOUTH 13°00'00" WEST 154.878 FEET TO A POINT OF CURVATURE OF A 100.000 FOOT RADIUS CURVE TO THE LEFT (RADIUS POINT BEARS SOUTH 77°00'00" EAST); THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE 51.976 FEET (DELTA = 29°46'49"); THENCE SOUTH 16°46'49" EAST 32.732 FEET TO A POINT WHICH IS SOUTH 89°44'14" EAST 975.55 FEET ALONG THE CENTER OF SECTION LINE AND SOUTH 513.934 FEET FROM THE CENTER OF SECTION 9.

LEGEND:

---	CLIENT PROPERTY LINE	●	FOUND 5/8" REBAR & CAP 'ROCKHILL' (11)
---	ADJOINING PROPERTY LINE	⊗	FOUND 5/8" REBAR NO CAP
---	CENTERLINE	⊙	FOUND NAIL & WASHER
---	MAJOR CONTOUR	⊖	FOUND 5/8" REBAR & CAP LS359005 (12)
---	MINOR CONTOUR	⊕	ELECTRIC TRANSFORMER
---	FENCE		
---	EASEMENT		
---	FLOWLINE		
---	TOP OF BANK		
---	SECTION LINE TIE		
---			RETAINING WALL

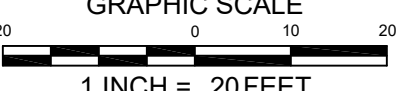
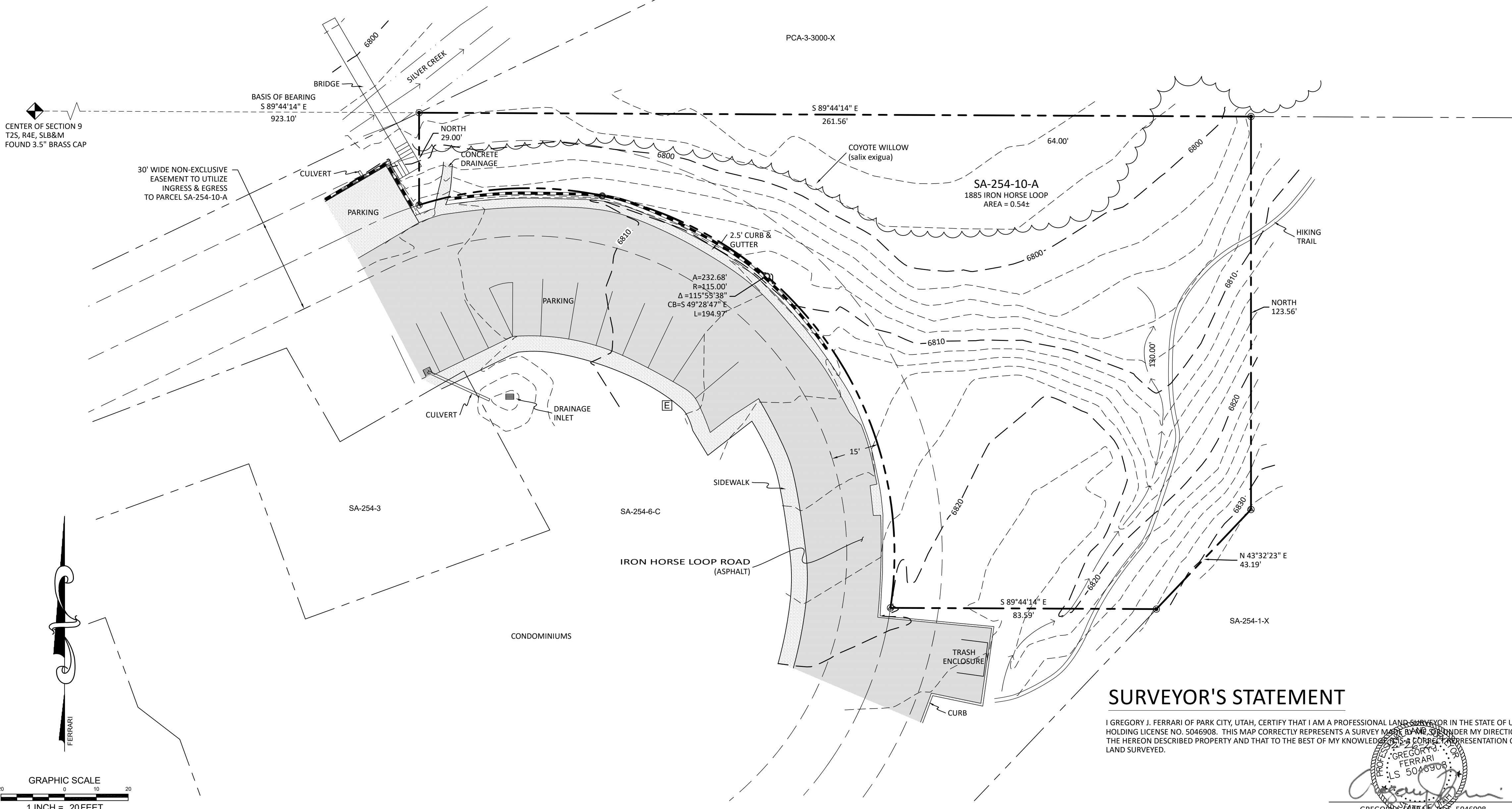
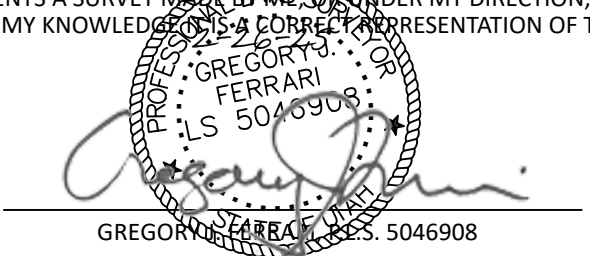
PROJECT INFORMATION:

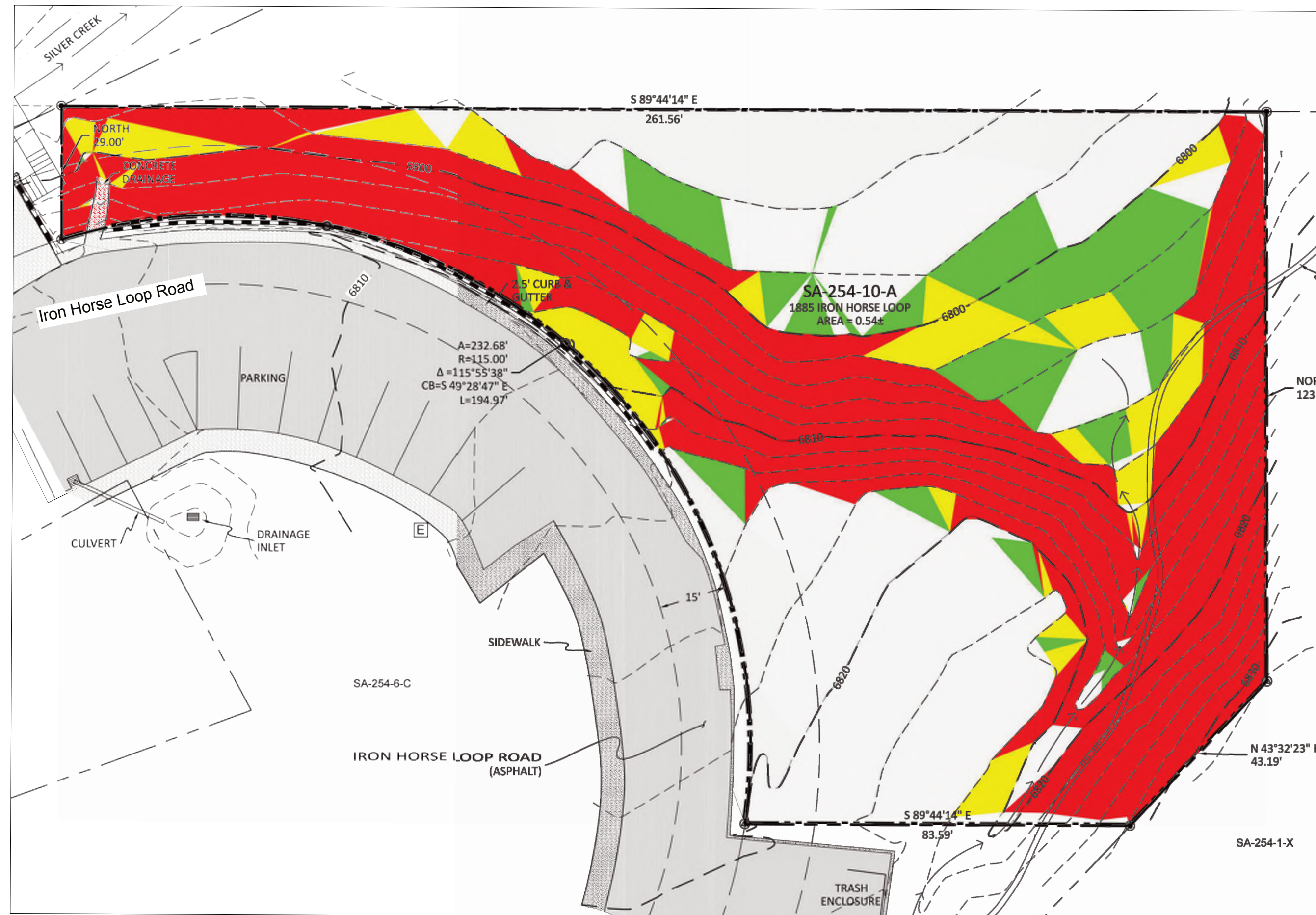
CLIENT:	JOHN JACKOVICH
PROJECT ADDRESS:	1885 LOWER IRON HORSE LOOP PARK CITY, UT 84060
SERIAL NO:	SA-254-10-A
RECORD INFORMATION:	ENTRY NO. 417729, BOOK 846, PAGE 0066-0068

BAR IS ONE INCH ON ORIG. DRAWING IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY	
SURVEY BY:	GF
SURVEY DATE:	11-13-23
DESIGN BY:	GF
DRAFTING BY:	GF
CHECKED BY:	GF
XREFS:	
DRAWING:	SA-254-10-A
DATE:	2-28-25
SCALES:	
1:20 HORIZONTAL	1 OF 1
2' CONTOURS VERTICAL	
PROJECT No: 2025.17	

SURVEYOR'S STATEMENT

I GREGORY J. FERRARI OF PARK CITY, UTAH, CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR IN THE STATE OF UTAH, HOLDING LICENSE NO. 5046908. THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION, OF THE HEREON DESCRIBED PROPERTY AND THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF IT IS A CORRECT REPRESENTATION OF THE LAND SURVEYED.

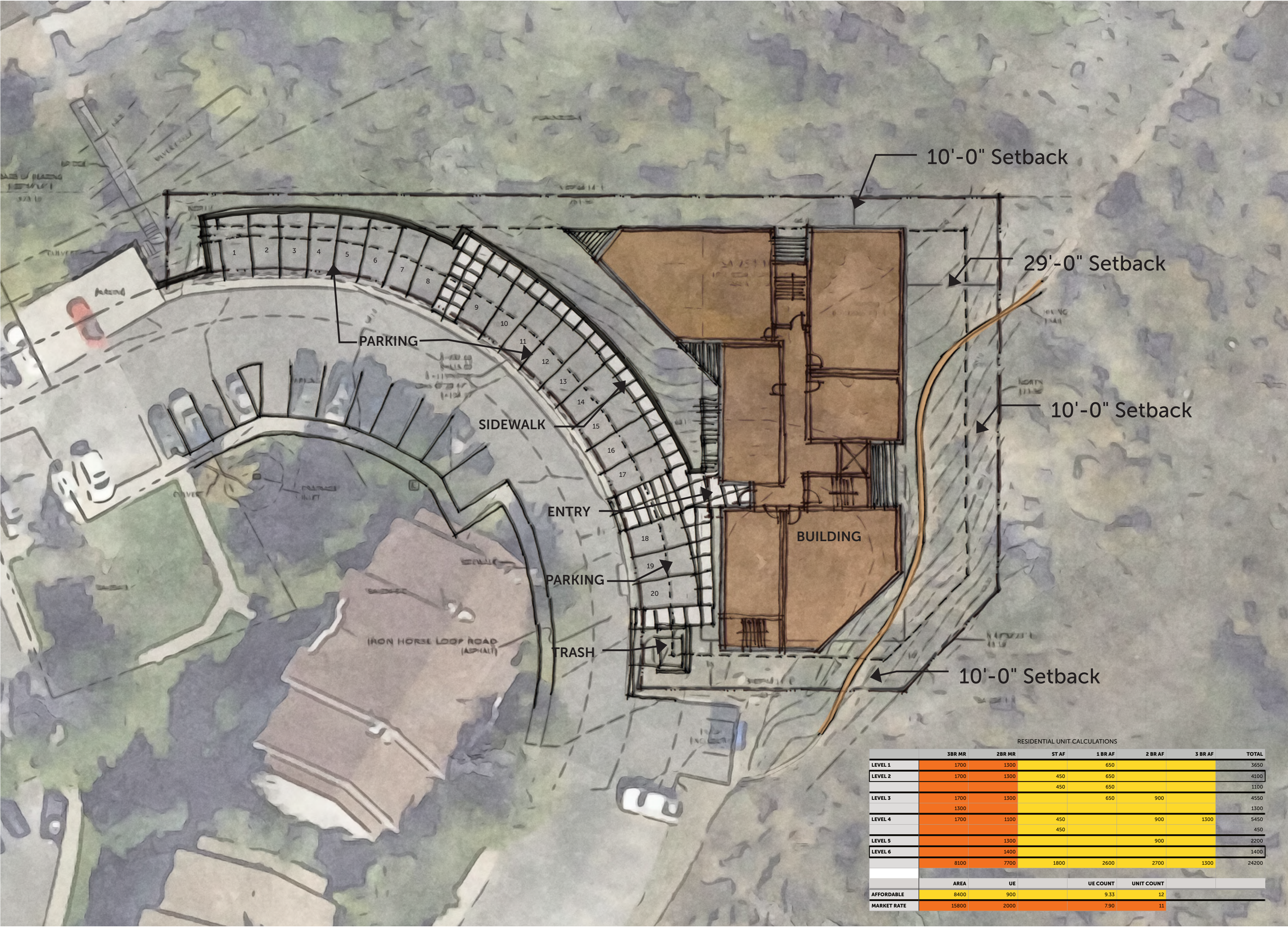




CONCEPT 1 SLOPE ANALYSIS

June 20, 2025



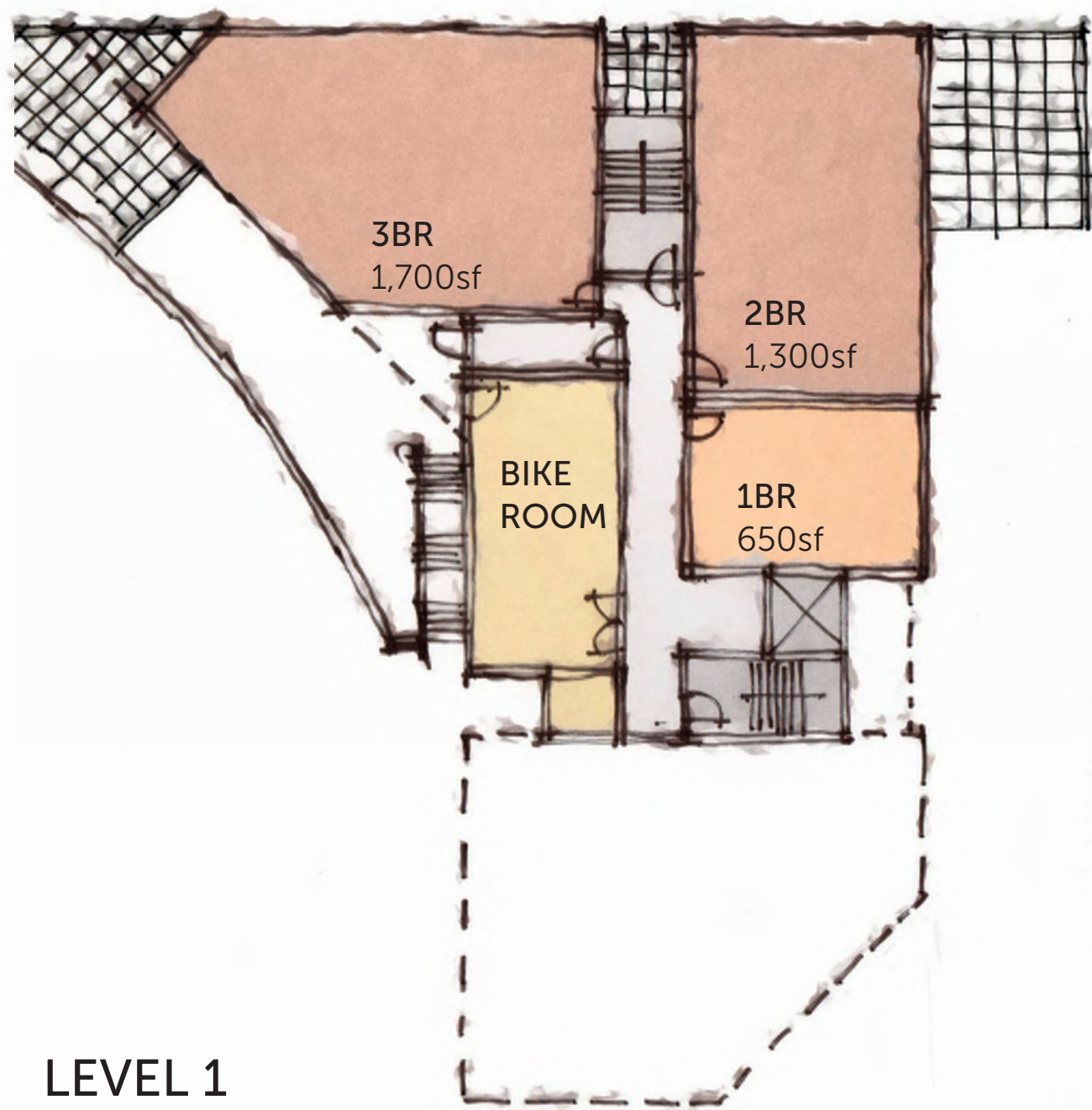


RESIDENTIAL UNIT CALCULATIONS						
	3BR MR	2BR MR	ST AF	1 BR AF	2 BR AF	3 BR AF
LEVEL 1	1700	1300		650		
LEVEL 2	1700	1300	450	650		
			450	650		
LEVEL 3	1700	1300		650	900	
	1300					
LEVEL 4	1700	1100	450		900	1300
			450			
LEVEL 5		1300			900	
LEVEL 6		1400				
	8100	7700	1800	2600	2700	1300
	AREA	UE	UE COUNT	UNIT COUNT		
AFFORDABLE	8400	900	9.33	12		
MARKET RATE	15800	2000	7.90	11		

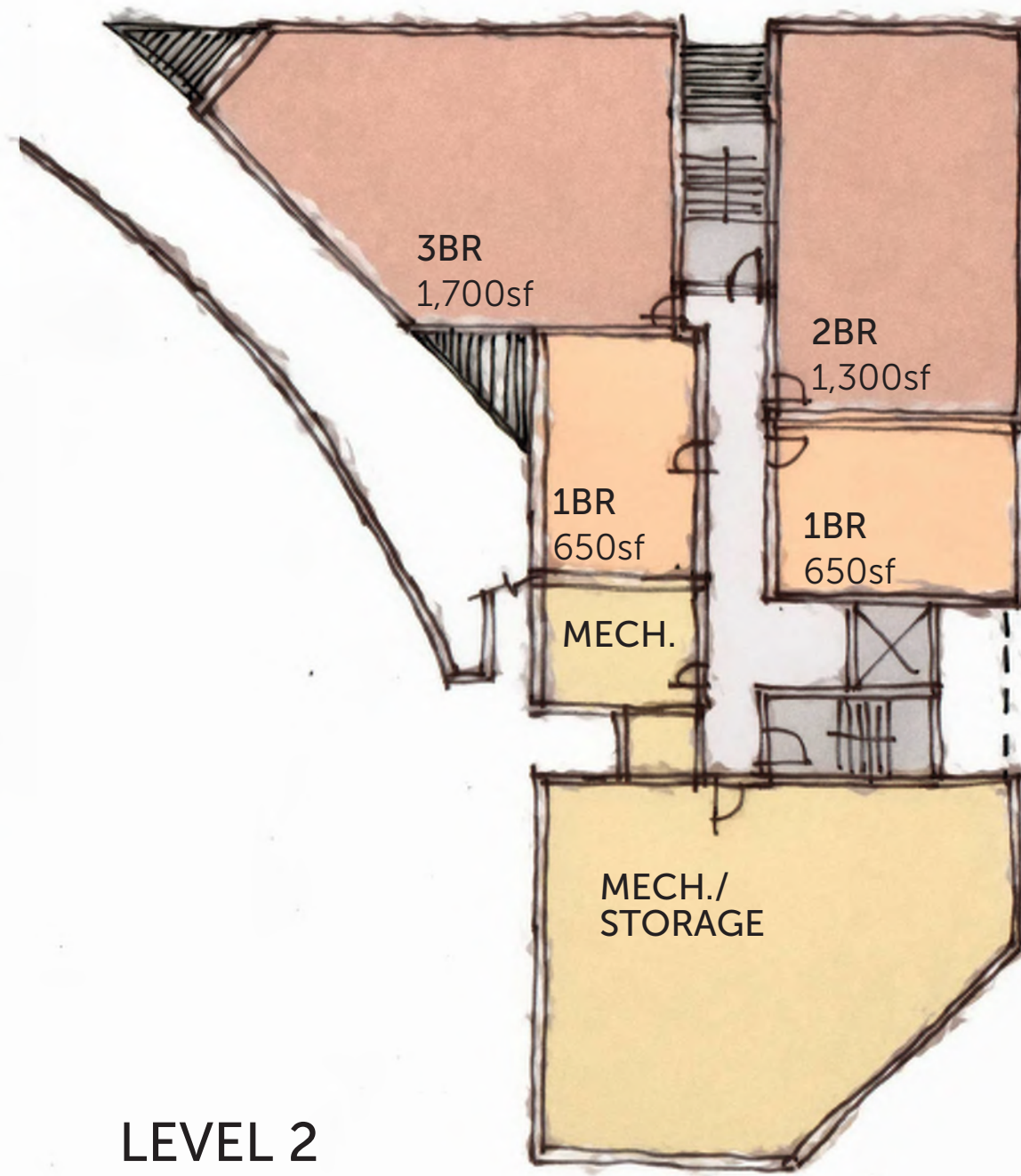
CONCEPT 1 SITE PLAN



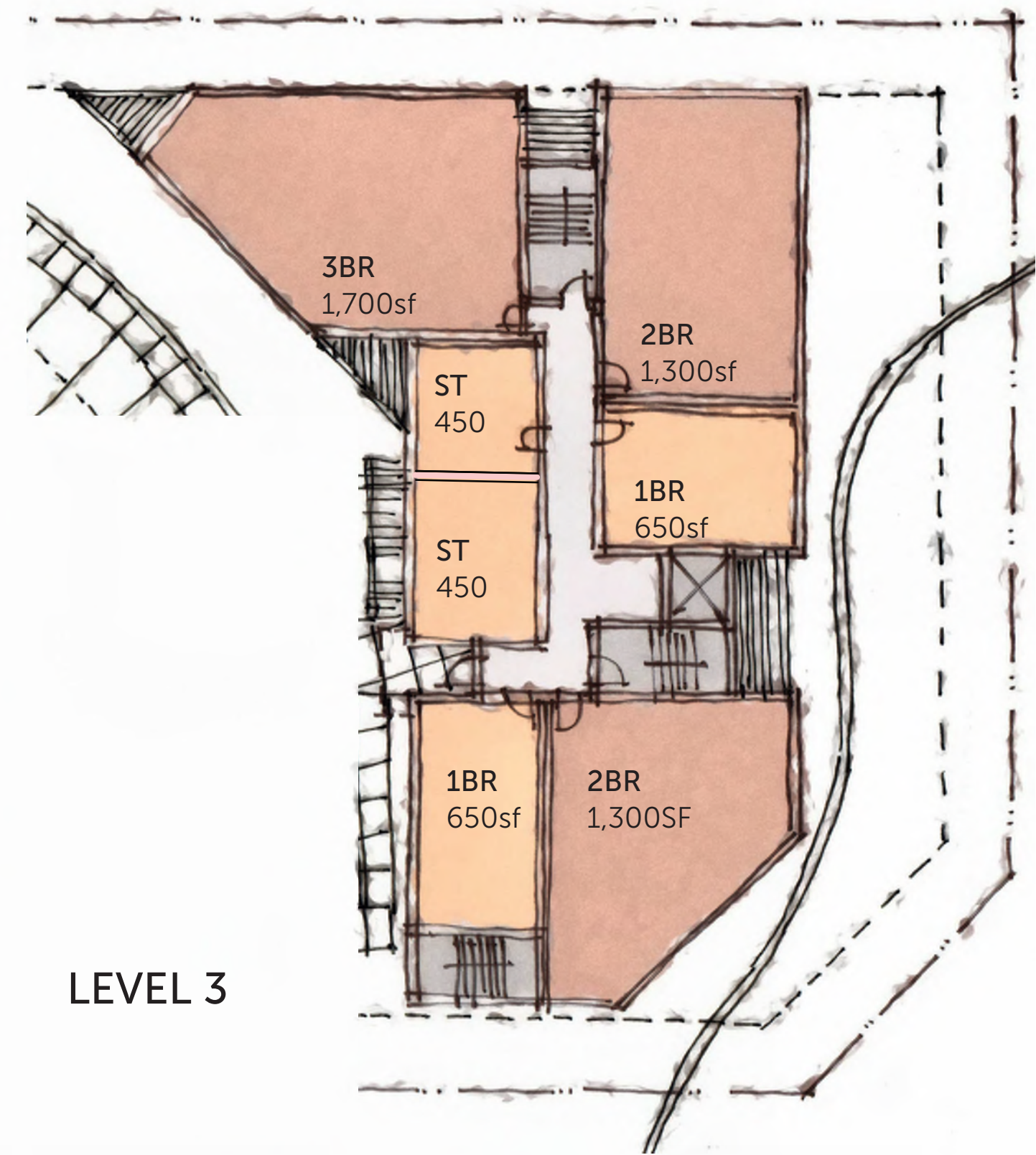
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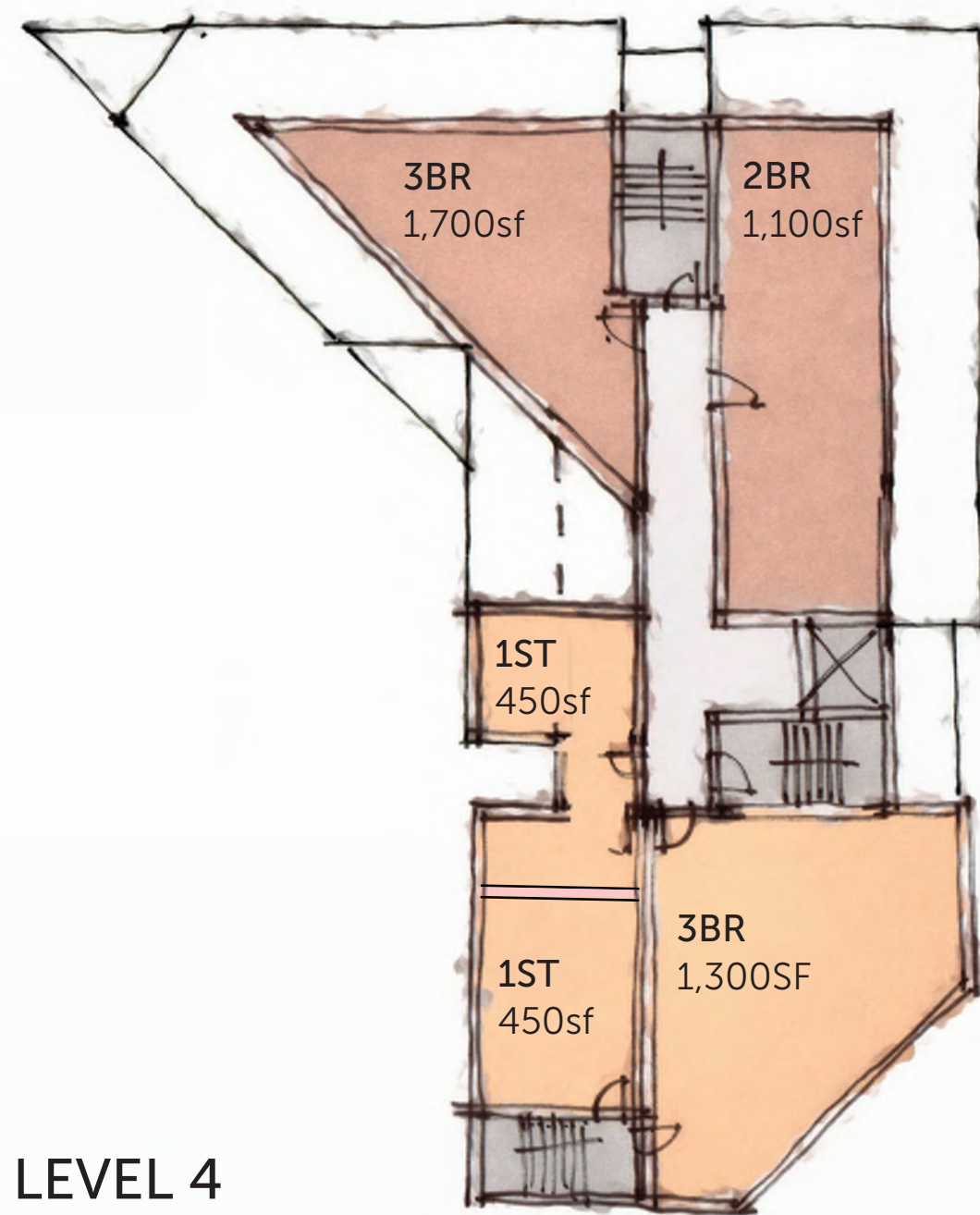
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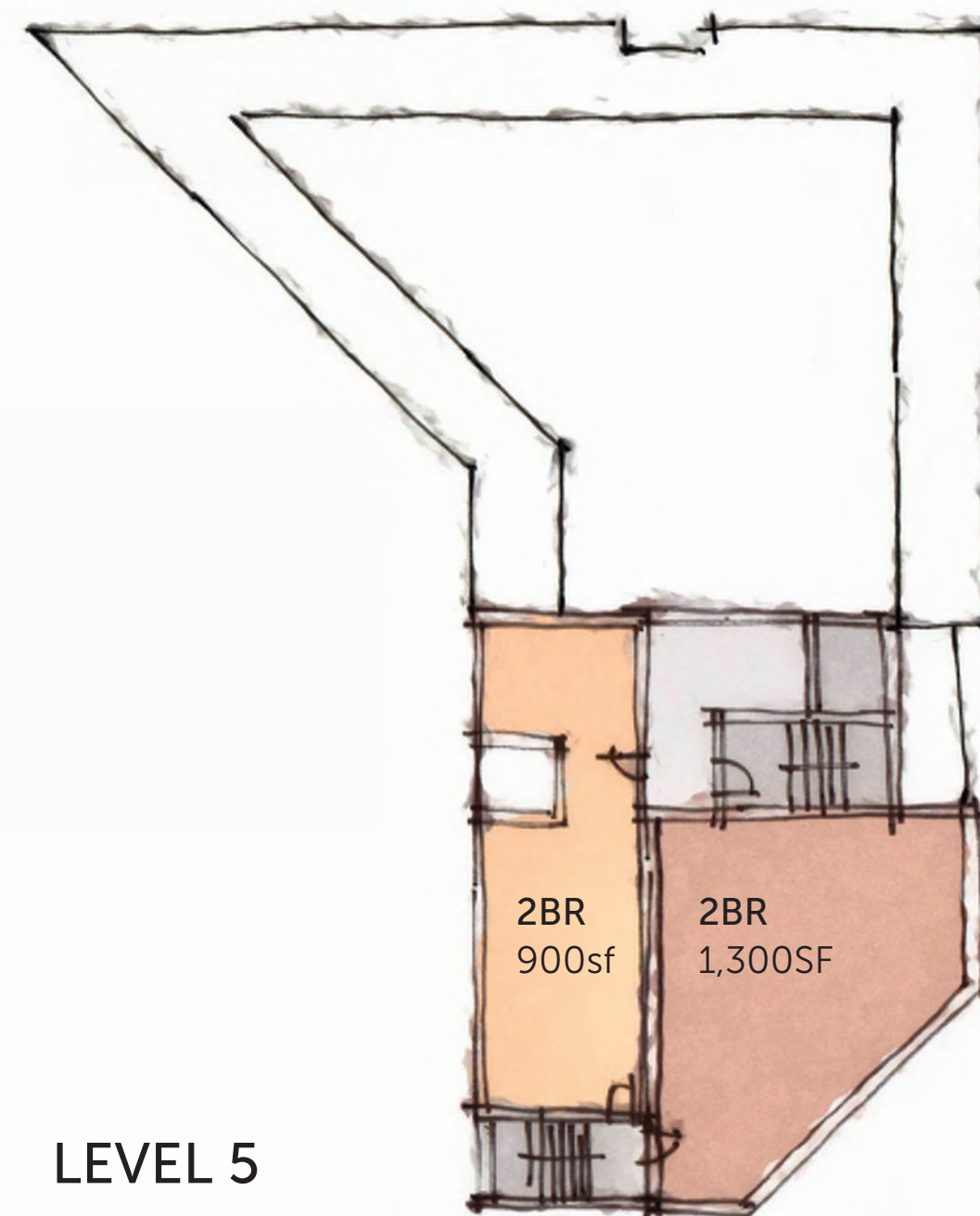
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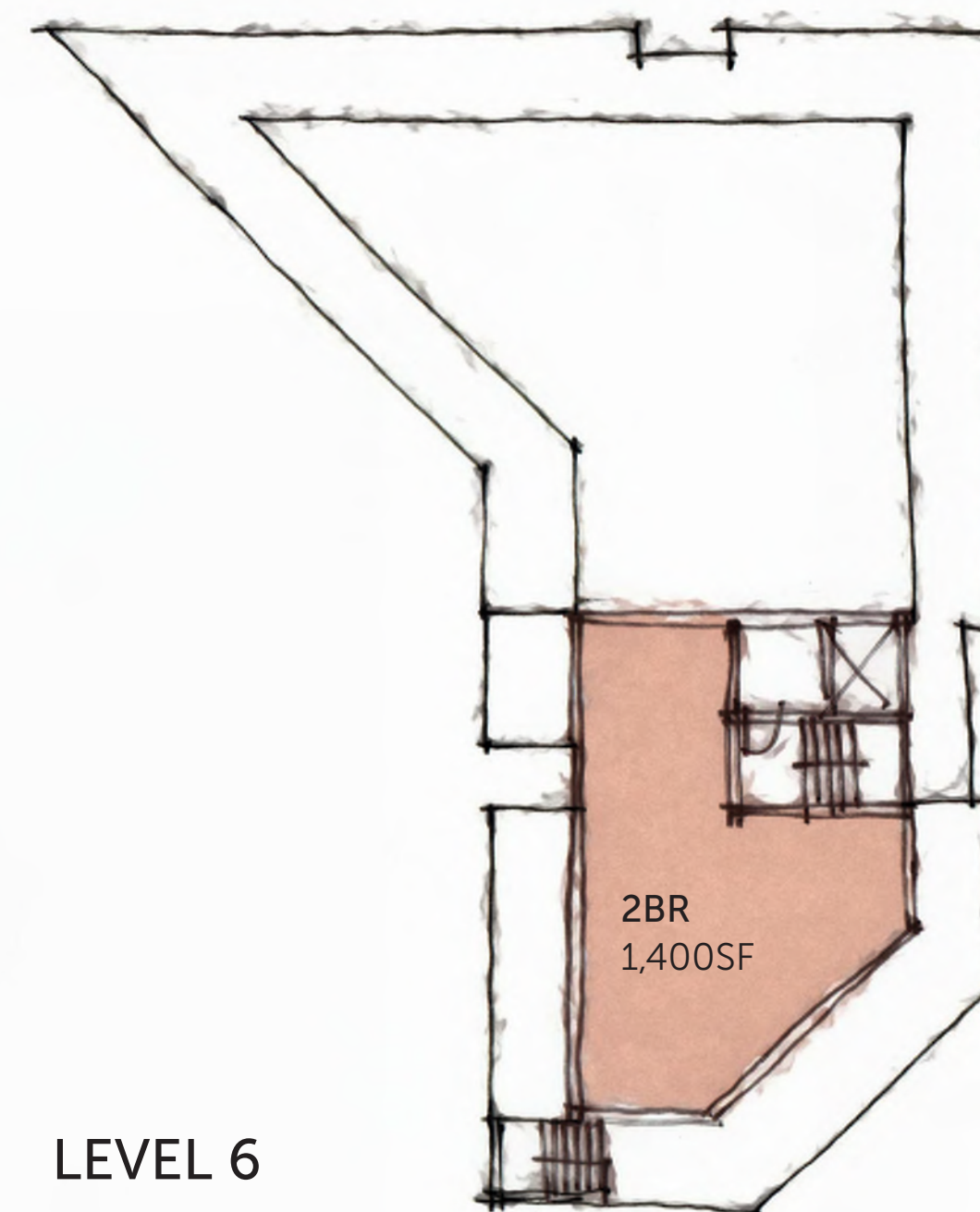
LEVEL 3



LEVEL 4



LEVEL 5



LEVEL 6

CONCEPT 1 FLOOR PLANS



June 20, 2025





EAST ELEVATION STUDY

ORDINANCE NO. 79-3

AN ORDINANCE AMENDING THE PARK CITY LAND MANAGEMENT
CODE TO CREATE A LIGHT INDUSTRIAL ZONE.

Be it ordained by the city council of Park City:

Section 1. PURPOSE. The light industrial district is provided to allow light industrial or manufacturing uses which will not create traffic hazard, noise, dust, fumes, odors, smokes, vapor, vibration, glare or industrial waste disposal problems. Because of the nature of the uses permitted and the potential impacts caused by their operating characteristics and appearance, all uses in the light industrial district will be subject to the conditional use procedure. Also, since the nature of this district is for light industrial uses, no retail sale uses shall be permitted.

Section 2. PERMITTED USES. Public or private open space development.

Section 3. CONDITIONAL USES.

- A. Assembling of Products.
- B. Storage of Products.
- C. Warehousing and Transfer of Products.
- D. Repair and Manufacturing of Products.
- E. Research and Development.
- F. Wholesale Businesses.
- G. Uses considered similar.

Section 4. COMMUNITY REQUIREMENTS. Applicants in the light industrial district shall present to the planning commission evidence of compliance with the following:

- A. Consideration for each industrial use will be based on the criteria that it will not create, glare, heat, odor, dust, smoke, noise, or physical vibrations perceptible outside the building walls except as may be normal for a residential or commercial use.
- B. Any open yards used for storage or parking shall be screened effectively by a landscaped berm or structural means as determined by the planning commission.
- C. The planning commission shall review the buffer between a structure housing an industrial use and the zone line of a residential district to determine the most effective way to screen the industrial use.

- D. Utilities shall be placed underground.
- E. Retail sale uses shall not be permitted in the district.

Section 5. LOT AND SITE REQUIREMENTS.

- A. Loading and Unloading - The loading and unloading of goods shall take place entirely upon the site.
- B. Architectural Design - All structures shall be compatible with architecture in the general commercial district. Preferences shall be granted to design concepts for larger structures that create the visual impression of attached smaller structures.
- C. Open Space - At least fifteen percent of the total site area shall be developed as landscaped open space and shall not be utilized for streets, roads, or parking areas.
- D. Lot Size - The minimum lot or site area shall be 10,000 square feet and each site shall have a minimum frontage of 50 feet.

The maximum unbroken length of any wall or building face shall be 125 feet.
- E. Side Yards - There shall be a minimum 10 foot side yard.
- F. Front Yard - The minimum front yard shall be 20 feet.
- G. Rear Yard - There shall be a ten foot rear yard.

Section 6. BUILDING HEIGHT. Buildings shall be erected to a height no greater than 35 feet measured from natural grade at the building site.

Section 7. SEVERABILITY. The provisions of this ordinance are severable.

Section 8. EFFECTIVE DATE. This ordinance shall become effective on publication.

DATED this 7th day of June, 1979.

John C. Green
MAYOR

ATTEST:

Linda W. Hatham
Recorder

**PARK CITY PLANNING COMMISSION
WORK SESSION NOTES
JUNE 26, 2002**

Present: Chair Chris Larson, Jim Barth, Bruce Erickson, Michael O'Hara, Andrew Volkman, Diane Zimney, Patrick Putt, Kevin LoPiccolo, Brooks Robinson, Eric DeHaan

WORK SESSION ITEMS

1885 Iron Horse Loop Road - Master Planned Development Pre-application for 192 residential moderate income units

Planner Kevin LoPiccolo stated that the applicant is requesting that the Planning Commission review and provide input on a pre-application request for 192 moderate-income housing units proposed at 1885 Iron Horse Loop Road. The applicants are Nonnie Hogle and Mr. and Mrs. Sommers. The site is zoned Estate and consists of two metes and bounds parcels comprising approximately 15.77 acres. The area consists of open space to the south and west, condominiums to the east, and the rail trail and Prospector Square to the north. Discussion this evening is based on General Plan compliance. The Staff requested that the Planning Commission discuss the land use element, housing element, community design, and transportation policies found in the General Plan. The land use element identifies this parcel as undeveloped open land. There are a number of items for discussion related to the housing element. The Staff is specifically asking for discussion of the policy to encourage construction of affordable housing that is not disproportionately borne by any single sector of the community. 

Planner LoPiccolo remarked that the main points for discussion at this stage are access and circulation. The proposed development would provide ingress and egress from Lower Iron Horse Loop Drive, a private drive off of Bonanza that serves the existing Iron Horse Condominiums with 84 units and the Fireside Condominiums with 98 units. The proposed development would have only one access and does not yet have permission from the property owners for use of the private drive to access both parcels. In previous plats, access was given to the Hogle parcel which comprises less than two acres. The remaining 13 acres belong to Mr. and Mrs. Sommers. The applicants propose application for a subdivision at a later date to combine the parcels for the proposed development and to request access via the property owners' private drive leading to the existing condos. Currently there is access for one of the two parcels. Both are metes and bounds parcels and would require subdivision.

Planner LoPiccolo noted that the City Engineer provided an analysis for the level of service on Bonanza Drive at the last meeting. He primarily looked at current development approvals before the Planning Commission. The City Engineer indicated that the proposed developments would not impact the level of service. However, when the City Engineer discussed the level of service for Bonanza, it included existing land uses and base density that the surrounding parcels would yield. The Estate Zone requires a minimum of three acres per single-family dwelling. The idea of an affordable housing project in the Estate Zone and the additional trips generated by 192 units was not included in the level of service analysis provided at the last meeting.

Planner LoPiccolo reported that he received four phone calls in opposition to this project. He also received a faxed letter which he submitted to the Planning Commission. He requested that the

Planning Commission determine whether this project complies with the General Plan and provide direction to the Staff in preparing findings.

Sean Massock, representing the applicants, clarified that the units are intended to be ownership units, not rental units as stated in the staff report. He reiterated that the Hogle parcel off of Iron Horse Loop has legal access, and the Sommers parcel will have to negotiate access. With regard to traffic concerns, he believed the close proximity to the trail, bus stops, and the nearby commercial development would alleviate some traffic concerns. He noted that the Fireside Condominiums no longer have affordable restrictions and are now being market driven. He believed this project would fit with the General Plan because it provides affordable housing so people who work in Park City can live in Park City. He noted that by keeping the project at the toe of the hill, they would preserve open space and retain the maximum existing vegetation. He commented on parking and noted that over half of the 238 parking stalls are underground, with half of the surface parking being hidden from public ways by the three buildings on the north side. He noted that the project is currently adjacent to existing medium density residential as shown on the maps contained in the General Plan.

Chair Larson explained that the two objectives of a pre-application meeting are to allow the public to see a project early in the process and for the Planning Commission to make a finding for compliance with the General Plan. He believed there were two very different perspectives on compliance with the General Plan for this project. One is affordable housing, and the other is open space. They are looking at an Estate-zoned property consisting of 15 acres with a base density of 1 unit per three acres. Chair Larson felt the Planning Commission needed to weigh these two elements. He stated that he went to the Community Character Element of the General Plan and the first bullet point discussing broad vistas across ridge lines, hillside and meadows and giving the town an open feeling, uninterrupted by obtrusive development, trees and vegetation. It refers to mountain slopes and maintaining the town's link with nature. He commented on an open space section that models the Sensitive Lands Ordinance. He stated that he generally favors affordable housing, but he believed they should look toward the last Chatham application that was zoned Estate and also used the allowance in the MPD for affordable housing to increase the density. He recalled that the Planning Commission reached a marginal consensus on that Chatham application because it was not generally visible and would meet the SLO. Chair Larson believed this application failed both of those tests because it is visible and is visually sensitive. In his opinion, the visual sensitivity of the project outweighed the affordable housing component, and he would lean toward denial of compliance.

Commissioner Barth agreed with Chair Larson and based on health, safety, and welfare concerns and the traffic analysis, he also opposed this proposal.

Commissioner Volkman concurred and stated that the approval given to the Chatham pre-application process for 22 units is far less than the 192 units proposed for this project. He stated that he could not support this proposal.

Commissioner Zimney agreed, noting that it is a visually sensitive site with terrific traffic issues, and she did not think it was appropriate.

Commissioner Erickson felt the application raised some questions about the General Plan and the fact that there is no land use designation in these areas. However, the applicants have estate zoning. He believed the Planning Commission had an obligation to consider some land use in that area, and he was concerned about holding onto the open space section of the General Plan because it is not zoned open space and there are some issues with the zoning laws. He believed it would be reasonable to consider land use in that area during the next review of the General Plan, and he believed any land use in the area should be considered in the context of the use of affordable housing in an area that is already concentrated with affordable housing. He was interested in hearing from the public but believed there was a significant problem with traffic in this location. On traffic alone, he did not believe it met the test of the General Plan.

Commissioner O'Hara agreed with his fellow Commissioners and expressed particular concern with the traffic issues and human safety of only one entrance and exit.

Chair Larson noted that a public hearing is scheduled this evening during the regular meeting, and the Planning Commission will provide direction after taking public input.

555 King Road - MPD density determination according to the Sensitive Lands analysis

Planner Brooks Robinson reviewed a revised application and noted that this project has been discussed several times previously. This application is for several units within the 555 King Road building pad that was approved through the subdivision for three individual stand-alone units and the main building which was required to be 20,000 square feet or less through the subdivision approval. The subdivision approval also included a limits of disturbance of half the building pads, or 45,000 square feet. The Planning Commission previously reviewed an application with an additional unit and did not believe it necessarily met the limits of disturbance. He stated that the Staff has wrestled with the issue of how this application meets the criteria in the Land Management Code. The land is in the Estate Zone, and there is a use in the conditional uses for that zone that is residential and transient lodging subject to the MPD section of the Code. Instead of a single-family house, the proposal is for a duplex structure and several stand-alone sections. The Staff has met with the applicant and they have been revising the plans. The Staff believes the limits of disturbance will comply with the 45,000-square-foot requirement. The Staff went through a Sensitive Lands Analysis which is part of the conditional use and MPD criteria. The applicant must develop a sensitive plan that is still somewhat undefined. The building pad had been sited when an application was submitted from the land owner for a reduction from five units to one unit, so the Staff did not continue with that analysis.

Planner Robinson briefly reviewed the Sensitive Lands criteria contained in the staff report. He noted that the subdivision included a finding of fact for a 12-foot driveway, and since it was not a plat note, they do not have to amend the plat. Instead, they can make a finding to allow a 20-foot-wide paved surface. The applicant has stated that they will bring back the 30-foot easement for the driveway and put in retaining walls and revegetate the slopes that were disturbed. Vehicle trips are part of the traffic count for streets and roads criteria, and studies show approximately 35 daily trips. The applicant believes that may be too high, and the Staff makes no recommendation either way. Planner Robinson stated that open space and density on steep slopes is the crux of the discussion this evening. The applicants have provided a slope map and an analysis table for the

front and historically commercial in use, they were supportive of this mixed use going into the structure. If this were a typical pyramid-shaped house in residential form, he did not think the HDC would be as supportive of this type of intensive commercial use.

MOTION: Commissioner O'Hara moved to CONTINUE this item to July 31. Commissioner Volkman seconded the motion.

VOTE: The motion passed unanimously.

4. 257 McHenry Avenue - Plat amendment

The Staff requested that this item be continued to July 10.

MOTION: Commissioner Erickson moved to CONTINUE this item to July 10. Commissioner Barth seconded the motion.

VOTE: The motion passed unanimously.

5. 1885 Iron Horse Loop Road - Master Planned Development Pre-application for 192 residential moderate income units

The Planning Commission discussed this item during the work session.

Planner Kevin LoPiccolo reviewed the application for 192 units located at 1885 Iron Horse Loop Drive. The site is zoned estate and is surrounded by open space and condominiums. During the work session, the Planning Commission discussed the elements of the General Plan, including the land use element, housing element, community design, and transportation policies. After addressing each element, the Planning Commissioners determined that the proposed project does not comply with the General Plan due to traffic impacts, circulation, and visibility of the site. The Planning Commission also discussed the intent of the Estate Zone which is to allow low density that is environmentally sensitive to the residential development and which preserves ridge tops, meadows, and visible hillsides. The Planning Commission concurred that the land use element identifies these parcels as undeveloped open land but recognized the given land use since this is an Estate Zone.

Sean Massock, representing the applicant, asked if the Planning Commission would be willing to look at additional information if they could show through a visual analysis the ability to resolve the concerns raised this evening. He also believed they could demonstrate how to eliminate the traffic concerns. Chair Larson felt the Planning Commission would be interested in seeing additional studies and information.

Chair Larson opened the public hearing.

Don Bloxom stated that during the work session he heard this project being compared to the project below Chatham, but he did not think it compared. He believed this project would be in a place where the bulk of the concerns could be handled. It is a much larger parcel and would allow

for left over open space. From his understanding of the topographics, this parcel is not as steep, which was a major situation in Chatham. He stated that he was never excited to see blanket zoning, and he hoped the City would begin to shy away from that. He believed this would be a good opportunity to change a dangerous intersection and fix it now instead of waiting until there is an accident. There is already an affordable unit, and directly across the rail trail the use is all commercial. This would not put heavy new impacts on a set of homes like the housing at Prospector. Mr. Bloxom wanted to see an extraction of park space at the toe adjacent to the rail trail to keep people from having to cross the road and to mitigate the issues coming in on Bonanza.

Chair Larson closed the public hearing.

Chair Larson felt it was prudent to allow the applicant an opportunity to provide additional information in an effort to respond to their comments. Commissioner Erickson was concerned about doing so based on testimony from the City Attorney. One purpose of this hearing is to keep from leading applicants down a long and winding road. The number of trips times 192 whole ownership units through an existing site with apartments and housing units and the single access did not make him comfortable with additional traffic information. The land owner is entitled to some land use determination on the site, but this project does not meet the test. He did not believe they could make the test with this proposed development based on the purposes of the Estate District as stated on page 5 of the staff report which, "allow for a very low density and environmentally residential development." 192 units is not low density under any stretch of the imagination, and Commissioner Erickson opposed any suggestion to the applicant that they could possibly receive approval of this project. Commissioner Barth agreed with Commissioner Erickson.

MOTION: Commissioner Erickson moved to DIRECT the Staff to prepare findings for denial based on density of the project, traffic circulation and impacts to existing subdivisions, and the total amount of trips in the finding of the City Engineer's traffic report that was put in the record for the Centura Commons and Munchkin projects already on Iron Horse. Commissioner Erickson concurred with the Staff analysis with respect to the General Plan housing analysis and this particular land use as adjacent to other land uses in this region and that the City has taken too much of the affordable housing burden. Commissioner Barth seconded the motion.

VOTE: The motion passed unanimously.

Commissioner Erickson requested that these particular parcels be included as items of interest in the next General Plan review.

6. 1790 Bonanza Drive, Rail Central Building Three - Master Planned Development

Planner LoPiccolo noted that this proposed project is located at 1790 Bonanza Drive, Lot A, in the General Commercial Zone. The applicant is proposing this development adjacent to the approved car wash with approximately 6,500 square feet of designated mixed commercial space and the remaining 4,800 square feet as residential single-room occupancy. The Planning Commission reviewed this application on May 8 as a pre-application and again on June 12. The Staff requested that the Planning Commission review the site planning requirements for the pending MPD and

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MEMORANDUM

To:	Park City; Rebecca Ward
From:	General Plan Consultant Team; Design Workshop
Date:	July 1, 2025
Project Name:	Park City General Plan Update
Project #:	7669
Subject:	Planning Commission Update

This memo outlines the next steps in the General Plan update process. Following a year of work on the new General Plan, the Park City process is in the final stage of work. The General Plan is a key document that will guide the city's future growth, development, and sustainability efforts into the future. The General Plan reflects the community's aspirations, outlining the steps, actions, partnerships, and policies needed to achieve the collective vision. The draft General Plan is available online at <https://engageparkcity.org/generalplan>. In addition, a community questionnaire available on the website will be open through July 31, 2025 for community members to provide comments on the draft plan.

The consultant team met in a joint meeting with the Planning Commission and City Council on June 26th to share an update of the engagement and drafting process and receive initial feedback on the draft General Plan. There are two Planning Commission meetings scheduled in July for the Commission to provide additional detailed feedback on the draft document. The General Plan includes topical chapters, which are proposed to be discussed in the upcoming meetings as follows:

- July 9, 2025: Transportation, Community Character, and Land Use Nodes Type Map
- July 23, 2025: Moderate Income Housing, Water and Open Space Preservation, and Sustainability

In addition, based on feedback from the Planning Commission and City Council at the June 26 joint meeting, the consultant team is working to streamline the General Plan for improved clarity and usability. Prior to making these adjustments, the team would like feedback from the Planning Commission about these specific changes. Following the Planning Commission's review, the consultant team will provide a refined final document draft for review and an additional joint work session will be held to review this update prior to adoption.

Proposed document adjustments include:

- **Document Reorganization:** The draft includes chapters and data that can be moved to the appendix in order to shorten the document. This includes:
 - Chapter 1, Introduction, will be simplified. The Plan Process section on pages 16 – 19 will be moved to the Community Engagement Appendix.
 - Chapter 2, Drivers and Trends, will be moved to the appendix in its entirety.
 - Chapter 3, Plan Themes, will be reformatted to reduce the length of each theme. The team has a goal to limit these to 4-6 pages each. To do this, all the Current Initiatives sections will be moved to an appendix.
 - Chapter 4, Neighborhood Plans, will remain formatted as is, but some images may be updated based on feedback in the review process. Font size adjustments are also anticipated.

- Chapter 5, Future Land Use Node Types, will be consolidated. Each of the Node Types will be described, but the number of images for each type will be reduced in order to reduce the size of the chapter. Font size adjustments are also anticipated.
 - Chapter 6, Implementation Plan, will become an appendix with the action items. The team will also explore other formatting updates in this section in an effort to consolidate information as possible.
- **Reformatting of Action Item Prioritization:** The document includes strategies and action steps in each plan theme. The action steps include prioritization. Based on feedback at the joint work session the prioritization will be removed and new language identifying a yearly prioritization exercise with Planning Commission and Council will be added.
- **Consolidation and Relocation of Action Items:** All action items will be relocated to the Implementation Chapter to improve usability and focus. The Implementation Chapter will be moved to an appendix as mentioned above.



2025

PARK CITY

General Plan

ACKNOWLEDGEMENTS

TO BE ADDED AT 100%

DRAFT

DRAFT

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APPENDIX A: COMMUNITY ENGAGEMENT & OUTREACH

APPENDIX B: EXISTING TRENDS & ANALYSIS

APPENDIX C: REFERENCE PLANS



LETTER FROM THE MAYOR



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INTRODUCTION



OVERVIEW

ABOUT THE PLAN

Park City's General Plan is the community-driven blueprint that builds upon prior planning documents and visioning to guide future development, growth, and land use policy. It captures a shared community vision, how and where people live, work, shop, and play, and translates that vision into goals, policies, and strategies for land use, transportation, housing, open space, public facilities, and more. By setting clear expectations for infrastructure investments and growth patterns, the General Plan provides consistency and predictability for residents, developers, and decision-makers alike.

Under Utah law (Utah Code § 10-9a-401 et seq.), every municipality must adopt a General Plan and review it regularly. At a minimum, the Plan must include:

- **Transportation/Circulation Element:** Mapping existing and future roads, transit routes, and active-transportation corridors;
- **Land Use Element:** Designating where different types and intensities of development should occur;
- **Moderate-Income Housing Element:** Identifying realistic opportunities to meet the community's affordable-housing needs over the next five years; and
- **Water Use and Preservation Element:** Aligning local water policy with regional conservation goals.

The General Plan is an advisory guide for land use decisions. Public uses must conform to the Plan, including publicly owned properties, streets, and public utilities.

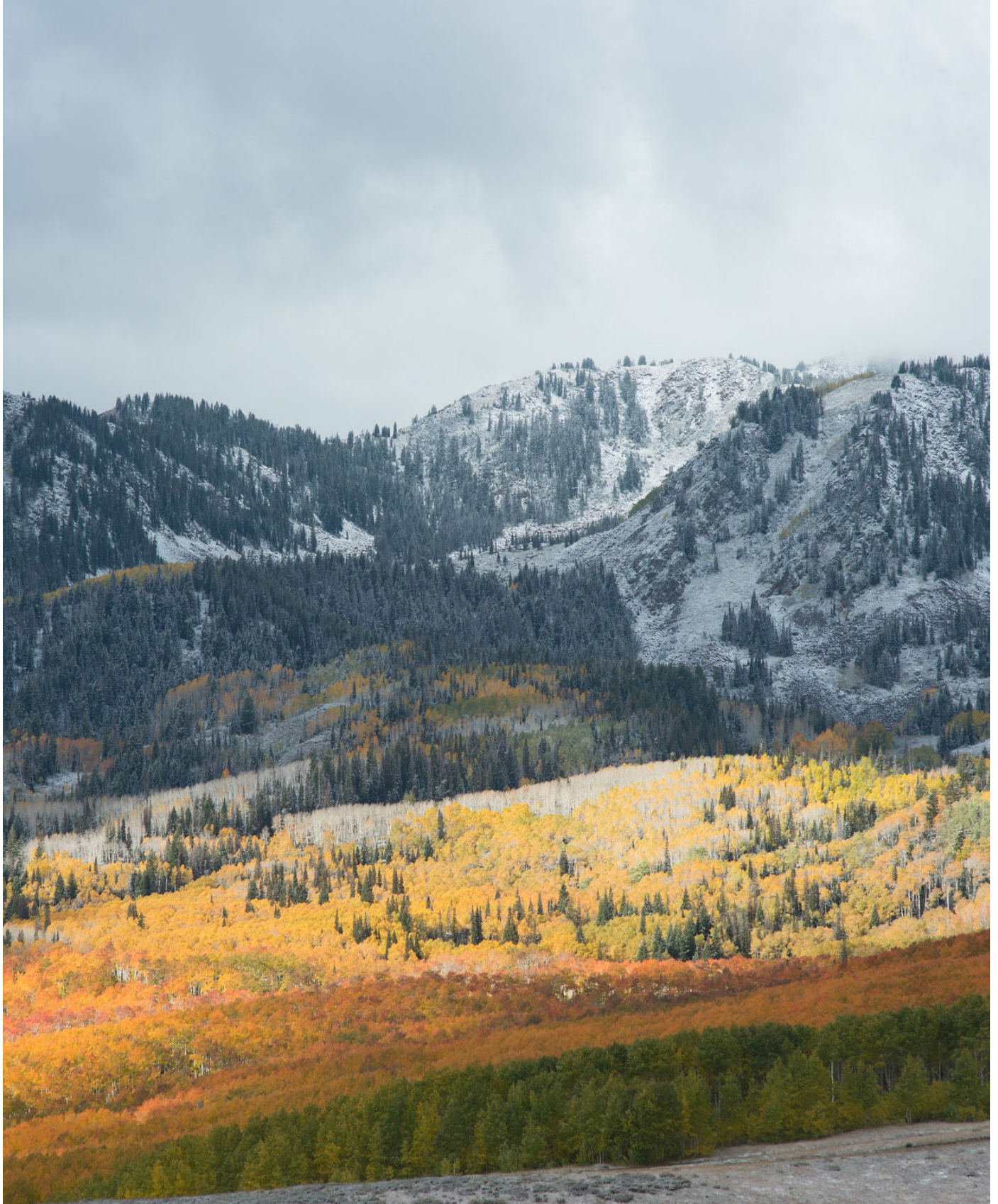


Main Street, Old Town

WHY NOW?

Since Park City's last General Plan was adopted in 2014, numerous shifts have occurred that make an update both timely and essential. Over the past decade, demographic trends have evolved with a growing year-round population alongside a dynamic tourism economy that influence transportation needs, housing demand, and public-service capacities. Infrastructure investments and energy-conservation priorities have also advanced, particularly around transit expansions and renewable energy, which the 2014 Plan does not fully address.

Moreover, recent state statutes now require stronger emphasis on affordable housing and water conservation, two critical challenges for mountain communities facing rising housing costs and variable water supplies. By updating the General Plan, Park City can integrate the new statutory elements, harness fresh data on growth projections and resource use, and reaffirm community values through renewed public engagement. This comprehensive refresh will align local policy with current conditions, legal requirements, and the City's enduring commitment to balanced, sustainable development.



Bonanza Flats

PLAN FRAMEWORK

OVERVIEW

The General Plan provides a long-range outlook for Park City, to guide preservation and future planning decisions. The framework includes the Vision, Plan Themes, Focus Areas, and Strategies and Actions.

VISION

The vision is aspirational, capturing the core community values and what the community hopes to achieve.

PLAN THEMES AND FOCUS AREAS

The core values incorporated in the vision statement direct the goals for each of the Plan Themes. Each Plan Theme includes Focus Areas which are an effort or desired result to provide direction for how to achieve the community's vision and values.

The Plan Themes guide the structure of the Park City General Plan. These are not listed by priority level.

STRATEGIES & ACTION

Each Plan Theme and Focus Area includes a series of recommended strategies that give clear direction on action steps and implementation to achieve the Plan vision and goals.

NEIGHBORHOOD PLANS

The plan includes a Neighborhood Plan for each of Park City's neighborhoods. This identifies key characteristics of the area and specific recommendations for the neighborhood, all based on individual neighborhood feedback.

FUTURE LAND USE NODE TYPES MAP

The General Plan includes a future land use map which identifies transportation and land use opportunities. This map identifies areas most appropriate for context-sensitive development and key multi-modal improvements. The city's existing Zone District Map is incorporated to ensure future development is consistent with existing development patterns.

IMPLEMENTATION PLAN

This chapter identifies the departments and partners who might support implementation of each General Plan Strategy.



VISION STATEMENT

“

Park City is a mountain community that preserves our small-town feel, unique character and history, natural environment, open space, and world class recreation. We advance multi-modal transportation and innovation for residents, workforce and visitors, while fostering thoughtful planning and land uses for balanced growth, today and for future generations.

”



MISSION STATEMENTS

- *We will be a welcoming community.*
- *We will preserve our open space and conservation areas.*
- *We will not increase our road network and will look at creative multi-modal solutions to address traffic and mobility.*
- *We will increase mixed-use centers in our neighborhoods that people can walk to.*
- *We will offer housing options to a variety of demographics.*
- *We will continue to be a healthy community.*
- *We will offer housing options for a variety of age groups (young families, seniors, etc.).*

PLAN THEMES



TRANSPORTATION

We value a connected community with great access to recreation and open spaces and a variety of transportation options for visitors, workforce, and residents.

FOCUS AREAS

- *Data Backed Decision Making*
- *Transit Improvements*
- *Traffic Management*
- *Parking*
- *Preserve Park City's Small Town Feel*
- *Walkable and Bikeable Neighborhoods*
- *Special Events*



COMMUNITY CHARACTER

We value our unique community, quality of life, and authentic character. We support a variety of options that create housing opportunities for all groups within the community. We preserve our historic districts and cultural elements and celebrate the history of Park City.

FOCUS AREAS

- *Small Town Feel*
- *Sense of Community*
- *Land Use Growth*
- *Technology*
- *Historic Preservation*



MODERATE INCOME HOUSING

We will provide housing options for various groups, including workforce, seniors, and first-time home buyers.

FOCUS AREAS

- *Variety of Housing options*
- *Workforce Housing*



WATER AND OPEN SPACE PRESERVATION

We protect our resources and plan for future generations and climate change. We strive to preserve our open and natural lands and create a green buffer around Park City.

FOCUS AREAS

- *Water Preservation*
- *Open Space Conservation*
- *Sensitive Lands*



SUSTAINABILITY

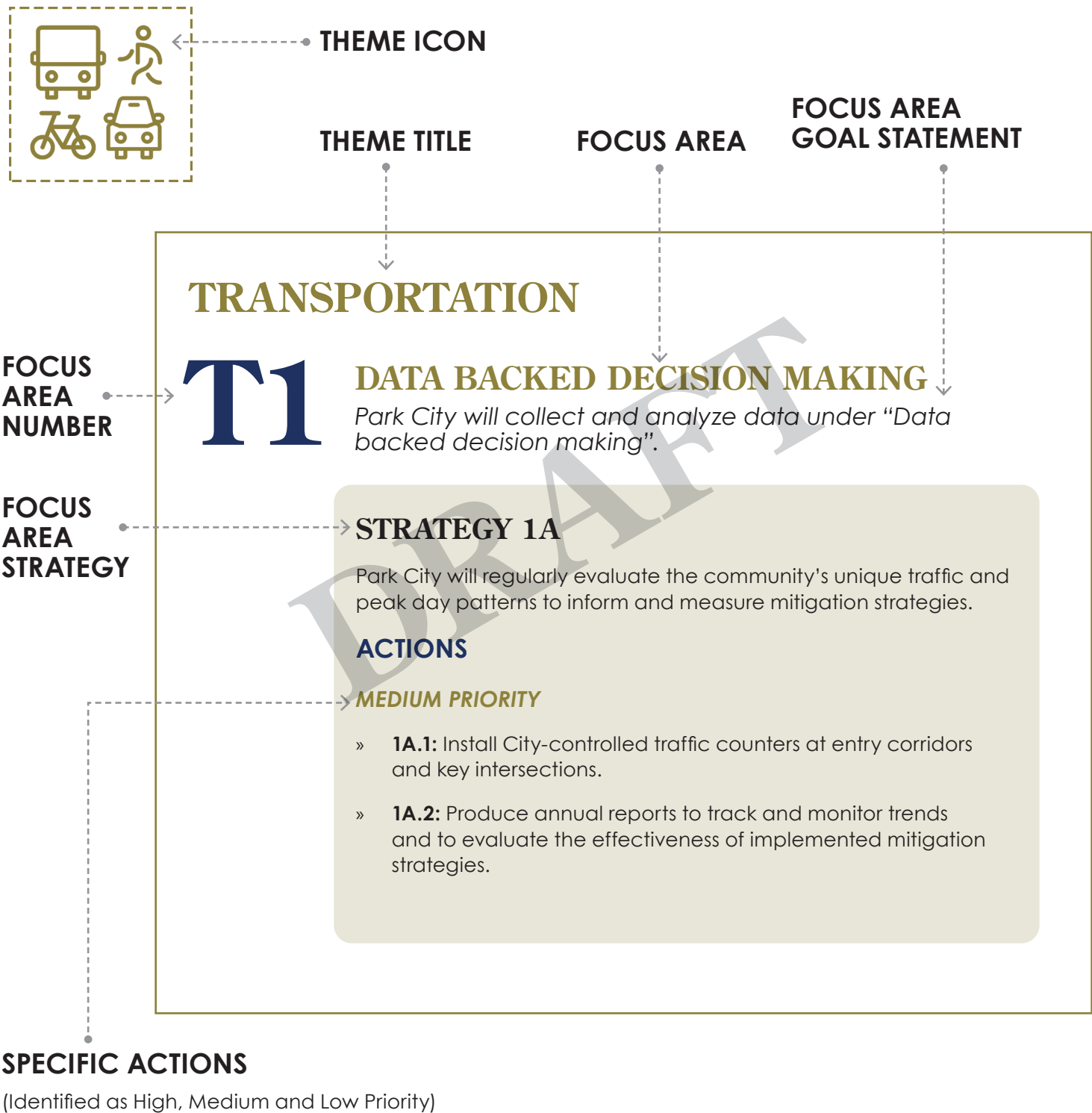
We value our natural environment and preserve and protect natural areas.

FOCUS AREAS

- *Environment*
- *Wildfires*
- *Waste Reduction*
- *Energy Efficiency*

PLAN STRUCTURE

Each Plan Theme includes a set of Strategies and Actions. The example below identifies the key elements of each recommendation. The recommendations have been organized based on High, Medium, and Low priorities to support implementation. These are identifies based on the importance of the action to the successful implementation of each strategy and level of impact each will likely have.



PLAN PROCESS

PROCESS OVERVIEW

The General Plan update process took place from June 2024 through August 2025 across five phases. In **Phase 1 (June–September 2024)**, staff compiled baseline data, then convened advisory bodies in **Phase 2 (July–October 2024)**. **Phase 3 (November 2024–January 2025)** translated community feedback into a draft vision and goals, and **Phase 4 (December 2024–May 2025)** produced the Plan's required elements: land use, transportation, housing, water conservation. Finally, in **Phase 5 (June–August 2025)**, the draft was released for public comment and put up for adoption. **Three engagement windows** sought public input: Project Awareness & Values Identification (June–October 2024), Ideas & Alternatives Development (November 2024–March 2025), and Draft & Final Plan Sharing (April–July 2025).

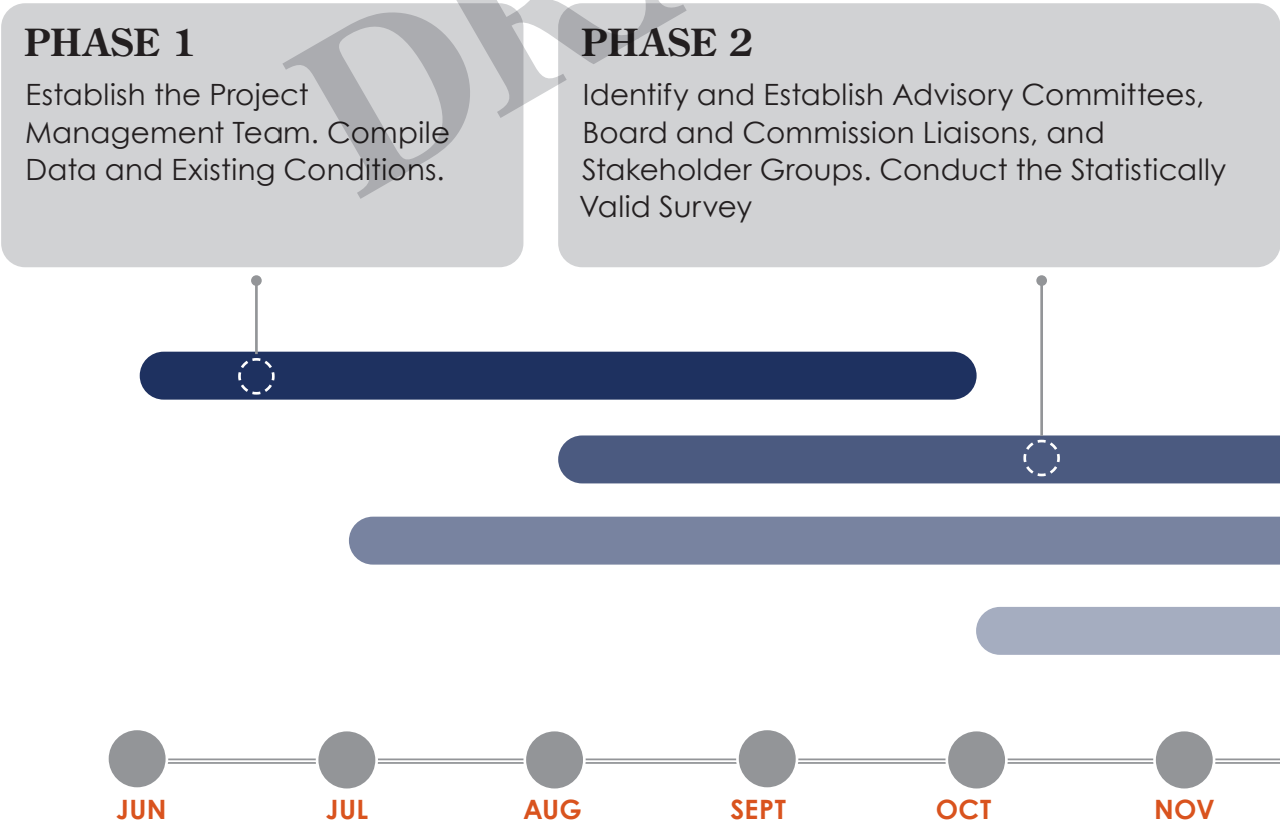
ENGAGEMENT WINDOWS

1

PROJECT AWARENESS & VALUES IDENTIFICATION

- Council Interviews
- Advisory Committee Meeting
- Technical Advisory Committee Meeting
- Statistically Valid Survey
- Project Launch-Open House
- Project Website

PROJECT TIMELINE



2

IDEAS & ALTERNATIVES DEVELOPMENT

- Online Questionnaire
- Focus Groups
- Neighborhood Open Houses
- Continued Advisory Meetings
- Updates to Project Website
- Community Open House

3

DRAFT & FINAL PLAN SHARING

- Workshops with Advisory Committees
- Public Presentation
- Draft Plan for Public Comment
- Open House

PHASE 3

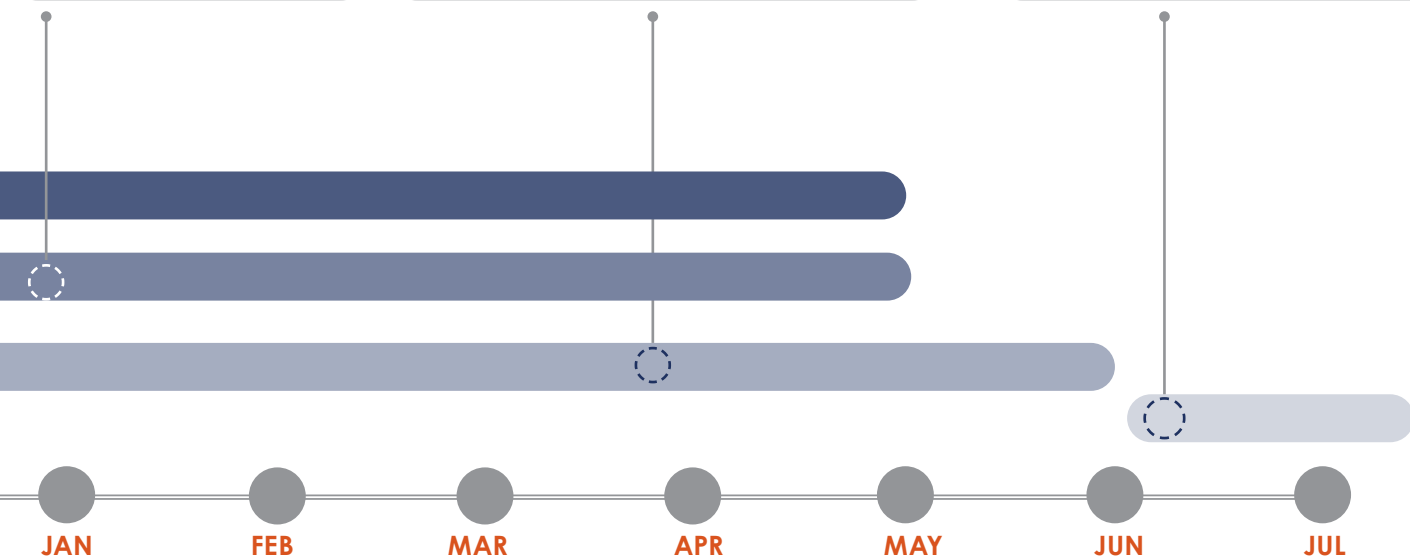
Lead Community Visioning and Goals

PHASE 4

Develop General Plan Elements in conformance with Community Goals and the requirements of Utah Code

PHASE 5

General Plan Adoption



ENGAGEMENT OVERVIEW

ENGAGEMENT VISION

To create a shared Vision for Park City's General Plan through transparent and inclusive engagement among residents, stakeholders, and diverse voices, the project included three engagement windows.

1

ENGAGEMENT WINDOW

Project Awareness & Values Identification

SEPT - DEC 2024



Technical Advisory Committee Meetings

2

ENGAGEMENT WINDOW

Ideas & Alternatives Development

JAN - MARCH 2025



Open House 1

3

ENGAGEMENT WINDOW

Draft & Final Plan Sharing

MAY - JULY 2025



Open House 2



Open House 3

HOW WE ENGAGED IN THE COMMUNITY

1,118 TOTAL PARTICIPANTS



COMMUNITY INTERACTION

- » Open House
- » Project Website
- » Statistically Valid Survey
- » Online Questionnaire
- » Focus Groups
- » Youth Council Work Session



ADVISORY COMMITTEES

- » Technical Advisory Committee
- » General Plan Advisory Committee
- » Neighborhood Advisory Committees



ADVISORY BOARDS

- » Historic Preservation Board
- » Public Art Advisory Board
- » Recreation Advisory Board



CITY COUNCIL AND PLANNING COMMISSION

- » City Council Interviews and Presentation
- » Planning Commission Presentation



DRIVERS & TREND



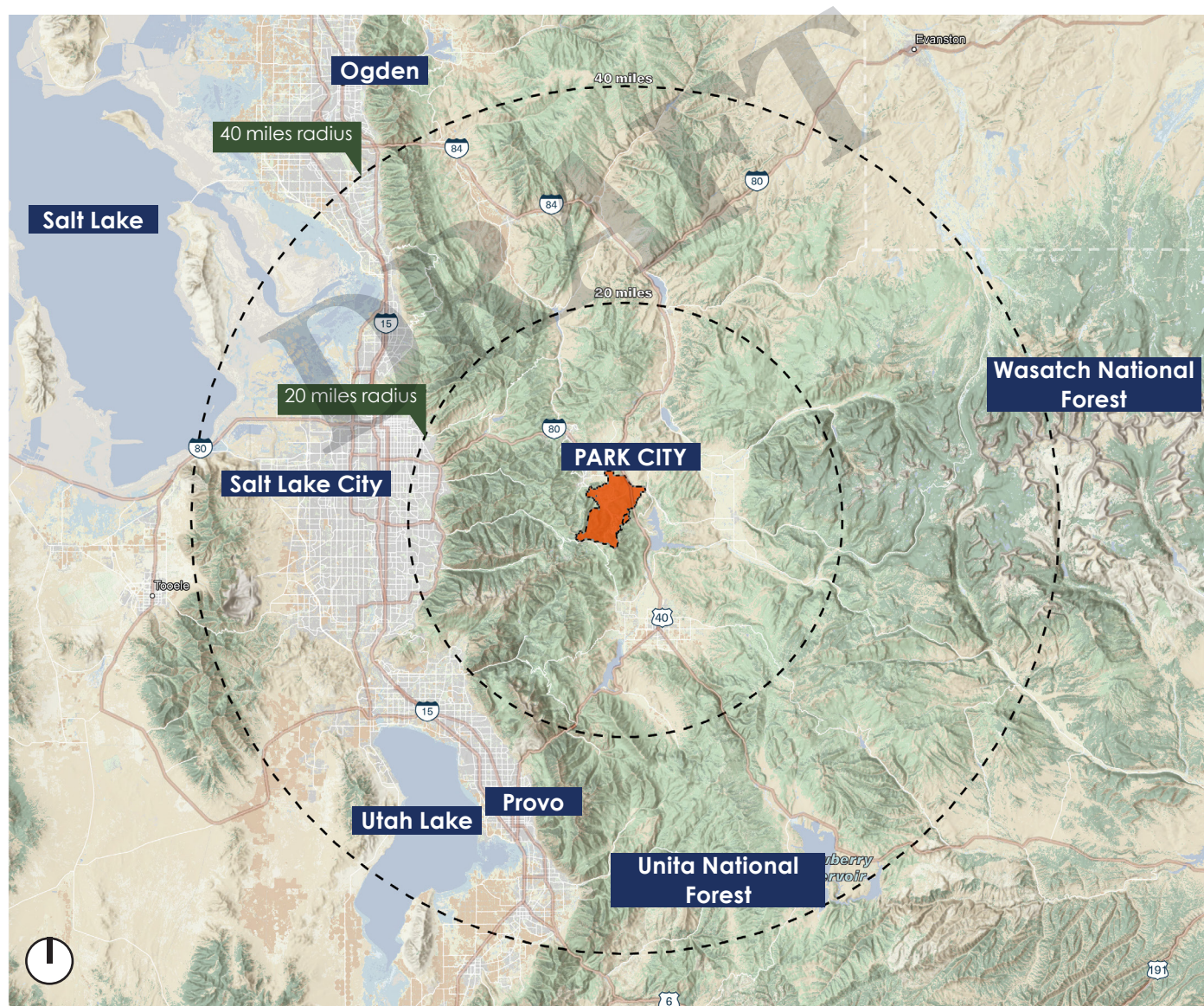
ENDS

REGIONAL CONTEXT

CONTEXT

Covering roughly 22.2 square miles within the rapidly growing Wasatch Back, Park City is just 32 miles from the Wasatch Front, offering easy access from the I-80 corridor in the heart of Summit County, Utah. Deer Valley Resort and Park City Mountain, both within and surrounding the Park City community, are prime destinations for outdoor enthusiasts. Wasatch County – Utah's fastest growing county between 2010 and 2020 with continued growth – on the City's eastern and southern border includes developments like the Jordanelle Specially Planned Area with approximately 15,000 units, and the Military Installation Development Authority (MIDA) project area, including the Deer Valley East Village. The MIDA project area is planned to include

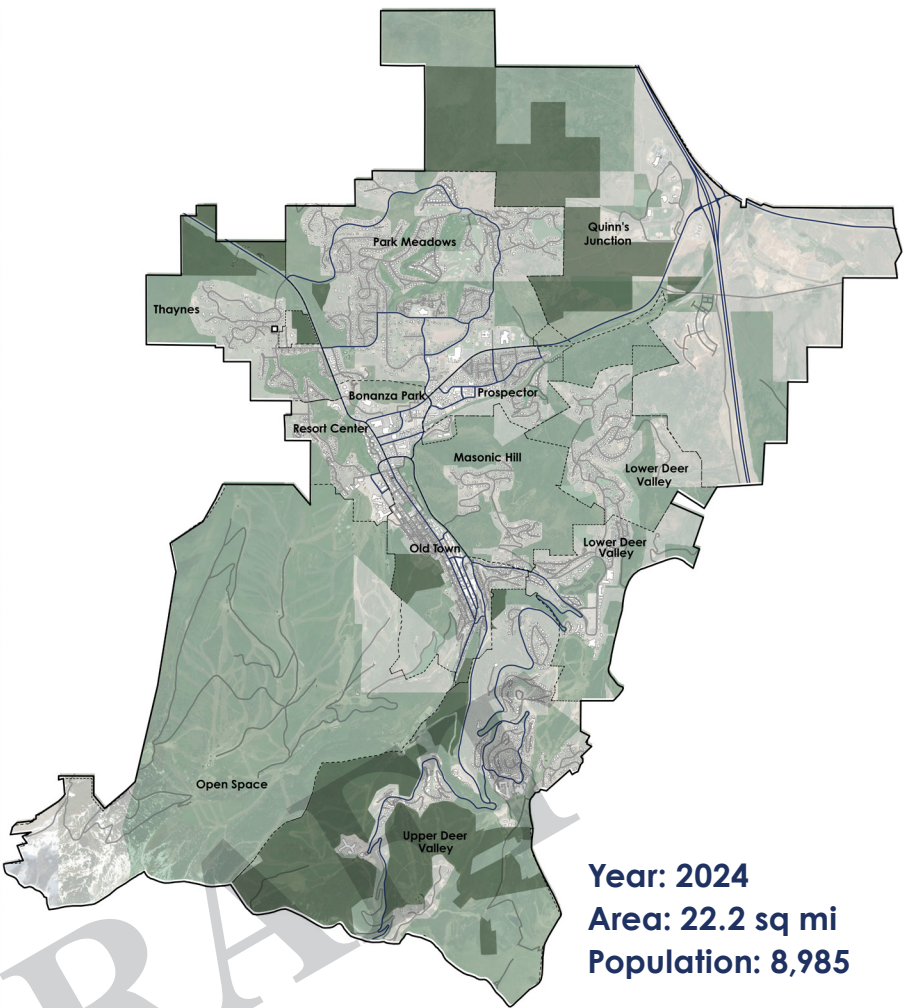
seven hotels, over 1,000 condominium units, 410 townhomes, approximately 750 single-family homes, over 600 workforce housing units, and approximately 325,000 square feet of retail space, with potential increases under review. Hideout, Utah, incorporated in 2008 with continued boundary expansions, has a pending unit count of about 2,500. To the City's north and east within Summit County, development at The Canyons and Silver Creek continues, and projects like the Cline Dahle and Dakota Pacific are under review. Throughout the engagement process, community members noted that in the context of regional growth, preserving quality of life, Park City's small-town character, and open space buffer are critical concerns.



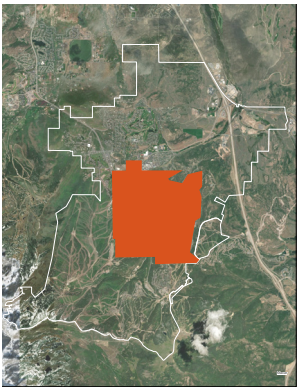
PARK CITY TODAY

GROWTH OVER THE YEARS

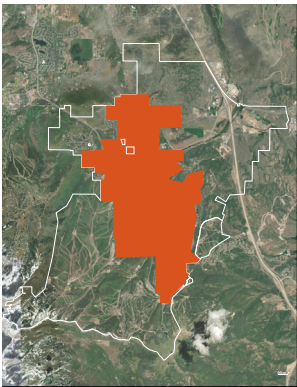
Since 1970, Park City has undergone a dramatic expansion in both land area and population but the increase in geography has far outpaced gains in resident numbers. In 1970, the City covered just 4.03 square miles and was home to 1,193 residents. By 1980, its footprint had nearly doubled to 7.27 square miles, yet the population rose to only 2,823. The following decade saw continued growth: in 1990 Park City encompassed 8.33 square miles with 4,448 people. After the Winter Olympics, boundaries more than doubled again to 17.64 square miles by 2012, while population climbed to 7,431. Today, in 2024, Park City spans 22.2 square miles, with a population of 8,985.



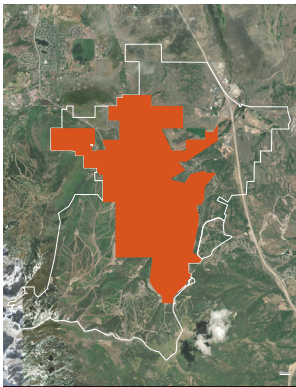
Year: 2024
Area: 22.2 sq mi
Population: 8,985



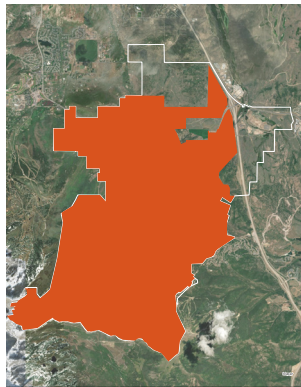
Year: 1970
Area: 4.03 sq mi
Population: 1,193



Year: 1980
Area: 7.27 sq mi
Population: 2,823



Year: 1990
Area: 8.33 sq mi
Population: 4,468



Year: 2012
Area: 17.64 sq mi
Population: 7,431

COMMUNITY PROFILE

KEY HIGHLIGHTS

- Based on the Mountainland Association of Governments' projections, Park City's full-time population is only projected to grow by a total of 202 residents (2%) between 2030 and 2050 under current trends.*
- Park City's population increases by 81% during the day, compared to 14% for the County. This trend shows that more people commute into Park City for work than those who commute out. Park City's daytime population is comprised of 80.55% workers and visitors, and 19.45% residents.
- The projected increase in employment in and around Park City indicates that in 2050 Park City is estimated to have 27,158 employees, with an increase of approximately 6,000 employees compared to 2020. This increase will likely have a significant impact on traffic and commuting patterns if no new workforce housing is provided within city boundaries and if transit focused improvements are not made.
- There has been an increase in the median age from 38.5 (2014) to 43.9 (2024). This along with current and projected age demographics suggest that Park City has an aging population with a high percentage of empty nesters and senior households.
- Of Park City's 8,585 housing units, just 33% are occupied, compared to 52% for the County, leaving 67% of Park City's housing units vacant. Of these, 77% or 4,438 units, are for seasonal, recreational, or occasional use, accounting for more than half of Park City's housing stock overall.
- According to the Park City Affordable Housing Analysis (Kem C. Gardner Policy Institute, 2023), about 37.5% of Park City's workforce lives within Summit County, and 62.5% live outside of the County, meaning many commute into the community for work.

**This depends on development of vested density at the resort base areas and the rezoning of the Bonanza Park neighborhood into a mixed-use district.*



Old Town

43.9

Median Age (2024)

59.2

Diversity Index (2024)

Diversity Index: A measure that ranges from 0 to 100 indicating the likelihood that two randomly selected individuals in an area belong to different race or ethnic groups. A higher index suggests greater demographic diversity.

80.5%

Daytime Population:
Non-Residents

Daytime Population: The estimated number of people present in a geographic area during typical business hours (9 a.m. to 5 p.m.), including both residents and inbound commuters (workforce and visitors). This figure helps assess demand for services and infrastructure throughout the day.

12.1%

Workforce living in
the City

56.2%

Employment in the
Service Industry

Population in the Service Industry: The percentage of the civilian employed population working in service-related occupations, such as hospitality, food services, personal care, and recreation. This category is often prominent in tourism-driven economies.

0.49

Primary to Secondary
Housing Ratio (2024)

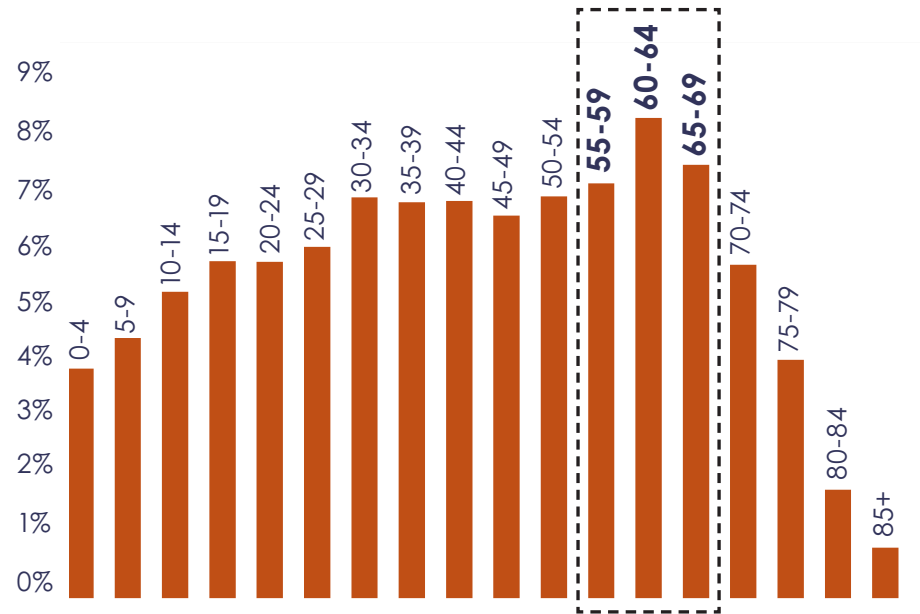
Primary to Secondary Housing Ratio: The ratio comparing primary (full-time resident) housing units to secondary or seasonal/vacation homes. A lower ratio indicates a higher proportion of second homes relative to primary residences.

Source: ESRI Business Analyst 2024

COMMUNITY PROFILE

AGE DEMOGRAPHICS

The highest concentration of residents is within the 55–69 age groups, suggesting a community that is aging. This has implications for housing needs, healthcare services, and mobility planning tailored to older adults. Lower percentages in the 0–14 and 15–24 age groups may indicate fewer young families or a lack of affordability for younger populations.



Age Groups in Park City (2024)
Source: ESRI Business Analyst 2024

TRANSPORTATION TRENDS

A vast majority of residents (over 80%) drove alone in 2023, highlighting Park City's dependence on private vehicles. Public transit, biking, and walking modes remain underutilized.

Total inbound traffic is expected to rise by nearly 30% between 2023 and 2050, reflecting regional growth and increased demand on infrastructure. Traffic on SR248 is projected to grow by two-thirds, more than on SR224, indicating it may become a key corridor requiring priority for upgrades, safety improvements, and multimodal integration.



Drove Alone: People
3086 (2023)



Carpool: People
275 (2023)



Walked or Bicycle: People
155 (2023)



Public Transit: People
175 (2023)



Worked from Home: People
1140 (2023)

Modes of Transport
Source: American Community Survey 5-year Estimates 2023

Average Annual Daily Traffic

Road	2023	2032	2050
SR224	31,500	32,000	33,000
SR248	21,000	25,500	35,000
Total Inbound	52,500	57,500	68,000

Source: UDOT Utah Statewide Travel Model 2024

MEDIAN HOME PRICE

The median home price has tripled in the last 10 years, rising from \$1,000,000 in 2010 to \$3,675,000 in 2024, raising concerns about affordability and access to homeownership within the community. The data shows a significant increase in median home prices over a 14-year period. The scale of the increase may affect housing market dynamics, including access to ownership and demand for different types of housing.

Median Home Price: 2010

\$1,000,000

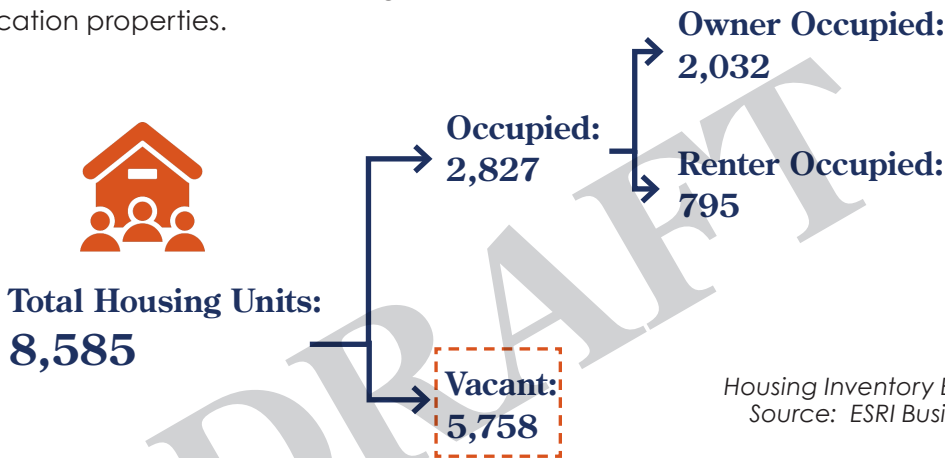
Median Home Price: 2024

\$3,675,000

Source: Redfin, 2014 General Plan

HOUSING TRENDS

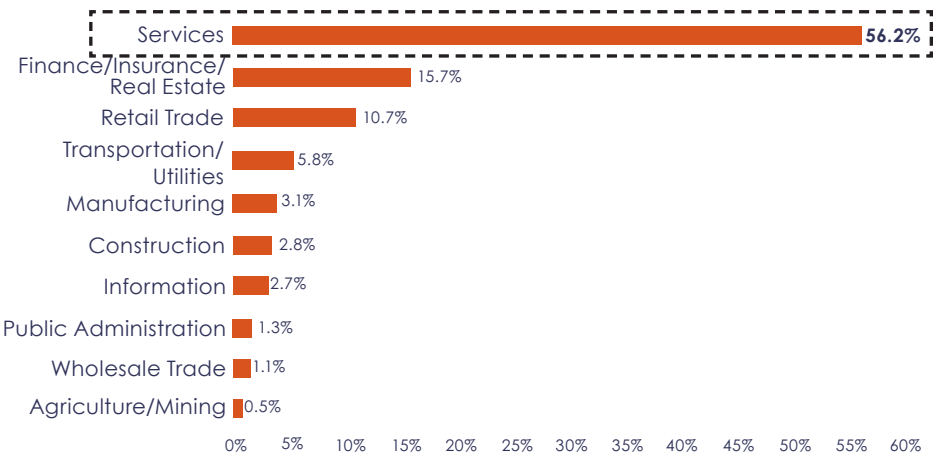
Out of 8,585 total housing units, only 2,827 are occupied, meaning over 67% of units are vacant, likely as second homes or short-term rentals. High vacancy rates often reflect seasonal use, with a significant number of homes serving as second residences or vacation properties.



Housing Inventory Breakdown (2024)
Source: ESRI Business Analyst 2024

EMPLOYMENT

According to 2024 data, the services sector accounts for 56.2% of employment in Park City. Other prominent sectors include finance/insurance/real estate (15.7%), retail trade (10.7%), and transportation/utilities (5.8%). The services sector, which includes hospitality, food services, and recreation, represents the majority of local employment reflecting the tourism-oriented economy.



Employment by Industry in Park City (2024)
Source: ESRI Business Analyst 2024

PLAN ALIGNMENT

PARK CITY GENERAL PLAN 2014

The 2014 General Plan establishes the foundational vision and guiding principles that continue to shape Park City's growth and conservation efforts. Built around the community's Core Values: Small Town Character, Natural Setting, Sense of Community, and Historic Character, it articulates a clear filter test of "keep Park City, Park City" for every policy decision. By documenting trends since the 2002 Winter Olympics and setting population targets around 7,500 residents, this Plan provides the baseline against which future updates measure both new development and preservation initiatives. Its emphasis on protecting the town's unique charm and natural surroundings ensures that as Park City evolves, it retains the very qualities that distinguish it from "Anywhere USA."

PARK CITY VISION 2020: FINAL VISION & STRATEGIC ACTION PLAN

Vision 2020 translates broad community aspirations into a concrete, ten-year framework of projects, policies, and performance check-ins. Crafted through an open and inclusive engagement process, it reflects a collective permission from residents to pursue bold but attainable actions that advance Park City's long-term vision. The Plan's structure, which embeds progress reviews every three to five years, offers a dynamic model for tracking implementation and course-correcting as needed.

PARK CITY FORWARD 2022

Park City Forward offers a thirty-year blueprint for the City's transportation network, marrying local values with pragmatic investment strategies. It addresses the evolving needs of residents, businesses, and visitors, ensuring that limited transportation funds are allocated to projects that bolster multimodal connectivity while respecting the City's natural setting and historic character. By anticipating growth in surrounding communities and coordinating with regional partners, this Plan positions Park City to manage traffic, transit, and trail expansion in harmony with broader Wasatch Back objectives.

PARK CITY SHORT RANGE TRANSIT PLAN 2020

The Short-Range Transit Plan serves as Park City's five-year operational playbook for public transportation, detailing route modifications, frequency adjustments, and fleet requirements. Functioning as both a business plan and tactical guide for Park City Transit (PCT), the SRTP aligns day-to-day service decisions with broader mobility goals. It allows policymakers to respond swiftly to shifting ridership patterns, budgetary changes, and emerging technologies, ensuring that transit service remains efficient, reliable, and responsive to community needs. As part of the General Plan Update, the SRTP's granular analysis anchors the Update's short-term action items in realistic service metrics and cost forecasts.



OPPORTUNITIES & CHALLENGES

OPPORTUNITIES

- **Preserving Community Values:** Residents strongly value Park City's sense of community, environmental quality, and authenticity. There is an opportunity to preserve these values while adapting to change.
- **Diversifying Housing Options:** Survey respondents supported a variety of housing types, especially seasonal employee housing, income-restricted housing, and smaller units to accommodate a broader range of residents.
- **Enhancing Transportation Choices:** Improving walkability, expanding bus routes, and implementing alternative parking strategies were identified as key steps to reduce congestion and improve mobility.
- **Supporting Parks and Open Space:** Parks, trails, and natural areas are among the most valued aspects of life in Park City. Continued investment in trail connections, preservation, and wildfire mitigation is widely supported.
- **Revitalizing Underutilized Areas:** Redevelopment of outdated properties and support for locally focused businesses can help reinforce neighborhood vibrancy while meeting evolving community needs.

CHALLENGES

- **Traffic and Congestion:** 71% of survey respondents identified traffic as the top challenge, especially related to event-based travel, recreation access, and workforce commuting.
- **Housing Affordability:** Many residents expressed concern over the lack of affordable and workforce housing, with only 12.1% of the workforce currently living within the city.
- **Growth Pressures:** Community members noted that managing growth while preserving quality of life, small-town character, and natural areas is a critical concern.
- **Transportation Infrastructure:** Limitations in transit availability, public parking, and walkability were seen as significant barriers to getting around, especially during peak visitor periods.
- **Balancing Tourism and Local Needs:** Residents expressed the need to balance the demands of tourism with everyday needs of full-time residents, including access to services, housing, and mobility.

**As articulated in the General Plan Survey and Engagement Process.*



Bonanza Flats



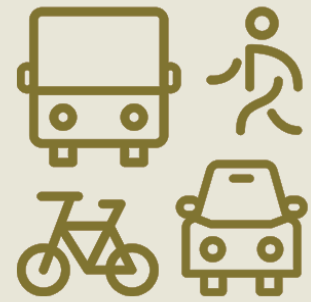
PLAN THEMES





TRANSPORTATION

We value a connected community with great access to recreation and open spaces and a variety of transportation options for visitors, workforce, and residents.



FOCUS AREAS

T1. Data Backed Decision Making

T2. Transit Improvements

T3. Traffic Management

T4. Parking

T5. Preserve Park City's Small-Town Feel

T6. Walkable and Bikeable Neighborhoods

T7. Special Events

T8. Emergency Planning

TRANSPORTATION

INTRODUCTION

The results of the Statistically Valid Survey indicate that 71% of Park City residents find traffic and congestion to be Park City's biggest challenge. Residents indicated that prioritizing walkability and pedestrians is a top priority over the next five to ten years. A capture lot system for workers and visitors was the second most popular transportation option for respondents. Improving transit and easing congestion without impacting the small-town feel and open space that define Park City were also common themes.

In 2023, the leading non-interstate volumes in Park City occur along SR-224 (31,500 vehicles per day), SR-248 (21,000 vehicles per day), and Deer Valley Drive (19,500 vehicles per day). In 2023, of the 13,461 people that were employed within Park City, 87.4% lived outside of the city, meaning that the majority of the people who work in Park City live outside of the city and must commute to work from elsewhere. Overall, the city has a net inflow of commuters, with more people coming to the city to work than leaving the city to work. By 2050, SR-224 is expected to grow in traffic volumes by 5% to 33,000 vehicles, Deer Valley Drive by 10% to 21,500 vehicles, and SR-248 by 66% to 35,000 vehicles per day.

The Transportation Plan Theme provides an opportunity to address this key community priority. This Plan Theme focuses on ways to increase transit and mobility focused improvements while preserving Park City's small town feel. A key priority for these actions and strategies is to find solutions that will not require widening of existing roadways. Solutions to traffic and congestion are complex, and the community has indicated support for measures that would enable multi-modal improvements over improvements for individual cars. While the community prioritizes limitation of expansion of roads, there may be innovative solutions in the future that could be best implemented with some additional space. For this reason, this plan is clear that if lane widening is ever considered in the future, it must only be used to provide multi-modal improvements and should not be used to increase car driving lanes.

WHAT WE HEARD

71% of respondents feel the **biggest challenge in the eyes of the residents is traffic and congestion.** (Survey)

81% approximate increase in daytime population in Park City. (Existing Trends)

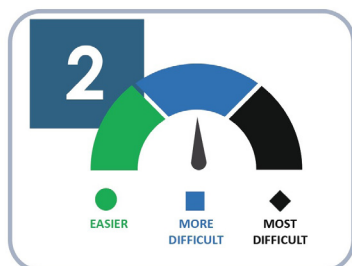
Residents prefer a focus on improved walkability and transit services for workers and visitors and prioritization of transportation improvements.

Park City residents feel that streets that prioritize walkability, and park and ride lots with express/worker transit service should be the top factors to consider when prioritizing projects in the next 5 to 10 years.

More than half of Park City residents reported that among all transportation challenges, infrastructure limitations creates the most issues.

PREFERRED SCENARIO

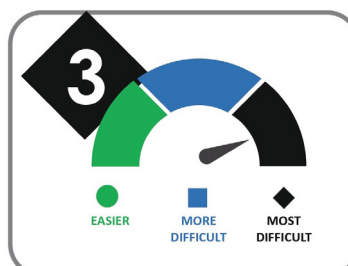
SCENARIO 2: More Difficult



34.63%

This scenario focuses on reducing car dependency while fostering a livable, transit-oriented, and pedestrian-focused environment.

SCENARIO 3: Most Difficult



34.07%

This scenario prioritizes people over cars, ensuring that visitors and residents alike can navigate Park City without relying on personal vehicles with consideration for the needs of residents.

CURRENT INITIATIVES

Park City has taken significant steps since the 2014 General Plan to address traffic, congestion, and transportation options. This section describes some of these achievements.

T2: TRANSIT IMPROVEMENTS

- The City is partnering with Summit County, High Valley Transit, and the Utah Department of Transportation to establish SR-224 Bus Rapid Transit.
- The Re-Create 248 Transit Study is focused on transforming travel along the SR-248 corridor. By considering the regional nature of traffic patterns and transportation needs, the study aims to identify solutions that expand mobility options for visitors, the workforce, and residents. The outcome will be an enhanced transit system along SR-248. Twelve potential transit modes and two corridor alignments are being evaluated. The goal is to identify a Locally Preferred Alternative by January 2026.
- The City supported increased capture lot usage at Richardson Flat and conducted needs analysis in partnership with Summit County for future capture lot site feasibility.
- As a result of a recent Emerging Disruptors transportation study, the City is working with Summit County and stakeholders to improve airport connections to the City.
- High Valley Transit operates low frequency service to Salt Lake City.
- The City piloted an on-demand micro transit system, but it was ultimately determined the pilot did not meet the goals due to the cost of operations.
- Park City Transit, Engineering, and Transportation Planning worked to improve Park Avenue bus stops and are working on improvements to 80 more stops through 2028.

T3: TRAFFIC MANAGEMENT

- Park City Forward, adopted in 2022, included 84 transportation initiatives with minimal recommendations to widen existing streets or highways.
- The City is advancing code amendments to reduce parking ratios, allow shared and off-site parking, set parking maximums, and support alternative strategies like carshare and EV spaces.
- The Bonanza Park Small Area Plan recommends a new walkable mixed-use zone where residents can live within ¼ mile of public transit, amenities, and services.
- The City hired a traffic manager to oversee traffic operations during the peak winter and event days, when traffic and transit are the busiest and need the most operational support.
- The City operates several TDM programs including Guaranteed Ride Home, Ride On Park City, and UTA Vanpool.
- The City launched and championed the Ride On platform that educates the public on alternative transportation choices and rewards businesses and individuals who compete in monthly and seasonal challenges.

T4: PARKING

- The Downtown and Main Street Parking Management Plan was completed and is regularly reviewed and updated regarding parking rates and enforcement policies.
- On April 27, 2023, the City Council adopted an Ordinance updating bike parking requirements for new development, including standards for outdoor racks and indoor bike storage.
- The City is updating Traffic Impact Study Guidelines and the Land Management Code to establish measurable options for developers to reduce single-occupancy vehicles and enhance transit ridership, walking, biking, and

other modes of transportation through parking reductions and comprehensive Transportation Demand Management plans.

T5: PRESERVE PARK CITY'S SMALL-TOWN FEEL

- The Neighborhoods First Streets Program was developed to work with residents to make neighborhoods safer and more livable by implementing traffic calming strategies, resolve street parking concerns, and generally respond to requests from the public that impact our local streets.
- In the summer of 2025 Park City is implementing temporary traffic calming measures to evaluate the effectiveness before investing in permanent improvements.

T6: WALKABLE AND BIKEABLE NEIGHBORHOODS

- City investments have been made to install bike racks throughout the community's business districts, transit stops, and recreational facilities.
- On January 4, 2018, the City Council adopted a Resolution, approving a complete streets policy to encourage walking, bicycling, and transit use while continuing safe operations for all users and modes.
- Bonanza Park Master Plan outlines possible connectivity improvements.

T7: SPECIAL EVENTS

- During peak events, the peak day management team establish drop and load zones for private transportation carriers.



Bus Transit System



Bike Trails

TRANSPORTATION

T1

DATA BACKED DECISION MAKING

Park City will collect and analyze data under “Data backed decision making”.

STRATEGY 1A

Park City will regularly evaluate the community's unique traffic and peak day patterns to inform and measure mitigation strategies.

ACTIONS

MEDIUM PRIORITY

- » **1A.1:** Install City-controlled traffic counters at entry corridors and key intersections.
- » **1A.2:** Produce annual reports to track and monitor trends and to evaluate the effectiveness of implemented mitigation strategies.

T2

TRANSIT IMPROVEMENTS

Park City will prioritize an efficient and effective transit system that provides convenient, predictable, and reliable connections for visitors, the workforce, and residents.

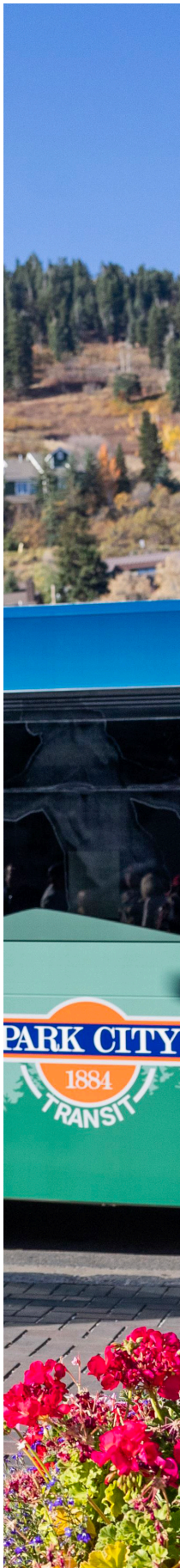
STRATEGY 2A

Advance high-capacity transit on the SR-224 and SR-248 corridors in coordination with High Valley Transit and the Utah Department of Transportation (UDOT) to serve as the primary transit spines connecting regional capture lots to key destinations.

ACTIONS

HIGH PRIORITY

- » **2A.1:** Support the planning, design, and implementation of SR-224 Bus Rapid Transit.
- » **2A.2:** Complete the Re-Create 248 Transit Study in early 2026 to address projected corridor needs.
- » **2A.3:** Identify the location for a capture lot along SR-248 by September 1, 2025.



T2

MEDIUM PRIORITY

- » **2A.4:** Partner with Summit County, Wasatch County, and UDOT to improve existing and develop new park-and-ride hubs identified in the capture lot capacity analysis to connect visitors and the workforce with convenient and seamless access to parking, reliable transit connections, and supportive amenities such as retail, grocery, and childcare for employees and visitors.
- » **2A.5:** Complete a detailed analysis of comprehensive capture lot capacity needs, addressing multiple horizon years, travel markets, and demand for special events by the summer of 2026.

STRATEGY 2B

Build on the Short-Range Transit Plan and Transportation Master Plan Park City Forward to build the transit network, increase transit frequency, and improve regional connections.

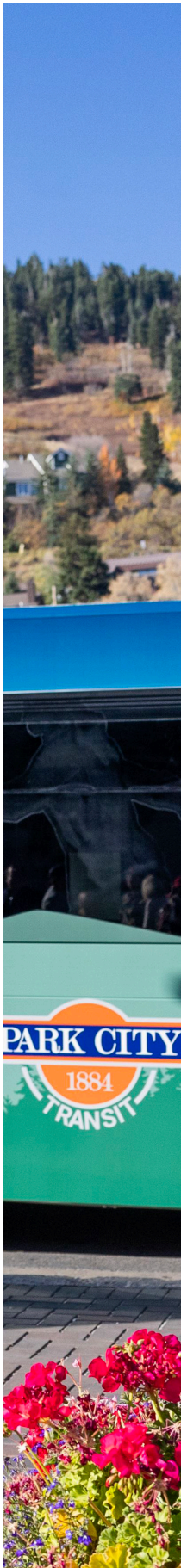
ACTIONS

HIGH PRIORITY

- » **2B.1:** Evaluate traffic signals and corridors for transit signal priority to provide more reliable transit operation.
- » **2B.2:** Increase headways on key internal routes to 10-15 minutes during peak hours.
- » **2B.3:** Partner with High Valley Transit, Summit County, the Wasatch Front, and stakeholders to enhance the Park City-Salt Lake City Connect Route to provide direct and frequent service between Park City and the Salt Lake City International Airport.
- » **2B.4:** Work toward dedicated transit lanes and other required infrastructure wherever feasible within Park City to maintain speed and reliability during congested periods.

MEDIUM PRIORITY

- » **2B.5:** Continue to electrify and modernize the City's transit fleet.
- » **2B.6:** Establish a parking permit program that allows residents in areas not proximate to a transit stop to park near a transit stop in their neighborhood.
- » **2B.7:** Improve or replace the current mobile app used for transit service with an app that is more user friendly to a range of riders.
- » **2B.8:** Partner with High Valley Transit to increase service frequency to Wasatch Back communities to provide reliable commutes for the workforce.



TRANSPORTATION

T2

LOW PRIORITY

- » **2B.9:** Complete planned upgrades for local bus stops with improved amenities and accessibility features, including relevant route information, by 2026 and begin planning for the next round of improvements starting in 2026.
- » **2B.10:** Track the performance of the summer Transit to Trails Program and make data-informed refinements and service expansions to improve user experience.
- » **2B.11:** Evaluate new Transit to Trail connections to mitigate trail user parking in residential and commercial areas.
- » **2B.12:** Evaluate transit improvements for trail users including regional park-and-rides and transit connections for recreation users in all seasons.
- » **2B.13:** Evaluate the feasibility of a gondola system to connect key destinations within Park City, providing a high-capacity transit option that bypasses vehicle congestion.
- » **2B.14:** Adopt design guidelines for transit stops compatible with the City's mountain town aesthetic.

STRATEGY 2C

Park City will develop a network of internal mobility hubs as shown in the Node Types Map, including ones in the Thaynes and Park Meadows neighborhoods, as well as more developed ones in Bonanza and Old Town, and supportive infrastructure to enhance first- and last-mile connections.

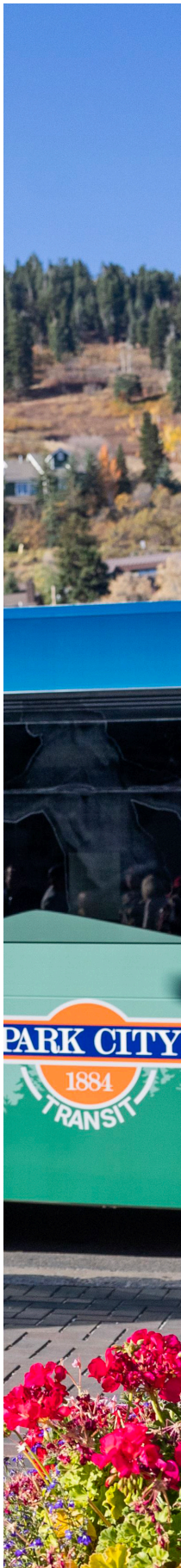
ACTIONS

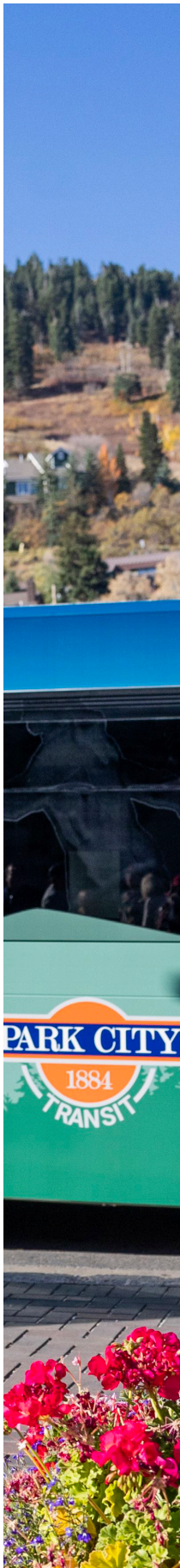
HIGH PRIORITY

- » **2C.1:** Improve pedestrian and bike access to key hubs from surrounding neighborhoods.
- » **2A.2:** Provide dynamic signage, real-time transit arrival information, and user-friendly wayfinding to support seamless multimodal transfers.

MEDIUM PRIORITY

- » **2C.3:** Build mobility hubs in areas with existing routes with high ridership, higher density, mixed-use development, and activity centers to support transit-oriented development and provide access for all users in areas like Old Town and Bonanza Park.





T2

LOW PRIORITY

- » **2C.4:** Co-locate bike shares, e-bike and transit charging infrastructure, and transit amenities such as; coffee stands, food trucks, and warming yurts, where demand exists.

T3

TRAFFIC MANAGEMENT

Park City will enhance transit, walking, biking, and other active travel modes and utilize dynamic travel demand methods to ease vehicular congestion without expanding roads.

STRATEGY 3A

Evaluate long-term congestion pricing and/or flex-lanes on SR-224 and SR-248.

ACTIONS

MEDIUM PRIORITY

- » **3A.1:** Explore coordination with UDOT to institute a flex lane system to manage peak inbound and outbound traffic flows along SR-224 and SR-248 to add directional capacity without requiring roadway widening.

LOW PRIORITY

- » **3A.2:** Explore the feasibility of congestion pricing and other demand-based policy tools along SR-224 and SR-248, with attention to mitigating impacts on the workforce and residents.

STRATEGY 3B

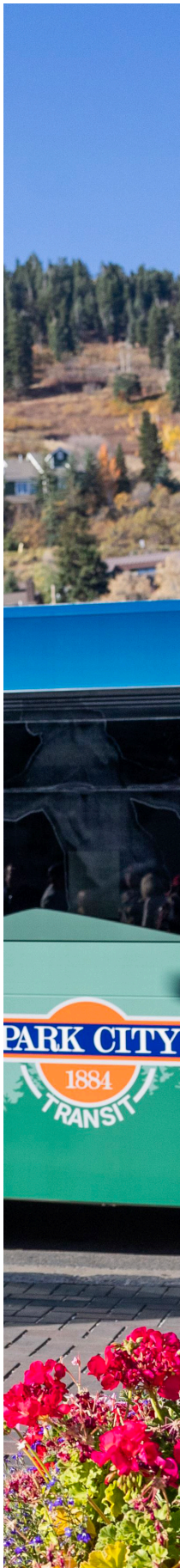
Park City will prioritize using pricing, mode shift, and land use policy, instead of roadway widening, to manage congestion.

ACTIONS

HIGH PRIORITY

- » **3B.1:** Update Zoning Districts to allow for mixed use within the City's commercial districts, such as Quinn's Junction and Bonanza Park, in key areas, reducing trip demand and length by bringing housing, jobs, and services closer together.

TRANSPORTATION



MEDIUM PRIORITY

- » **3B.2:** Require event organizers to provide regional transit and shuttle services for major events, including connections to wider Summit County, the Wasatch Back, and the Wasatch Front. Expand charter bus and rideshare incentives for large gatherings.

STRATEGY 3C

Deploy smart traffic management tools to inform dynamic operations and user guidance.

ACTIONS

HIGH PRIORITY

- » **3C.1:** Coordinate with resort partners to expand real-time travel info, parking availability displays, and traffic monitoring.

MEDIUM PRIORITY

- » **3C.2:** Coordinate traffic signal timing and publicly available traveler info systems with transit operations to minimize delay of transit at traffic signals and provide more accurate transit travel time estimates.
- » **3C.3:** Evaluate traffic volumes and signal timing to optimize traffic signals to minimize vehicle delay.

STRATEGY 3D

Strengthen policies that reduce reliance on single-occupancy vehicles by requiring and incentivizing multimodal transportation through planning, development, and transportation initiatives.

ACTIONS

HIGH PRIORITY

- » **3D.1:** Incorporate trip reduction strategies and shared parking provisions into broader zoning reform efforts, including mixed-use friendly policies in areas like Quinn's Junction Community Mixed-Use Node.
- » **3D.2:** Provide carpooling and vanpooling incentives, particularly for commuters, including construction teams.

T3

MEDIUM PRIORITY

- » **3D.3:** Require major employers to appoint Transportation Demand Management coordinators to oversee and promote sustainable commute options and collaborate with City staff or an approved third-party entity to monitor compliance and trip reduction goals.
- » **3D.4:** Continue developing clear policies for new developments, resorts, and major employers to integrate trip reduction strategies, establish mode-shift targets, and reduce parking through formal City mechanisms.

LOW PRIORITY

- » **3D.5:** Evaluate the effectiveness of the Ride On Park City program by analyzing its impact on mode share, seasonal variation, and travel behavior.
- » **3D.6:** Annually recognize and celebrate the accomplishments of major employers who successfully implement Transportation Demand Management (TDM) strategies and highlight which strategies were most effective.

STRATEGY 3E

Reduce wildlife-vehicle collisions.

ACTIONS

HIGH PRIORITY

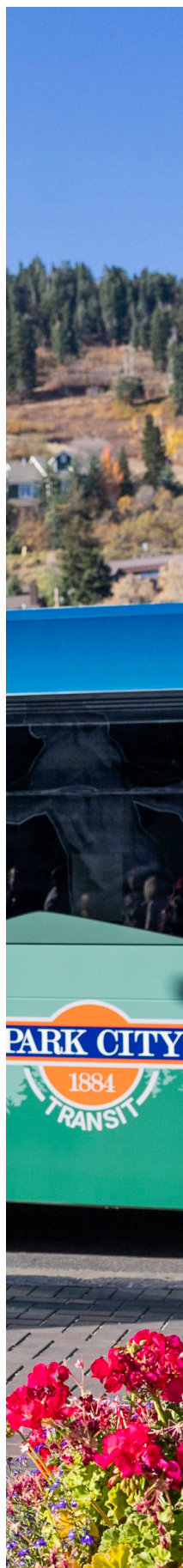
- » **3E.1:** Improve fencing along SR-224 and SR-248 to allow animal crossings at designated areas.
- » **3E.2:** Install streetlights along high crash corridors.
- » **3E.3:** Provide median barriers with occasional gaps to allow animals to cross while enhancing drivers night-time vision.

MEDIUM PRIORITY

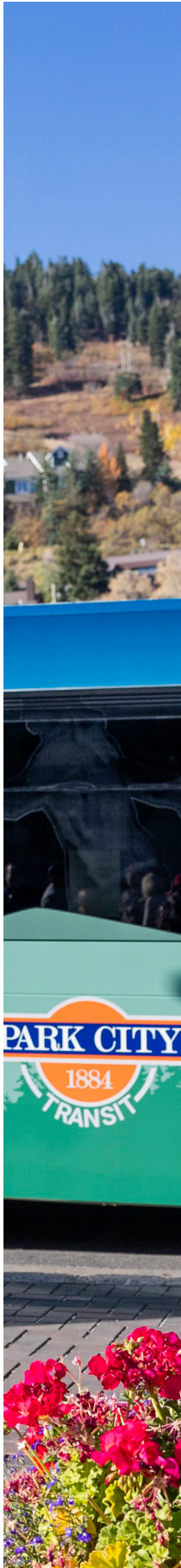
- » **3E.4:** The City will work with UDOT to explore locations along SR-224 and SR-248 for grade separated wildlife crossings.
- » **3E.5:** Grade the shoulders of roadways more gently to provide better visibility to animals on the side of the road.

LOW PRIORITY

- » **3E.6:** Mow and maintain roadway shoulders to remove animal food sources close to busy roadways.
- » **3E.7:** Continue supporting animal awareness art such as the reflective silhouettes along SR-224.



TRANSPORTATION



T4

PARKING

Park City will prioritize parking access for non-SOV (Single Occupancy Vehicle) modes to support the existing character.

STRATEGY 4A

Use parking pricing and policy updates to support mode shift goals, reduce vehicle congestion, and prioritize access for residents and high-occupancy travel.

ACTIONS

HIGH PRIORITY

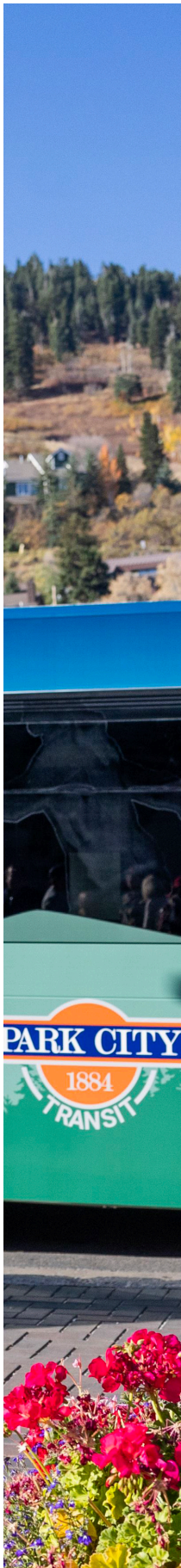
- » **4A.1:** Partner with resorts to further increase parking pricing and reservation systems as a strategy to reduce single-occupancy vehicle and personal vehicle use.
- » **4A.2:** Integrate capture lots with ski resort transit service.

MEDIUM PRIORITY

- » **4A.3:** Conduct a city-wide parking study to assess the current parking needs, future needs, shared parking policies, and possible parking lots to eliminate or build in the future.
- » **4A.4:** Update the Land Management Code to include parking maximums instead of parking minimums.

LOW PRIORITY

- » **4A.5:** Develop policies and partnerships with private developments to implement policies that mitigate spillover parking impacts on nearby residents and businesses.
- » **4A.6:** Update parking code to prohibit the leasing of parking spaces for uses other than those intended for the development.
- » **4A.7:** Provide discounts or permit options for residents and employees to maintain equitable access to important destinations.
- » **4A.8:** Eliminate excess surface parking lots in core areas, such as in Old Town, to make room for streetscape elements, active transportation, and transit.



STRATEGY 4B

Continue to implement the bike parking requirements of Ordinance No. 2023-18 for new development

ACTIONS

MEDIUM PRIORITY

- » **4B.1:** Ensure ongoing implementation of the Install A Rack Program for public bike parking.
- » **4B.2:** Regularly evaluate the bike parking and bike storage requirements of Ordinance No. 2023-18 to ensure they reflect best practices. Identify incentives to bring existing developments into compliance.

T5

PRESERVE PARK CITY'S SMALL TOWN FEEL

Park City will manage vehicular traffic and elevate pedestrian and bicyclist safety to preserve neighborhoods.

STRATEGY 5A

Implement Main Street circulation improvements to enhance safety and efficiency in Old Town and support a more walkable, less car-dependent downtown.

ACTIONS

HIGH PRIORITY

- » **5A.1:** Convert Main Street into a pedestrian and transit-only area during peak seasons and weekends to improve walking and biking access, support events, and enhance transit service.

MEDIUM PRIORITY

- » **5A.2:** Preserve space for transit and emergency vehicle access.

TRANSPORTATION

T5

LOW PRIORITY

- » **5A.3:** Explore conversion to one-way traffic with wider sidewalks, with consideration of transit routes.
- » **5A.4:** Work with downtown businesses to ensure sufficient parking and freight access.
- » **5A.5:** Enforce e-bike regulations to ensure safety for all users of trails and roadways.

STRATEGY 5B

Continue to expand and implement traffic calming initiatives through the Neighborhoods First Streets Program.

ACTIONS

HIGH PRIORITY

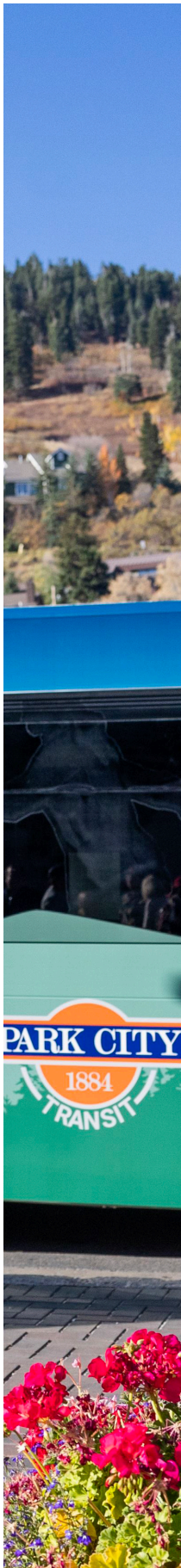
- » **5B.1:** Use traffic calming measures such as curb extensions, signage, and striping to slow vehicles.
- » **5B.2:** Reduce street parking where it impairs visibility or crossing safety.

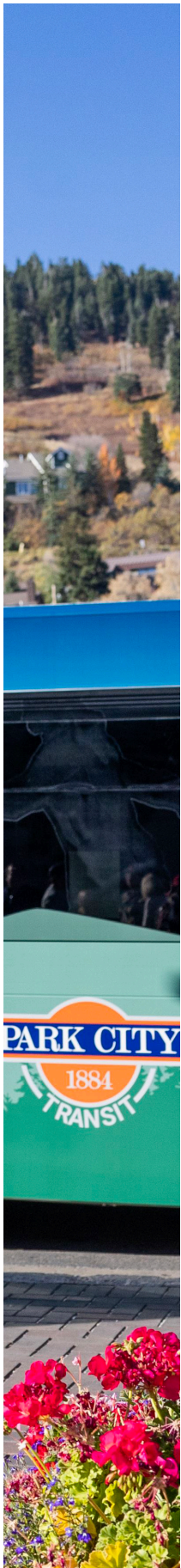
MEDIUM PRIORITY

- » **5B.3:** Support resident-led proposals for street redesign where appropriate.

LOW PRIORITY

- » **5B.4:** Adopt design guidelines for traffic calming measures compatible with Park City's Mountain town and neighborhood aesthetics.
- » **5B.5:** Combine traffic calming initiatives with pavement maintenance projects, larger capital projects, and bus stop improvements where applicable.





T6 WALKABLE AND BIKEABLE NEIGHBORHOODS

Park City will enhance the safety and comfort of active transportation facilities to promote wider adoption.

STRATEGY 6A

Continue to build out the high-comfort active transportation network by implementing priority segments of the 2024 Bike and Pedestrian Plan.

ACTIONS

MEDIUM PRIORITY

- » **6A.1:** Where appropriate, consider reallocating select on-street parking to expand sidewalks or add separated pathways, improving comfort and connectivity for people walking and biking, particularly in areas with disconnected street networks or large-lot developments.
- » **6A.2:** Support trail and path interconnections to other jurisdictions.

STRATEGY 6B

Support winter access and maintenance to ensure year-round multimodal access.

ACTIONS

HIGH PRIORITY

- » **6B.1:** Prioritize timely snow removal on all designated walking and biking routes. Ensure snow storage does not obstruct sidewalks, crossings, or bike lanes.
- » **6B.2:** Update the City's snow removal codes to require sidewalks and trails on private property to be maintained and to prohibit snow storage on areas with public access easements.

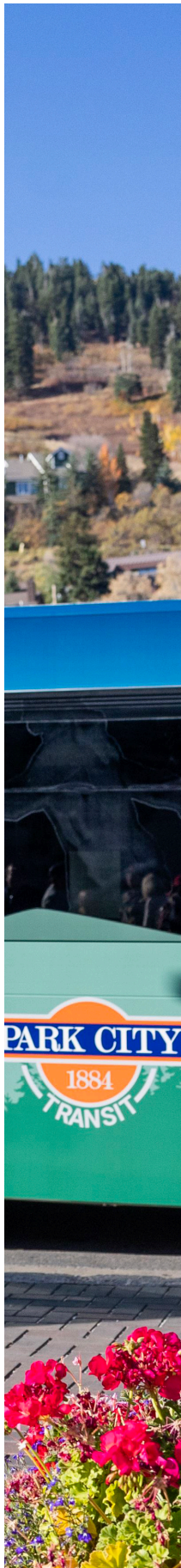
MEDIUM PRIORITY

- » **6B.3:** Explore expanding compact winter maintenance equipment fleet specifically for sidewalks and protected bikeways.

LOW PRIORITY

- » **6B.4:** Implement a heated sidewalk network in Old Town and at future mobility nodes.

TRANSPORTATION



STRATEGY 6C

Improve crossings and reduce barriers to ensure safety and accessibility on key corridors.

ACTIONS

HIGH PRIORITY

- » **6C.1:** Install pedestrian safety design elements such as high-visibility crosswalks and refuge islands (raised medians for separation of pedestrians from vehicular traffic) at intersections with known crash histories.

MEDIUM PRIORITY

- » **6C.2:** Adopt a Vision Zero policy to work towards improving safety across all Park City roadways and improving the appeal of active transportation through infrastructure investment, roadway speed reductions, and other measures.

LOW PRIORITY

- » **6C.3:** Evaluate additional grade-separated crossings for walking and biking on SR-224 and SR-248.
- » **6C.4:** Update the City's Complete Streets Policy.
- » **6C.5:** Collaborate with Summit County to expand the bikeshare system.

T7

SPECIAL EVENTS

Park City will be forward-thinking in transportation investments that can accommodate unique uses without overbuilding

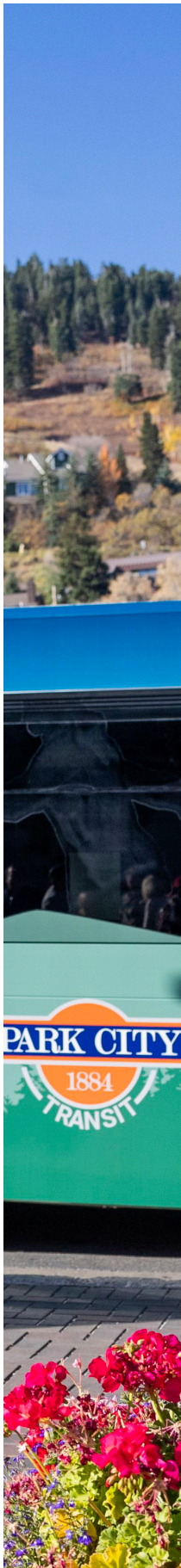
STRATEGY 7A

In preparation for the 2034 Olympic Games, collaborate for transportation infrastructure and operational protocols to support the Games.

ACTIONS

HIGH PRIORITY

- » **7A.1:** Design flexible systems that serve Olympic needs without overbuilding infrastructure with limited long-term utility, setting Park City up for success in 2034 and beyond.



MEDIUM PRIORITY

- » **7A.2:** Evaluate today's opportunities and barriers to providing remote parking, managed access zones, and event-specific transit service.
- » **7A.3:** Plan for staging areas, equipment sharing, and limited local road capacity.

T8

EMERGENCY PLANNING

Park City will evolve their emergency planning as conditions change.

STRATEGY 8A

Update evacuation plans and public communication protocols to ensure emergency plans remain current, known to the public, and well-linked to transportation needs.

ACTIONS

HIGH PRIORITY

- » **8A.1:** Collaborate with the Emergency Management Team to align infrastructure with evacuation needs.
- » **8A.2:** Regularly provide updated digital and printed evacuation route materials.

MEDIUM PRIORITY

- » **8A.3:** Evaluate the need for additional emergency egress roadways.

LOW PRIORITY

- » **8A.4:** Assess evacuation route capacity as part of development project reviews.



COMMUNITY CHARACTER

We value our unique community, quality of life, and authentic character. We support a variety of options that create housing opportunities for all groups within the community. We preserve our historic districts and cultural elements and celebrate the history of Park City.



FOCUS AREAS

- C1. Small Town Feel
- C2. Sense of Community
- C3. Land Use Growth
- C4. Technology
- C5. Historic Preservation

COMMUNITY CHARACTER

INTRODUCTION

During the General Plan community engagement process, we heard that preserving Park City's small-town feel and the natural setting were some of the key goals that the updated General Plan needs to address. Aligning land use recommendations with transportation strategies is a key component of this plan and is represented in the Node Types Map. Focusing on a growth scenario that prioritizes growing within existing city boundaries, supporting infill development, both for residential and mixed-use projects, and creating walkable neighborhoods with access to basic services, was chosen as the preferred option for the future of the city.

The preservation of historic structures, open spaces, view corridors, and cultural landscapes also defines Park City's sense of place and character. Park City's historic resources include commercial, residential, and mining structures/sites:

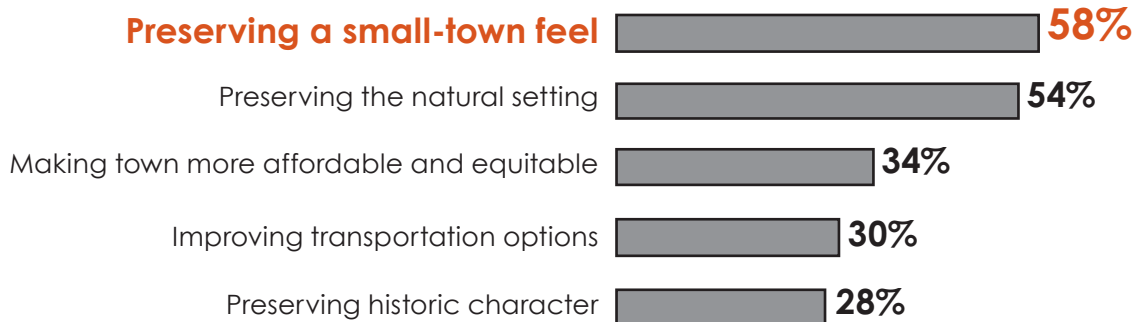
- 400+ Landmark & Significant Sites on Park City's Historic Sites Inventory
- 85+ Sites on the National Register of Historic Places
- 12 Mining Sites with 50+ Resources
- 3 District/Multiple Property Designations on the National Register of Historic Places
 - » Main Street Historic District (listed in 1979)
 - » Mining Boom Era Residences (Thematic District/ Multiple Property Listing; listed in 1984)
 - » Historic Mining Resources (Multiple Property Listing; listed in 2023)

Therefore, Park City will continue to protect and celebrate its historic resources from four historic eras:

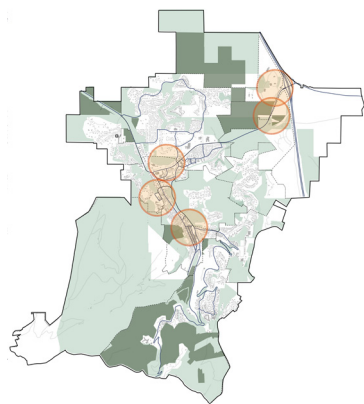
- Settlement and Mining Boom Era [1868 – 1893]
- Mature Mining Era [1894 – 1930]
- Mining Decline and Emergence of Recreation Industry [1931 – 1962]
- Recreation and Resort Industry Establishment [1963 – 1982]

WHAT WE HEARD

Which goals should Park City focus on? (Statistically valid survey)



PREFERRED SCENARIO



SCENARIO 1: Neighborhood Infill Development

38%

- » This scenario focused on small-scale, medium-density projects that fit the local context. It emphasizes diverse housing typologies, while also incentivizing adaptive reuse. This supports vibrant, walkable neighborhoods and strengthens local economies.

» **54%** agreed that creative multimodal solutions to address traffic and mobility concerns is a desired mission for the city compared to increases in the existing road network. (Questionnaire)

- » Overall strong support for Park City's vision statement, particularly highlighting its small-town character, natural environment, open space, and recreation opportunities. (Questionnaire)

Community feedback indicates a notable interest in developing walkable, mixed-use neighborhood centers.

A sense of community is the top value that represents Park City according to the statistically valid survey. Respondents from the survey feel that the City should focus on reinforcing and improving that sense of community.

Most residents cite the many opportunities for outdoor and recreation activities as a top reason why they decide to live in Park City. Residents also mention the balance of both small-town feel and easy access to services and access to Salt Lake City as a great benefit to living in Park City.

CURRENT INITIATIVES

Park City has taken significant steps since the 2014 General Plan to protect neighborhood character, promote historic preservation, and update the development review process. This section describes some of these achievements.

C1: SMALL TOWN FEEL

- Maximum residential lot sizes were established in the Historic Residential – 1, Historic Residential – 2, and Historic Residential Medium Zoning Districts.
- Since 2014, the Recreation Department upgraded the seasonal dome and sports lighting on fields to maximize playing light and minimizing neighborhood impacts from light pollution. Free outdoor ice skating and cross-country skiing are also beneficial to the local and visitor alike.
- In 2017 City Council adopted an Ordinance to define Conventional Chain Business as a business with ten or more other locations that operate with standardized menus, products, apparel, architectural design, and/or signage and logo. Conventional Chain Businesses are limited to no more than seven in Storefront Property within the HRC Zoning District and no more than 17 in Storefront Property within the HCB Zoning District.
- The City provides Economic Development Grants to local businesses.
- The City collaborated in the award of the return of the Winter Olympics – the 2034 Winter Olympics.
- The renewal of the United States Ski and Snowboard Association agreement for the MARC to continue to be 'An Official Training Center' for the US Ski and Snowboard Team was renewed through the 2034 Olympic Games.
- In 2020, the City Council adopted an Ordinance establishing a cap on Nightly Rentals in the Historic Residential – Low Density Zoning District. At the request of residents, the City Council approved the following ordinances:
 - » Ordinance No. 2015-44 prohibiting nightly rentals in the Neighborhood of the Historic Residential – Low Zoning District.
 - » Ordinance No. 2020-38 prohibiting nightly rentals in the Meadows Estates Subdivision.
 - » Ordinance No. 2021-16 prohibiting nightly rentals in the Fairway Meadows Subdivision.
 - » Ordinance No. 2021-52 prohibiting nightly rentals in the Hidden Oaks at Deer Valley Subdivision.
 - » Ordinance No. 2023-16 prohibiting nightly rentals in the Chatham Crossing and West Ridge Subdivisions.

C2: SENSE OF COMMUNITY

- On November 19, 2020, the City Council adopted an Ordinance to create an Urban Park Zone, providing additional protections for the long-term continuation of Rotary Park, Creekside Park, Prospector Park, City Park, and the Municipal Golf Course. This was an important resident-led partnership with the City Council and Planning and Recreation staff.
- The adopted Bike and Ped Plan outlines planned improvements between citywide parks and recreation.
- On January 21, 2021, City Council adopted an Ordinance establishing dark sky regulations for outdoor lighting to minimize light impacts to wildlife and neighbors, preserving starry night skies. Since the adoption of the dark sky regulations, the City is retrofitting streetlights and upgrading the 118 streetlights leased from Rocky Mountain Power with dark sky compliant lights, and has brought City properties into compliance with the new regulations.
- The City has collaborated with Historic Park City Alliance, the Kimball Arts Festival, and permits special events that foster community involvement and promote arts and culture.
- In July of 2020, the City Council adopted Resolution No. 18-2020 appropriating 1% of

Capital Improvement Project funds to be spent to acquire and integrate public art.

- In 2018 and 2023 the City coordinated art installations on utility boxes through the EmPOWERment project.

C3: LAND USE & GROWTH

- In July of 2024, the City Council adopted the Bonanza Park Small Area Plan to create a new mixed-use neighborhood.
- The City purchased the Treasure Hill, Bonanza Flat, and Clark Ranch open space acreage.
- City annexed approximately 1,200 acres in the southeast Quinn's Junction area and zoned the property Recreation and Open Space and Entry Corridor Protection and Sensitive Land Overlays to bring City-owned property allocated for open space and potential affordable housing into the City boundary.

C5: HISTORIC PRESERVATION

Celebration & Education:

- Ongoing recognition and celebration of preservation efforts through the City's annual Preservation Award.
- Education and information provided regarding outside financial support, such as state and federal historic tax credits.
- Incentives: Financial incentives for preservation, rehabilitation, and restoration continue to be offered through the City's Historic District Grant Program.

Stewardship, Collaboration, and Innovation:

- Established agreements with the two ski resort entities to identify historic mining structures and sites and implemented funding mechanisms for their preservation and protection.
- Preservation and stabilization efforts on several high-priority mining structures.

Documentation:

- Completion of Intensive Level Surveys (ILS) of all the City's designated historic resources.

Policy and Regulations:

- Compatibility standards implemented and adopted into the Land Management Code.
- Consideration of flexibility regarding seasonal enclosures and temporary structures; updates regarding parking and driveways.
- Updates to land use standards to maintain the vibrant, active nature of Main Street.
- Proposed illustration of the Design Guidelines to provide more clarity and understanding.



Old Town

COMMUNITY CHARACTER



C1

SMALL TOWN FEEL

Park City will maintain its small town feel and mountain community character.

STRATEGY 1A

Maintain existing road network and prioritize limiting road width expansions for additional travel lanes.

ACTIONS

HIGH PRIORITY

- » **1A.1:** Align transportation improvements with Node Types Map and work within existing road geometries.
- » **1A.2:** Explore alternative transportation strategies to manage existing traffic and future volume increases.

STRATEGY 1B

Support and ensure the year-round and long-term resilience of the Park City economy.

ACTIONS

MEDIUM PRIORITY

- » **1B.1:** Offer economic incentives and assistance for small and local businesses, including the creation of a revolving loan fund or a local grant program, particularly those that align with the City's community vision and goals.
- » **1B.2:** Streamline small business applications permits.
- » **1B.3:** Work with regional higher education institutions, trade organizations, or non-profit organizations to establish learning opportunities for community members seeking additional skill development.

LOW PRIORITY

- » **1B.4:** Explore additional tools beyond the existing Vibrant Commercial Storefront ordinance to ensure businesses remain active and open to the public, particularly along Main Street.
- » **1B.5:** Explore opportunities to enable the economy to be responsive to broader economic changes, such as business diversification, shop local campaigns, and completing an economic risk assessment.



C1

STRATEGY 1C

Encourage small scale compatible commercial infill.

ACTIONS

HIGH PRIORITY

- » **1C.1:** Review the City's land use tables to update uses appropriate in each Zoning District and Node Type.
- » **1C.2:** Support locally-serving commercial uses through initiatives like ground floor activation requirements, reduced parking minimums, and technical assistance such as streamlined permitting.

MEDIUM PRIORITY

- » **1C.3:** Support public private partnerships for small businesses and locally-serving commercial uses.
- » **1C.4:** Explore the use of public infrastructure districts (PID), infrastructure financing districts (IFD), community reinvestment areas (CRA), and other increment financing to support targeted development areas, consistent with the identified nodes in the Node Types Map.

LOW PRIORITY

- » **1C.5:** Create/support a City economic development program or entity to pursue economic development possibilities that brings together local business associations, provides support to local businesses, and diversifies the local economy.

STRATEGY 1D

Increase Park City's walkability through an improved pedestrian friendly environment.

ACTIONS

HIGH PRIORITY

- » **1D.1:** Identify gaps in the pedestrian network and work to create a continuous pedestrian system.
- » **1D.2:** Create walkable and universally accessible public realms in all new developments and around identified growth nodes, including continuous and ADA compliant sidewalks.

LOW PRIORITY

- » **1D.3:** Explore potential code amendments to foster live- work opportunities in commercial areas.

COMMUNITY CHARACTER



C1

STRATEGY 1E

Support the continued success of the multi-seasonal tourism economy while preserving the community character.

ACTIONS

HIGH PRIORITY

- » **1E.1:** Continue to support the Park City Chamber of Commerce's sustainable tourism plan, including visitor messaging and managing the impacts from tourism.

MEDIUM PRIORITY

- » **1E.2:** Incorporate year-round workforce support programs to help employees in the tourism industry access housing, childcare, and other essential services, ensuring they can build sustainable lives within the community.
- » **1E.3:** Allow cutting edge, green technology in appropriate areas to visually represent Park City's commitment to sustainable tourism.

STRATEGY 1F

Prioritize high quality design in new developments and redevelopment that respects the existing scale, style, and massing of buildings.

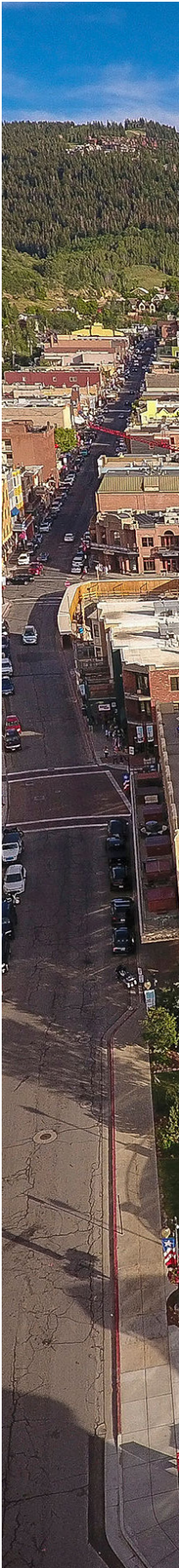
ACTIONS

HIGH PRIORITY

- » **1F.1:** Identify the attributes that make Park City unique and protect by incorporating regulations into the current zoning code.

MEDIUM PRIORITY

- » **1F.2:** Define design elements for each neighborhood that reinforce neighborhood identity and sense of place.



C2

SENSE OF COMMUNITY

Park City will make sure its residents have sense of belonging and are provided with places and opportunities to gather and interact.

STRATEGY 2A

Protect Park City's character and unique sense of place.

ACTIONS

HIGH PRIORITY

- » **2A.1:** Encourage the design of new development that is compatible with the scale, aesthetics and materiality of historic structures for Old Town and the character of each individual neighborhood.
- » **2A.2:** Limit development on agricultural lands to farm buildings, on-site housing, and accessory structures for operational agricultural sites.
- » **2A.3:** Incentivize high quality design that respects the existing character and scale of Park City.

STRATEGY 2B

Strengthen existing neighborhoods through context-sensitive design requirements and creation of gathering places.

ACTIONS

HIGH PRIORITY

- » **2B.1:** Allow for improved connectivity between neighborhood nodes, such as through trails.

MEDIUM PRIORITY

- » **2B.2:** Identify needs for gathering places by conducting a study to see if there are community park deficits within certain neighborhoods and plan for these in conjunction with the nodes identified in the Node Types Map.

COMMUNITY CHARACTER

C2

STRATEGY 2C

Strive for equity and plan for all groups within the community.

ACTIONS

MEDIUM PRIORITY

- » **2C.1:** Continue to support and advance efforts related to community engagement for typically underrepresented demographics, including young people and those community members whose first language is not English.
- » **2C.2:** Work with other local governments to ensure community needs related to access to healthcare, childcare, multi-modal transportation, food, and other basic services are provided for all community members including underserved groups.
- » **2C.3:** Work with community partners to provide information and facilitate conversation around planning topics with the Spanish-speaking community.
- » **2C.4:** Study the needs of an aging community to consider opportunities to age in place, like attainable housing options, accessibility & mobility, services near residential areas, and programs to avoid isolation and loneliness.
- » **2C.5:** Support community organizations and programs that provide bilingual education and communication opportunities.

STRATEGY 2D

Provide easy access to trails and recreation opportunities.

ACTIONS

HIGH PRIORITY

- » **2D.1:** Link mobility and transit improvements with trail and recreation access.
- » **2D.2:** Incentivize trail corridors and connection to existing trails in new developments or redevelopments.

MEDIUM PRIORITY

- » **2D.3:** Create a trail access management plan that includes parking and transit solutions at trailheads.





C2

STRATEGY 2E

Continue to support Arts & Culture and incorporate it into the public realm.

ACTIONS

MEDIUM PRIORITY

- » **2E.1:** Incentivize public art as part of new developments by requiring art installations for larger developments and mixed-use development in accordance with the city's public arts policy.
- » **2E.2:** Update existing public art map / brochure with QR codes at art installation locations where more information about the artist and artwork is available.
- » **2E.3:** Continue to support local artists and events.
- » **2E.4:** Consider other types of summer festivals in partnership with the resorts for vibrancy.
- » **2E.5:** Explore updates to the Land Management Code related to maker's spaces and adaptive reuse to ensure they are allowed in context-appropriate locations.

LOW PRIORITY

- » **2E.6:** Support installation of public art on city owned parcels.
- » **2E.7:** Support public art projects, festivals, and events that showcase the work and achievements of local and regional artists and craftsmen.
- » **2E.8:** Support live music and other arts and culture events, including concert series, street performances, and festivals in resort areas, business districts and community gathering spaces, including alignment with special event permitting and municipal code regulation.
- » **2E.9:** Explore a potential amphitheater or other type of facility for live music events.

COMMUNITY CHARACTER



C3

LAND USE & GROWTH

Park City will plan for future growth while protecting open spaces and its current scale.

STRATEGY 3A

Protect open space, discourage sprawl, and direct growth inward.

ACTIONS

HIGH PRIORITY

- » **3A.1:** Allow context appropriate infill in existing neighborhoods to discourage sprawl and utilize existing infrastructure.
- » **3A.2:** Identify local and regional wildlife corridors through designation of open space and/or an overlay zone to ensure safe connections between natural areas for wildlife movement. Include overland wildlife corridors for SR 224, SR 248, and US 40 to accommodate wildlife movement.
- » **3A.3:** Update the Sensitive Lands Overlay to ensure consistency with the original Overlay and reflects best practices.
- » **3A.4:** Update the Land Management Code to allow for smaller lot sizes and compact development.
- » **3A.5:** Study the incorporation of Accessory Apartments in residential neighborhoods where compatible to enable compact and efficient development in areas with existing infrastructure.

MEDIUM PRIORITY

- » **3A.6:** Continue to review and update the city's code to support the idea of mountain views along key entry corridors.
- » **3A.7:** Ensure ecosystems health and wildlife corridors are reflected in zoning.
- » **3A.8:** Create additional site planning requirements to site development in a way that preserves vegetation, slopes, landforms, and the like.

LOW PRIORITY

- » **3A.9:** Evaluate and locate a new light industrial zone, medical cannabis production establishment overlay.



C3

STRATEGY 3B

Create walkable mixed-use nodes that can accommodate new growth, while providing access to services, retail and transportation.

ACTIONS

HIGH PRIORITY

- » **3B.1:** Incentivize and support residential development in and near Infill Nodes in areas like Quinn's Junction, Resort Center, and Old Town, consistent with the Node Types Map.
- » **3B.2:** Incentivize and support small scale commercial development in and near Infill Nodes, consistent with the Future Land Use map (i.e. streamline building application process as one incentive).
- » **3B.3:** Plan for future residential development in conjunction with transportation efforts, focusing along key transportation Corridors, consistent with the Node Types Map.

STRATEGY 3C

Evaluate potential station area planning around future BRT stops.

ACTIONS

MEDIUM PRIORITY

- » **3C.1:** Analyze the possibility of applying to HRTZ funding if area adjacent to future BRT stops complies with minimum density and affordability requirements defined by state law.

STRATEGY 3D

Encourage infill development and enable a variety of housing typologies that provide a diverse mix and respond to the needs of various demographic and socioeconomic groups.

ACTIONS

HIGH PRIORITY

- » **3D.1:** Update residential and commercial Zoning Districts to allow for small scale residential infill where compatible with existing neighborhood character and scale.
- » **3D.2:** Allow the creation of Accessory Apartments in residential neighborhoods when compatible with existing character, and located in near proximity of transit, amenities, and services.

COMMUNITY CHARACTER

C3

MEDIUM PRIORITY

- » **3D.3:** Explore the use of Design Guidelines to ensure that infill development is compatible with existing neighborhood mass and scale.

LOW PRIORITY

- » **3D.4:** Foster diversity of jobs to provide greater economic stability and new opportunities for employment in Park City.

STRATEGY 3E

Create a comprehensive plan for City properties and rights-of-ways to evaluate areas that need improvement in preparation of the 2034 Olympics and beyond.

ACTIONS

HIGH PRIORITY

- » **3E.1:** Analyze availability of public properties and potential for small scale housing that can serve athletes and can then become workforce or seasonal housing
- » **3E.2:** Prepare a plan of specific action with deadlines to ensure the community is at its best when hosting the Olympics in 2034 and beyond.

C4

TECHNOLOGY

Park City will analyze options to incorporate technology to improve quality of life and overall communications.

STRATEGY 4A

Support the Integration of Smart City Infrastructure and technology that supports energy efficiency and renewables.

ACTIONS

MEDIUM PRIORITY

- » **4A.1:** Develop a Citywide Fiber and Conduit Master Plan to ensure new developments and infrastructure projects incorporate high-speed broadband capacity.
- » **4A.2:** Promote co-location of small wireless facilities on existing structures and integrate aesthetically into the built environment, reducing the need for future macro towers.





LOW PRIORITY

- » **4A.3:** Ensure the City's land use regulations accommodate and encourage emerging technologies, including AI systems, small wireless facilities, and smart infrastructure.

C5 HISTORIC PRESERVATION

Park City will protect, preserve, enhance, and celebrate the historic character of the community.

STRATEGY 5A

Develop a clear understanding of the ski era resources in Park City.

ACTIONS

HIGH PRIORITY

- » **5A.1:** Conduct a Reconnaissance Level Survey (RLS) by 2026.
- » **5A.2:** Conduct an Intensive Level Survey (ILS) of key clusters/ areas identified during the RLS by 2027.

MEDIUM PRIORITY

- » **5A.3:** Establish an honorary designation for properties that are identified as contributing to this era of Park City's history.

STRATEGY 5B

Confirm the key resources and sites related to Park City's Olympic host legacy.

ACTIONS

HIGH PRIORITY

- » **5B.1:** Create a GIS feature layer to document 2002 Olympic host-related sites and their key attributes.

MEDIUM PRIORITY

- » **5B.2:** Create an ArcGIS StoryMap or Web Experience page to provide information regarding Park City's Olympic host-related sites in a user-friendly format.

COMMUNITY CHARACTER



STRATEGY 5C

Continue to document and monitor Mining Era resources, especially in Park City's residential and business districts, which provide the foundation of Park City's historic resources and character.

ACTIONS

HIGH PRIORITY

- » **5C.1:** Identify potential Mining Era resources not currently on the Historic Site Inventory and clarify why they are not included (e.g., removal requested, insufficient documentation, etc.)
- » **5C.2:** Streamline the current Historic Sites inventory into an online, searchable database using GIS or other location-based tools.

LOW PRIORITY

- » **5C.3:** Update the knowledge of identified Mining Era residences with additional details to further the understanding of their importance and contribution to Park City's history.

STRATEGY 5D

Continue to recognize preservation projects, share success stories to inspire future efforts, and provide technical resources to property owners.

ACTIONS

HIGH PRIORITY

- » **5D.1:** Invest in and expand education, outreach, and recognition efforts.

MEDIUM PRIORITY

- » **5D.2:** Establish an annual event designed to celebrate exemplary preservation efforts, while also providing a regular means to educate and inform property owners about the benefits and opportunities of historic preservation.
- » **5D.3:** Showcase the sustainability of historic preservation efforts by documenting and sharing information about the estimated embodied energy, durability of materials, and passive features of structures.



STRATEGY 5E

Provide access to historic preservation best practices, recognizing the range and diversity of Park City's historic resources.

ACTIONS

HIGH PRIORITY

- » **5E.1:** Provide regular training opportunities for staff and board members to understand and apply best practices to Park's City's regulatory and policy framework for historic resources.

STRATEGY 5F

Continue to educate the community and visitors about the history and evolution of Park City.

ACTIONS

HIGH PRIORITY

- » **5F.1:** Celebrate and highlight Park City's mining, skiing, and 2002 Olympic Host legacies as defining eras for the city's character and history.
- » **5F.2:** Create an online resource, such as a webpage or ArcGIS StoryMap, to serve as a means for celebrating property owners' ongoing stewardship and preservation of the City's historic resources within the Historic District.
- » **5F.3:** Use the online stewardship and preservation resource to provide:
 - a high-level and user-friendly overview of the purpose of the Historic District Regulations
 - an overview of the process for making modifications to their properties
 - potential resources available to support property owners in their preservation efforts

MEDIUM PRIORITY

- » **5F.4:** Leverage Park City's 2002 Olympic Host legacy to prepare for and support the 2034 Olympic Games.
- » **5F.5:** Collaborate with the resorts and the Park City Museum to create educational and promotional materials for the Ski Resort and Olympic eras.

COMMUNITY CHARACTER



- » **5F.6:** Continue to collaborate with the resorts, Friends of Ski Mountain Mining History, and the Park City Museum to create educational and promotional materials featuring the intersection of Park City's mine sites and resort activities.
- » **5F.7:** Collaborate with the Park City Museum to update and develop self-guided walking tour resources, in physical and digital formats. Evaluate developing both streamlined and more detailed versions to appeal to a range of ages and interest levels.
- » **5F.8:** Continue to celebrate Park City's history through public art and integrate historic information into existing and future educational and informational resources, such as the Park City Public Art StoryMap.

STRATEGY 5G

Collaborate with the Park City Museum, Utah Historical Society, and other partners to help tell the story of less well-known aspects of Park City's history.

ACTIONS

HIGH PRIORITY

- » **5G.1:** Document and confirm additional details regarding the ethnic groups that have called Park City home, either temporarily or long-term.

MEDIUM PRIORITY

- » **5G.2:** Create a means to highlight and further recognize additional details, such as a plaque, award, or other means of recognition, in addition to existing forms of celebration and recognition.

LOW PRIORITY

- » **5G.3:** Establish or expand educational materials that focus on Park City's historic and current cultural and ethnic diversity.
- » **5G.4:** Develop a guided walking tour focused on highlighting areas historically occupied by ethnic groups, such as Park City's Chinatown.
- » **5G.5:** Develop online resources and/or self-guided walking tour resources, such as ArcGIS StoryMaps to provide opportunities for residents and visitors to learn more about the many aspects of Park City's history.



STRATEGY 5H

Continue to support the adaptive re-use of historic buildings through incentives.

ACTIONS

HIGH PRIORITY

- » **5H.1:** Continue to research, identify, and utilize financial incentives for historic preservation efforts.
- » **5H.2:** Continue to offer the Historic District matching grant program to offer incentives for preservation, rehabilitation, and renovation of historic landmark sites. Consider having a “focus” for each round of grants to highlight different types of properties and needs.

STRATEGY 5I

Establish options to incentivize the preservation of the documented historic resources associated with the ski era.

ACTIONS

HIGH PRIORITY

- » **5I.1:** Establish financial incentives for qualified resources of the ski industry identified by the Ski Era Intensive Level Survey (ILS).

MEDIUM PRIORITY

- » **5I.2:** The financial incentives for the ski era can be established as a separate grant program or revolving loan fund from the programs supporting Park City's current Historic Sites Inventory, with requirements tailored toward ski era resources.

LOW PRIORITY

- » **5I.3:** Consider regulatory exceptions for ski era sites, such as setback flexibility or parking exemptions, for property owners that record a façade easement.
- » **5I.4:** Consider density bonus incentives if the ski era resource(s) of a site undergoing redevelopment are preserved.

COMMUNITY CHARACTER



STRATEGY 5J

Continue to foster collaborative efforts to preserve, protect, and promote Park City's historic resources.

ACTIONS

HIGH PRIORITY

- » **5J.1:** Continue to partner with Friends of Ski Mountain Mining History and the ski resorts on celebrating and highlighting the intersection of Park City's skiing and mining culture.

STRATEGY 5K

Proactively work to protect the historic mining sites and structures from both physical and environmental damage.

ACTIONS

HIGH PRIORITY

- » **5K.1:** Establish an annual (or other regular recurring) wildfire mitigation process, to clear vegetation around/adjacent to historic mining sites.
- » **5K.2:** Establish strategies to counteract and prevent vandalism of remote mining sites and structures.

STRATEGY 5L

Continue to explore opportunities to integrate historic preservation with other initiatives, such as sustainability, workforce housing, arts/culture, and recreation/trails/open space.

ACTIONS

HIGH PRIORITY

- » **5L.1:** Integrate affordable and attainable housing with the preservation of historic structures, including the acquisition of additional properties.

MEDIUM PRIORITY

- » **5L.2:** Create an awareness campaign to promote the connections between Historic Preservation and Sustainability.

LOW PRIORITY

- » **5L.3:** Develop a tracking mechanism for estimating the embodied energy in Park City's existing and historic resources.



STRATEGY 5M

Proactively work to protect Old Town's historic resources from wildfire damage.

ACTIONS

HIGH PRIORITY

- » **5M.1:** Collaborate with Rocky Mountain Power on efforts to underground power lines, establishing a timeline for undergrounding by 2026.
- » **5M.2:** Prioritize Old Town and the City's historic districts for undergrounding completion.

STRATEGY 5N

Support the integration of small-scale mixed-use components into Park City's older and historic neighborhoods to discourage sprawl and support walkable neighborhoods.

ACTIONS

HIGH PRIORITY

- » **5N.1:** Review the Land Management Code (LMC) to identify barriers to mixed uses in key historic neighborhoods, including Thaynes, Lower Deer Valley, Masonic Hill, and Park Meadows.

MEDIUM PRIORITY

- » **5N.2:** Establish parameters for the size, scale, and extent of allowing mixed uses in neighborhoods.

STRATEGY 5O

Continue to regularly assess and evaluate the Regulations for Historic Districts and Historic Sites in the Land Management Code (LMC) for consistency and potential modifications that further preservation efforts while supporting a degree of flexibility.

ACTIONS

HIGH PRIORITY

- » **5O.1:** Consider requiring more detailed mitigation plans to ensure construction activity does not cause physical damage or disturb the future integrity of nearby Historic Sites.

COMMUNITY CHARACTER



- » **50.2:** Annually evaluate and update, as needed, the LMC to maintain regulatory consistency and to reflect changes and developments in available materials and best practices for sustainability.

MEDIUM PRIORITY

- » **50.3:** Evaluate streetscape standards that support walkability efforts and reinforce the historic nature of Park City's older neighborhoods/urban form.
- » **50.4:** Evaluate modifications that may target better infill compatibility for the Historic Districts.
- » **50.5:** Evaluate updates to the LMC to support the preservation and compatible rehabilitation and/or renovation of ski era structures.

LOW PRIORITY

- » **50.6:** Evaluate the potential for a Carbon Tax or Land Management Code update to incentivize the reuse and renovation of existing and historic structures rather than demolition.
- » **50.7:** Consider integrating requirements for deconstruction of historic structures to the Application for Demolition and Certificate of Appropriateness for Demolition process.

STRATEGY 5P

Periodically review newly constructed infill projects for suitability and compatibility of infill development within the Historic Districts.

ACTIONS

MEDIUM PRIORITY

- » **5P.1:** Identify issues that threaten the aesthetic experience of the districts and refine the LMC based on findings. The aesthetic experience shall be measured from the pedestrian experience at the primary street frontage.
- » **5P.2:** Analyze the influence of site design and architecture as part of the review.



STRATEGY 5Q

Continue to promote and strengthen Main Street as the historic core of Park City.

ACTIONS

HIGH PRIORITY

- » **5Q.1:** Continue the partnerships with the Historic Park City Alliance (HPCA) and the Park City Museum to address the needs and concerns of local business owners.
- » **5Q.2:** Retain a civic presence in the Main Street area.
- » **5Q.3:** Continue to use Main Street as a key location for events, festivals, and celebrations. Ensure improvements are geared toward supporting these crowds – restrooms, drinking fountains, shade, etc.

MEDIUM PRIORITY

- » **5Q.4:** Develop a grant program tailored for business owners of historic commercial structures.
- » **5Q.5:** Evaluate and document potential new assets in the Main Street area through a bi-annual Reconnaissance Level Survey (RLS).
- » **5Q.6:** Retain existing historic assets in the Main Street area using incentives and regulations.
- » **5Q.7:** Regularly review and update the LMC to:
 - ensure vertical zoning is effective for creating and maintaining a vibrant streetscape.
 - ensure compatible infill while supporting the use of new materials and construction methods and techniques.

LOW PRIORITY

- » **5Q.8:** Work to re-establish a cultural element in the Main Street area through strategic partnerships.

COMMUNITY CHARACTER



STRATEGY 5R

Support efforts for a pedestrian-first environment along Main Street and within Old Town.

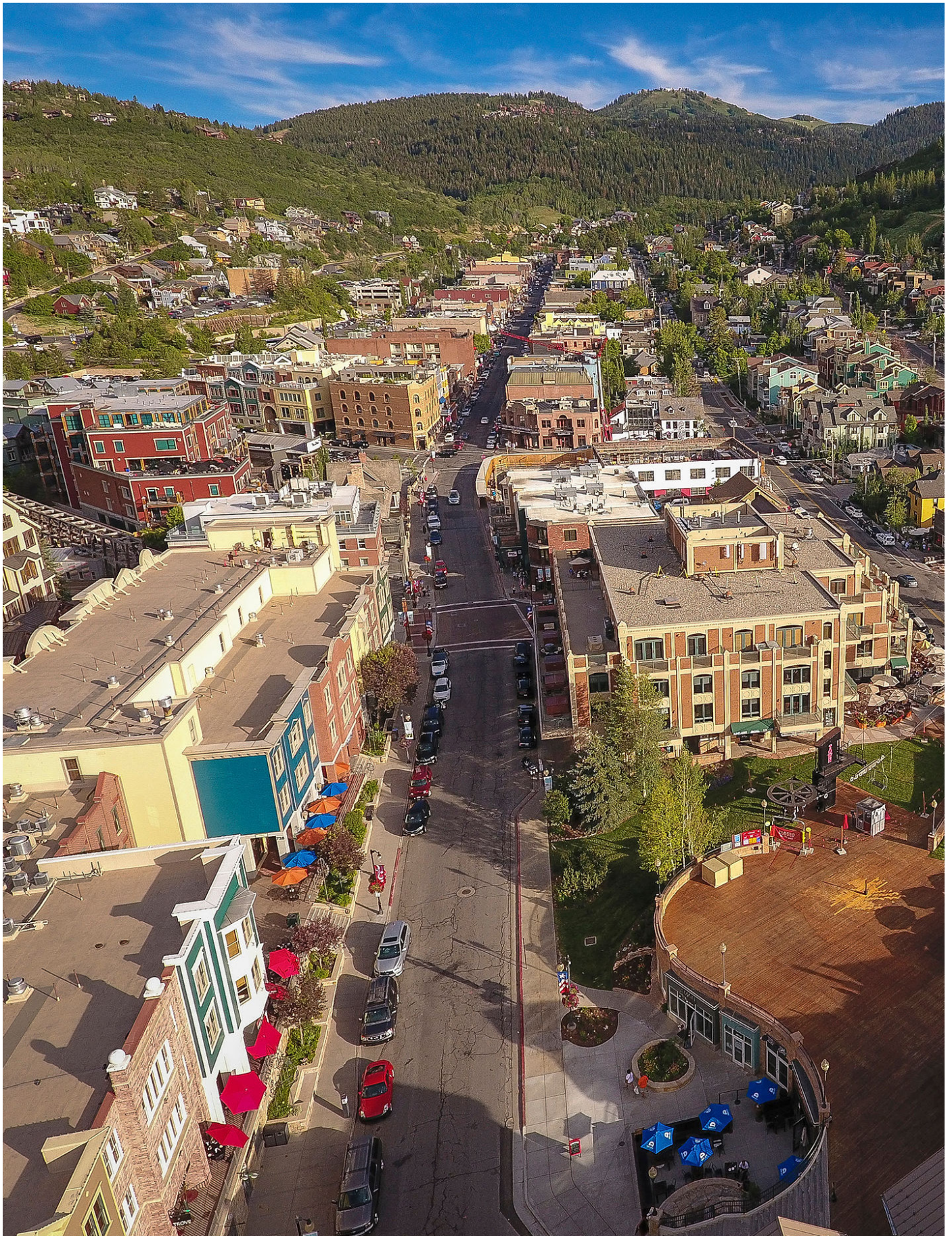
ACTIONS

HIGH PRIORITY

- » **5R.1:** Regularly evaluate Land Management Code regulations for residential and commercial parking requirements and identify opportunities to reduce the impacts of parking in Old Town.
- » **5R.2:** Regularly evaluate the Old Town Residential Parking Permit program to ensure balance between resident, business, and visitor parking.

MEDIUM PRIORITY

- » **5R.3:** Continue to prioritize people-centric spaces while respecting the cultural heritage of Main Street.
- » **5R.4:** Transform surface parking lots into underground parking structures to create opportunities for more open spaces or compatible infill development.
- » **5R.5:** Update the Land Management Code to encourage pedestrian-oriented design and to minimize the visual impacts of cars in the Historic Districts.





MODERATE INCOME HOUSING

We will provide housing options for various groups, including workforce, seniors, and first-time home buyers.



FOCUS AREAS

H1. Variety of Housing Options

H2. Workforce Housing

MODERATE INCOME HOUSING

INTRODUCTION

Like many mountain communities in the West, Park City has seen an increase in housing costs over the past few decades, along with a shortage of options that meet the needs of diverse groups such as first-time homebuyers, older residents, and local workers.

Throughout the General Plan engagement process, including as part of the statistically valid survey, the community has identified affordability and equity as top priorities, focusing especially on seasonal and workforce housing, attainable housing, and affordable housing. With a significant number of people commuting into Park City each day, expanding affordable and workforce housing within city limits will help improve traffic and congestion, and reduce daily commutes.

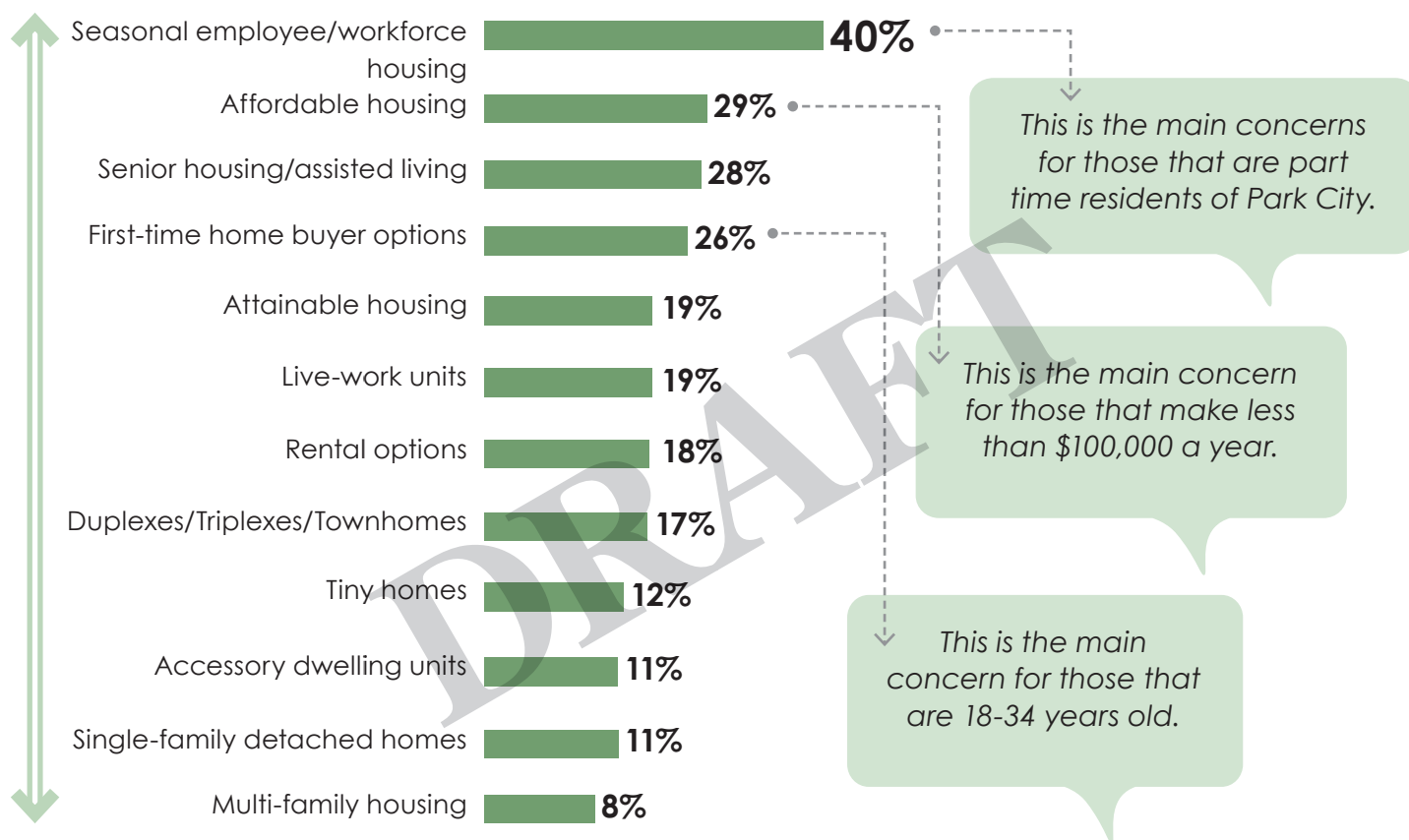
The City has adopted a Moderate Income Housing Plan, as required by the State of Utah. The Strategies and Actions included in the General Plan are intended to support the city's Housing Plan and does not duplicate those efforts. Instead, the General Plan focuses on ways to support context-appropriate housing development and integration with transportation improvements as part of the Node Map.

WHAT WE HEARD

34% identified making the town more affordable and equitable as one of the key goals for the new General Plan. (Survey)

There is a need to accommodate a broader range of housing typologies within the city to better respond to the diverse needs of different demographics and age groups. (Survey & Questionnaire)

Housing Developments to Prioritize (Survey)



Preferred Types of Housing Developments (Questionnaire)

Mixed-Use Development



62%

Workforce Housing



52%

Medium- Density Housing



39%

CURRENT INITIATIVES

Park City has taken significant steps since the 2014 General Plan to achieve more affordable housing within the City as well as reduce barriers to build more attainable and affordable housing. This section describes some of these achievements.

H1: VARIETY OF HOUSING OPTIONS

- In 2021, the City adopted an Ordinance updating Accessory Apartment regulations to incentivize development, including removal of the requirement that the property owner live on site, removal of a cap on the number of Accessory Apartments allowed within a 300-foot radius, reducing the minimum size to 280 square feet, and allowing Accessory Apartments in the Community Transition Zoning District.
- RDA funds were used to complete three projects totaling 27 homeownership units. Another project, EngineHouse, is in production and will include 99 affordable rental units.
- In 2016, the City expanded the housing program to include two levels of affordability: affordable at 80% and below and attainable from 81-150% of Area Median Income.
- The City collects annual compliance reports for all deed restricted properties.
- Five-year housing assessments are completed with the help of the University of Utah Kem C. Gardner Institute detailing existing stock and needs.
- In 2021, a new Affordable Master Planned Development code was established to reduce setbacks and open space requirements and increase building height for projects that include more than 50% of the square footage as deed restricted affordable units.



Snow Creek Cottages



The Retreat at the Park Affordable Housing



Snow Creek Cottages

MODERATE INCOME HOUSING



H1

VARIETY OF HOUSING OPTIONS

Park City will incentivize housing options for all residents.

STRATEGY 1A

Provide a range of housing options at varying price levels that address a tiered approach (affordable, attainable) to provide diverse housing options for all ages and groups of the population.

ACTIONS

HIGH PRIORITY

- » **1A.1:** Evaluate existing incentives for construction of affordable and attainable housing. Focus on mixed-use node areas as identified in the Node Types Map.
- » **1A.2:** Incentivize housing developments that provide a housing mix and incorporate senior living housing.
- » **1A.3:** Evaluate Accessory Apartment regulations to understand obstacles to development.
- » **1A.4:** Evaluate allowing duplexes in single-family neighborhoods in the context of compatibility and factors like proximity to transit and services.

MEDIUM PRIORITY

- » **1A.5:** Regularly evaluate the Affordable Master Planned Development code to ensure compatible projects and to update to reflect current market conditions.
- » **1A.6:** Consider an Accessory Apartment toolkit that establishes pre-approved plans and evaluates the potential for pre-fabrication and a pilot program for installations.

LOW PRIORITY

- » **1A.7:** Create an affordable housing toolkit that aligns development needs with existing scale and character in each neighborhood as shown in the Node Types Map and proposed building typologies.
- » **1A.8:** Evaluate allowing tiny homes as an appropriate housing typology in the Quinn's Junction Mixed-Use Node, based on compatibility with scale and surrounding land uses.



H2

WORKFORCE HOUSING

Park City will prioritize housing for 15% of the total workforce within the City boundary.

STRATEGY 2A

Continue to facilitate workforce housing in the City and increase incentives for employment centers to incorporate workforce housing in new developments.

ACTIONS

HIGH PRIORITY

- » **2A.1:** Implement resident occupied deed restrictions to enable the workforce to live in the community.
- » **2A.2:** Evaluate the current code regarding parking requirements for workforce housing development that is deed restricted and within a ¼ mile walk of a transit stop that includes a sidewalk / trail to access. Update as needed.

MEDIUM PRIORITY

- » **2A.3:** Coordinate with regional partners, resorts and major employers to create workforce housing.
- » **2A.4:** Expand the City's land banking program to include sites for workforce housing.
- » **2A.5:** Regularly review the Land Management Code incentives for affordable housing to make sure they reflect current market conditions.
- » **2A.6:** Work with private landowners including resorts, to expand housing stock and typologies.
- » **2A.7:** Create land use regulations for seasonal workforce housing typologies like single-room occupancy or dormitory-style projects that reflect best practices, provide quality amenities for tenants, and are compatible in scale, massing, and design.

LOW PRIORITY

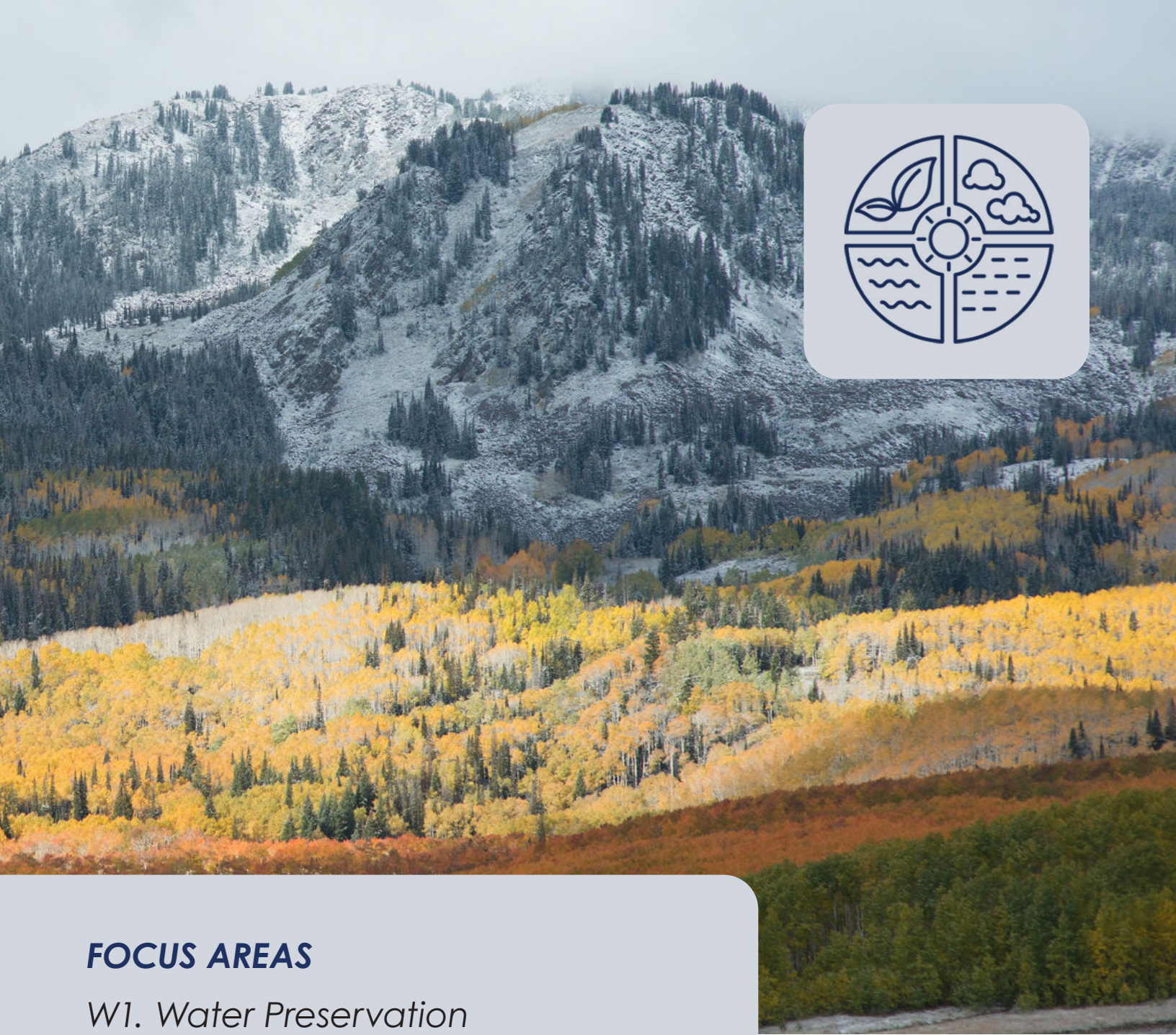
- » **2A.8:** Establish a strategic plan with local governments, businesses, and developers to build local expertise and share the risk and return for housing projects.
- » **2A.9:** Work with other government / governmental entities on housing, such as the Park City School District, Park City Fire District, Park City Hospital, etc., to create essential worker housing.
- » **2A.10:** Evaluate existing and pipeline developments, water and wastewater infrastructure, and traffic generation to determine where capacity exists for deed restricted infill housing.



WATER & OPEN SPACE PRESERVATION

We protect our resources and plan for future generations, natural hazards, and climate change.

We preserve our open and natural lands and create a green buffer around Park City.



FOCUS AREAS

W1. Water Preservation

W2. Open Space Conservation

W3. Sensitive Lands

WATER & OPEN SPACE PRESERVATION

INTRODUCTION

Preservation of open spaces and water resources are key considerations in the mountain-west and for the Park City community.

Public feedback during the General Plan process, strongly emphasizes the importance of preserving Park City's natural environment and open spaces. Over half of survey respondents (54%) identified the protection of the natural setting as a top goal, while 50% ranked it among the city's most defining characteristics. Additionally, 32% selected "Preservation" as one of the top five values for the community. In the public survey, conserving open spaces and natural areas emerged as the highest-priority mission statement, reflecting widespread public support for environmental stewardship and the protection of Park City's unique landscape.

Park City includes a number of sensitive lands areas - from wildlife corridors and waterways to historic mining soils - that are important to protect and conserve. The General Plan focuses on opportunities to protect existing water resources, address habitat fragmentation, and support soil remediation.

WHAT WE HEARD

54% of respondents want preserving the natural setting as one of the top goals for Park City.
(Survey)

50% of respondents choose preservation of the natural environment as one of the top three characteristics associated with Park City. (Survey)

32% of respondents chose 'Preservation' as one of the top five values important for Park City.
(Survey)

When it came to key mission statements asked about in the Questionnaire, preserving open spaces and conservation areas was the top priority for Park City residents, receiving the highest level of support.
(Questionnaire)

Residents reported that parks and open spaces as well as conservation and natural spaces were the most important land use priorities.

Preservation is the second most popular value to improve and/or reinforce. Moreover, preserving a small-town feel and preserving nature were top goals that residents want the City to focus on.

Things that I love about Park City- Ease of access to great skiing and mountain biking along with natural beauty.

Access to nature, range of outdoor activities in a beautiful setting are some of the aspects valued about Park City.

When thinking about sustainability in Park City, respondents reported that wildfire mitigation, open space conservation, and water quality management should be the top priority for the next 5 to 10 years.

CURRENT INITIATIVES

Park City has taken significant steps since the 2014 General Plan to reduce water consumption for both domestic and commercial uses, as well as take proactive actions towards water conservation. This section describes some of these achievements.

W1: WATER PRESERVATION

- Park City has been proactive in minimizing water consumption for both domestic and commercial applications.
 - » The City updated the water conservation plan in 2020.
 - » The City adopted a water conservation goal for Weber Basin Drainage which targets a 33 percent reduction in water loss by 2030 using 2019 as a benchmark.
 - » In the summer, almost 70 percent of Park City's water consumption is used for irrigation. Park City has implemented irrigation mandates to reduce the likelihood of overloading the roughly 11 MGD capacity of the Park City water system.
 - » Park City has made significant steps since 2014 to reduce water loss which primarily occurs as potable water is transported through pipelines to outlets. Steps include: Metering of homes, residential, commercial, irrigation and snowmaking sites; establishment of the WaterSmart Portal, and leak tracking and notification system.
 - » Following adoption of water-efficient landscape ordinances, Park City in conjunction with the Weber Basin Water Conservancy District is now offering a financial incentive to property owners that replace their grass lawns with drought and fire-resistant landscaping.



Mc Polin Barn



City's view during winter

WATER & OPEN SPACE PRESERVATION

W1

WATER PRESERVATION

Park City will support initiatives that result in water reduction and efficiency.

STRATEGY 1A

Reduce water demand and protect water supply through collaboration, education, and technology

ACTIONS

HIGH PRIORITY

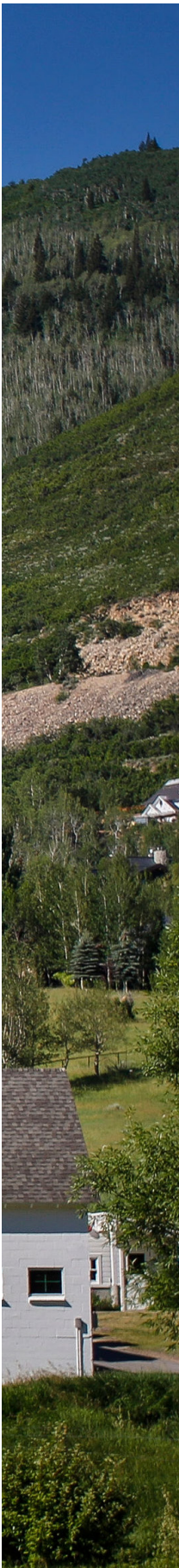
- » **1A.1:** Incentivize water efficiency improvements in existing developments, such as offering rebates for turf replacement, smart irrigation controllers, or water audits.
- » **1A.2:** Encourage remodels and conversions of outdoor spaces to adopt water-efficient landscaping rather than focusing solely on indoor fixtures.
- » **1A.3:** Continue updating land use regulations to require or encourage water-wise landscaping, including examples like native plantings and drip irrigation systems.
- » **1A.4:** Incentivize water-wise development: Combine ordinances and incentives to encourage better water-wise landscaping and best practices for both existing and new developments.

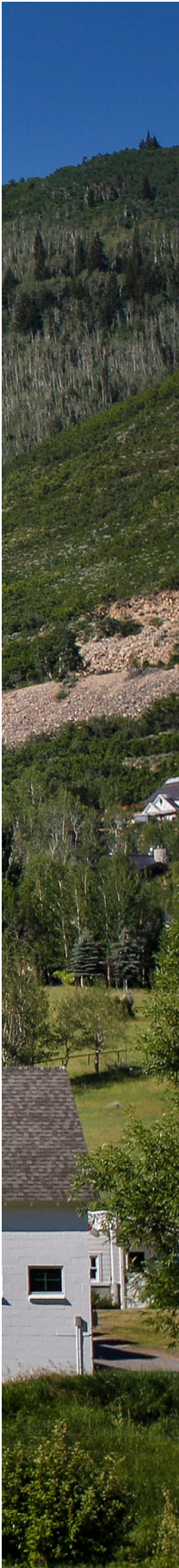
MEDIUM PRIORITY

- » **1A.5:** Support water conservation initiatives including pricing tools, leak protection, place-based data measurements, and water-wise policies to conserve existing supply.
- » **1A.6:** Evaluate site-level water demand during development approval processes, particularly for outdoor water use, to promote long-term cost efficiency and sustainable design.
- » **1A.7:** Incorporate water efficiency standards for landscaping that define a maximum water budget for irrigated landscape areas and plant water use categories.
- » **1A.8:** Partner with programs like Localscapes and Utah Water Ways to amplify water conservation messaging and adoption of sustainable landscaping practices (see sidebar).

LOW PRIORITY

- » **1A.9:** Explore tiered water pricing strategies to incentivize efficient use and reduce wasteful consumption.





W1

- » **1A.10:** Coordinate with resorts to improve snowmaking efficiency through technology, weather monitoring, water recapture, and optimized schedules.
- » **1A.11:** Collaborate with the Utah Division of Water Resources on expanded cloud seeding programs to enhance water supply and snowpack.

STRATEGY 1B

Protect and improve water quality through a holistic and collaborative approach.

ACTIONS

HIGH PRIORITY

- » **1B.1:** Safeguard water delivery systems from wildfire threats by installing fire-resistant materials, establishing defensible space around key infrastructure, and incorporating green infrastructure and water infiltration practices.

MEDIUM PRIORITY

- » **1B.2:** Monitor and evaluate PFAS levels in groundwater wells and assess feasibility of treatment options; incorporate findings into mitigation planning.
- » **1B.3:** Work with ski industry partners to proactively manage and mitigate emerging contaminants, like PFAS, through treatment and dilution strategies.
- » **1B.4:** Evaluate risks associated with artificial turf, particularly its contribution to microplastics and PFAS contamination, and consider alternatives that support water efficiency and public health.

STRATEGY 1C

Continue to maintain water infrastructure in a state of good repair.

ACTIONS

MEDIUM PRIORITY

- » **1C.1:** Develop and implement a 20-year asset management plan to anticipate needs and budget for aging infrastructure improvements.
- » **1C.2:** Identify water infrastructure investments that align with 2034 Winter Olympic Games planning, leveraging opportunities to secure external funding or partnerships.

WATER & OPEN SPACE PRESERVATION

W1

LOW PRIORITY

- » **1C.3:** Coordinate with other departments to align water infrastructure upgrades with roadway, trail, or other capital projects.

W2

OPEN SPACE CONSERVATION

Park City will implement plans and policies to protect and restore natural environments.

STRATEGY 2A

Protect and enhance natural environments for current and future generations through managing use, preventing degradation of environments, maintaining or improving ecological functions and biodiversity, and protecting existing natural areas from development.

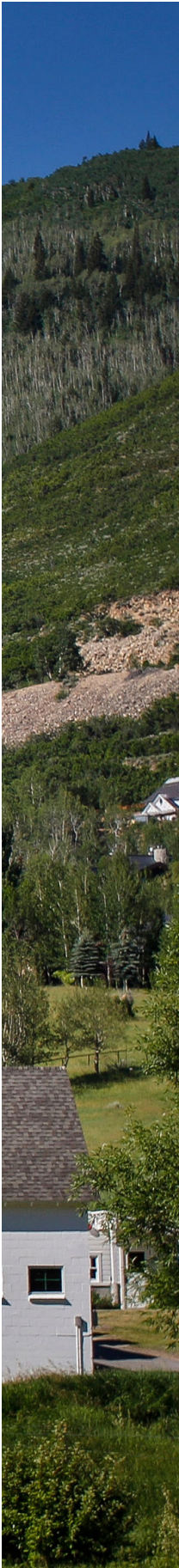
ACTIONS

HIGH PRIORITY

- » **2A.1:** Continue to support policies that protect, rehabilitate, and maintain wetlands, riparian zones, and other natural areas to enhance their ability to filter pollutants, provide habitat for wildlife, and store water.

MEDIUM PRIORITY

- » **2A.2:** Create and adopt a natural resource management plan for public open space to balance human use with ecosystem health and protection of biodiversity. Natural resource plans should address best practices for urban environments including, but not limited to, erosion and invasive species.
- » **2A.3:** Develop additional carbon sequestration projects, such as open space conservation, carbon-sequestering vegetation growth, and biochar application (i.e., soil amendments using processed plant matter that is carbon rich produced from biomass sources such as wood chips, plant residues and agricultural waste products).



W2

STRATEGY 2B

Continue conservation efforts to increase the land preserved as open space.

ACTIONS

HIGH PRIORITY

- » **2B.1:** Utilize the 2025 Park City General Plan's conservation analysis layer to create a matrix to prioritize open space acquisitions based on existing environmental conditions and community values, including ecosystem health, sensitive lands, wildlife corridors, viewsheds, and recreation.
- » **2B.2:** Continue to use restrictive covenants such as deed restrictions and conservation easements to protect and expand open space values.
- » **2B.3:** Continue to allocate annual dedicated public funds to ongoing open space acquisitions to maintain key ecological resources, wildlife habitats, and/or migration corridors.

MEDIUM PRIORITY

- » **2B.4:** Evaluate increased opportunities for preservation of open space through comprehensive updates to the Transfer of Development Rights (TDR) sending zones and identify appropriate areas for increased density within receiving zones.
- » **2B.5:** Establish land stewardship education and incentive programs for private landowners with property dedicated as open space.

STRATEGY 2C

Support efforts that maintain, add, and/or enhance natural features within urbanized areas of Park City to reduce heat island effect and improve access to green space for residents and visitors.

ACTIONS

HIGH PRIORITY

- » **2C.1:** Complete and implement a Forestry Plan to develop, maintain, and protect the city's tree canopy.

WATER & OPEN SPACE PRESERVATION

W2

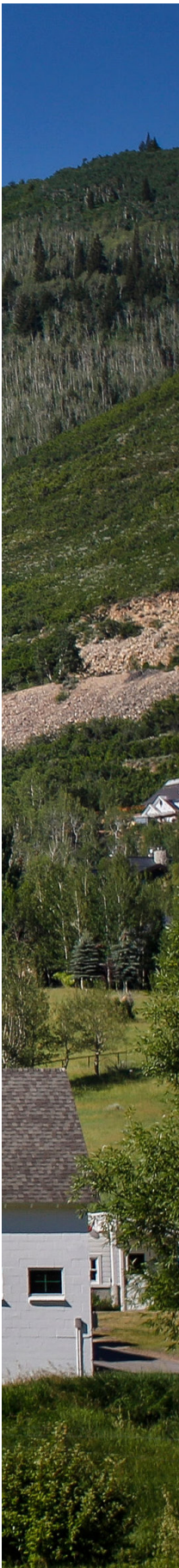
- » **2C.2:** Evaluate areas outside of the Sensitive Lands Overlay to determine whether additional land use regulations are needed to protect the City's natural resources. Additional regulations could include:
 - » Setbacks from water resources such as streams and wetlands based on best practices (e.g., 50 – 500 ft.) and an evaluation of the water resource.
 - » Compatible uses that do not impact flooding or water quality in areas adjacent to streams and wetlands.
 - » Steep slope management during development that prevents adverse effects (e.g., erosion). Consider establishing a Steep Slope Conditional Use Permit for construction on lots with slopes of 30% or greater for properties that are outside of the Historic Districts.

MEDIUM PRIORITY

- » **2C.3:** Update land use regulations related to impermeable surface area of lots to ensure proper drainage, hydrology, and mitigation of heat island effect.
- » **2C.4:** Encourage improvements to stream corridors, such as stream restoration, streambank stabilization and/or restoration of riparian buffer areas, to enhance a range of benefits such as, but not limited to: wildlife corridor and breeding and foraging habitat improvements, water quality improvements, reduction of heat island effect, a more resilient flood zone, and a reduction in peak flow that reduces infrastructure erosion and flooding potential.

LOW PRIORITY

- » **2C.5:** Encourage local agriculture through adoption of standards for community gardens and support structures within neighborhoods and public common areas. See [Healthy Food Policy Project – Zoning for Urban Agriculture](#).





W3

SENSITIVE LANDS

Park City will maintain natural ecosystems that support wildlife health.

STRATEGY 3A

Support the maintenance and preservation of sensitive lands, including wildlife corridors.

ACTIONS

HIGH PRIORITY

- » **3A.1:** Update the boundary and regulations of the Sensitive Land Overlay of the Land Management Code to reflect best practices for ridgeline protection, mitigation on steep slopes, wetland and stream setbacks, and wildlife corridors and habitat.
- » **3A.2:** Utilize findings of the Park City Natural Resource Inventory study to identify sensitive lands to be protected within the Sensitive Lands Overlay.

MEDIUM PRIORITY

- » **3A.3:** Identify local and regional wildlife corridors with a protected area designation, establish buffer zones around these habitats to minimize human impact and maintain natural landscapes, and implement land-use planning and zoning regulations that prioritize the preservation and connectivity of these corridors. Reevaluate local wildlife corridors approximately every 10 years unless major changes in vegetation are present which may necessitate more frequent evaluation.
- » **3A.4:** Within Master Planned Developments, encourage development practices that minimize habitat fragmentation and maintain ecological connectivity (without increasing wildfire risk), such as cluster lot design tactics, wildlife friendly fencing, reduction of fish barriers, and contiguous open space requirements.

WATER & OPEN SPACE PRESERVATION

W3

LOW PRIORITY

- » **3A.5:** Develop overland wildlife corridors for SR-224, SR-248, and US 40 to accommodate wildlife movement. Evaluate transportation improvement projects for potential conflicts with wildlife movements.
- » **3A.6:** Identify opportunities to reduce fish barriers, which are obstacles that impede the ability of fish to travel where necessary to complete their life cycles, and improve stream corridors during infrastructure upgrades and new development.

STRATEGY 3B

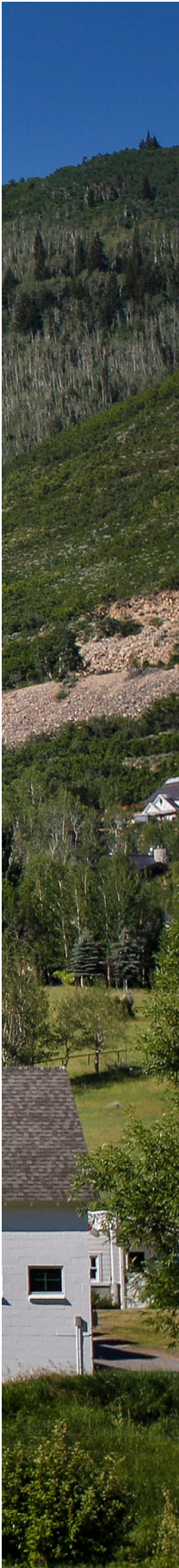
Collaborate with surrounding local governments, conservation organizations, and community members to ensure that sensitive land considerations are integrated into regional planning efforts.

ACTIONS

MEDIUM PRIORITY

- » **3B.1:** Collaborate with Summit County, the Wasatch Front, and Wasatch Back communities to identify and protect regional wildlife corridors and sensitive lands (e.g., collaborate with the Utah Geospatial Resource Center).
- » **3B.2:** Collect and share data for the systems that have influences beyond municipal borders, including: ecosystems, waterways, wildlife corridors, air quality, shared view corridors, open space, and scenic roadways (e.g., collaborate with Utah Department of Natural Resources). Incorporate findings into regional planning strategies.
- » **3B.3:** Update the City's Annexation Policy Plan to expand the green buffer that surrounds the City and ensures that City-owned open space can be brought into the City boundary.





STRATEGY 3C

Continue to promote human health in areas affected by historic mining through comprehensive restoration programs.

ACTIONS

HIGH PRIORITY

- » **3C.1:** Continue to maintain environmental programs that embrace the City's responsibilities to protect public health and environment as set forth in the Park City's Soils Ordinance.
- » **3C.2:** Continue efforts to mitigate and restore contaminated soils to reduce the city's liability and demonstrate compliance with federal regulations.

LOW PRIORITY

- » **3C.3:** Investigate value and feasibility of designating portions of contaminated soils as Brownfield District to potentially receive redevelopment planning assistance and EPA Brownfields Grants for future redevelopment efforts. See [Brownfields Program - Utah Department of Environmental Quality](#).

DRAFT



SUSTAINABILITY

We value our natural environment and preserve and protect natural areas.



FOCUS AREAS

S1. Environmental Leadership

S2. Wildfires

S3. Waste Reduction

S4. Energy Efficiency

SUSTAINABILITY

INTRODUCTION

Public feedback throughout the General Plan process highlights a strong community desire for environmental preservation and proactive planning in Park City. A majority of respondents (61%) to the statistically valid survey, identified the protection of natural open spaces as the top priority for the next five years, while 55% emphasized wildfire mitigation as a key concern over the next decade.

Trailhead parking, neighborhood impacts, and trail development were also noted as important priorities. Residents expressed strong support for financial incentives to promote sustainability, with 75% of open house and questionnaire participants favoring rebate programs, tax credits, or low-interest loans. Tiered pricing strategies for water and energy use, especially for vacant homes were also popular, with 58% and 49% support respectively. On both city and individual levels, preferred strategies included water-efficient landscaping, such as xeriscaping and pollinator gardens, and wildfire resilience measures like defensible space and ignition-resistant building materials.

This feedback underscores a community-wide commitment to conservation, climate resilience, and thoughtful growth. The General Plan provides direction to implement these key considerations.

WHAT WE HEARD

61% of respondents want focusing on preserving of natural open spaces as the top priority in the next five years for Park City. *(Survey)*

55% of respondents want focus on wildfire mitigation as the top priority in the next 5-10 years for Park City. *(Survey)*

35% of respondents want trailhead parking and neighborhood mitigations, and trail development as the top priorities for Park City. *(Survey)*



Preferred Energy-reduction Strategies *(City-level)(Questionnaire)*

- » Financial incentives such as rebate programs, tax credits or low-interest loans. **(75%)**
- » Tiered pricing for water consumption to encourage conservation and reduce excessive use. **(58%)**
- » Tiered pricing that accounts for energy use consumption of vacant homes. **(49%)**



Preferred Energy-reduction Strategies *(Individual-level)*

- » Protecting homes and businesses from wildfire, such as creating a defensible space between landscaping and/or hardening the building with exterior improvements like ignition-resistant materials.
- » Landscaping changes to decrease water utilization and/or preserve native landscaping, such as xeriscaping, pollinator gardens, and/or drip irrigation systems.

CURRENT INITIATIVES

Park City has taken significant steps since the 2014 General Plan to achieve net-zero carbon emission, incentivize energy efficient and waste reduction programs within the community. This section describes some of these achievements.

- Try Transit Week - A biannual promotion of the local transit system through themed activities, events, and conversations with local transportation leaders.
- Summit Community Power Works Program: This program provides Summit County and Park City residents with informational resources and incentives to support their engagement with household energy and water conservation efforts. the creation of a hub for participating communities to collaborate and share resources with one another.

ADVOCACY

- Park City was an advocate and leader for decarbonization by starting the Mountain Towns 2030 movement in 2019, which drove Park City and others to strive for net zero carbon emissions by 2030 through the creation of a hub for participating communities to collaborate and share resources with one another.
- After the introduction of the Utah Community Renewable Energy Act, Rocky Mountain Power developed the Utah Renewable Communities program, which is a commitment to achieve net-100% renewable electricity by 2030. Park City is recognized as an anchor community, which symbolizes both its financial and ideological commitment to reaching the goals set forth by Utah Renewable Communities.
- Park City has been a member of Tree City USA for over 31 years. This initiative was created by the Arbor Day Foundation to ensure a commitment to urban forestry via adherence to four policies that contribute to the maintenance and growth of each jurisdiction's urban forest.

LOCAL EDUCATION AND OUTREACH

- Ride On Park City - A rewards program to incentivize the use of multimodal transportation to reduce congestion and carbon emissions associated with transportation.

DECARBONIZATION BUILDINGS

- Park City established a net-zero energy performance standard for its municipal buildings in 2017, which is in the process of being updated.
- The City champions multiple incentivization programs to support developers in the construction of commercial and mixed-use buildings that operate with reduced or net-zero carbon emissions. These programs include the Utah Commercial Property Assessed Clean Energy program (C-PACE), Rocky Mountain Power's Whole Building Program, free commercial building energy assessments to all local businesses, and incentive packages for efficiency upgrades.
- Park City also has a progressive solar panel ordinance that allows the installation of solar panels.
- In addition to energy conservation, the Park City Utilities Department also uses pricing tools, water smart policies, leak detection, and place-based data measurements to support the conservation of the existing water supply.

LAND

- The McPolin Barn CO2 Sequestration Project (2018) has implemented regenerative agriculture to sequester carbon and improve soil health.
- Park City has implemented a biochar program that uses open space to reduce excess forest fire fuels, sequester carbon, and improve ecosystem health.

WASTE

- To attain the City's overall decarbonization goals, Park City has set a goal to be zero-waste by 2030.

SUSTAINABLE TOURISM ENVIRONMENTAL CONSERVATION

- Park City has integrated policies and strategies that promote environmental conservation within the Park City tourism experience. This includes the Park City Sustainability and Open Space Department management of several undeveloped lands through conservation easements, including in the Quarry Mountain and Iron Mountain areas.

RESILIENT ECONOMY

- Park City has expanded its healthcare and medical facilities, supporting economic growth and resources for residents and visitors. In addition to efforts that create industry diversity, Park City has also engaged in efforts to encourage and back more local businesses over chain businesses within the City.
- According to the Park City Chamber of Commerce, there are 83 projects in progress citywide to support sustainable tourism. Through the emphasis on sustainable tourism, Park City can remain a resilient community that serves the needs of its visitors while providing stability for residents.



Ski-Lifts



Mountain Biking Trails

SUSTAINABILITY



S1

ENVIRONMENTAL LEADERSHIP

Park City leads efforts for environmental sustainability through programs, collaboration, partnerships, and training.

STRATEGY 1A

Develop Sustainability Education and Campaign to increase awareness of existing opportunities related to energy efficiency, renewable generation, indoor air quality, and electrification measures.

ACTIONS

MEDIUM PRIORITY

- » **1A.1:** Advance education and partnership efforts that mitigate waste generation and GHG emissions, including second homes and nightly rentals.
- » **1A.2:** Collaborate interdepartmentally to create and share resources for best practices in sustainable community development.
- » **1A.3:** Use influence through the Olympics and Paralympics Games event period to showcase Park City's climate innovations. Message to organizing committee stakeholders how to support impactful decarbonization efforts and waste reduction strategies.

STRATEGY 1B

Develop sustainability programs to meet Park City's sustainability goals of full carbon neutrality by 2030 and 80 percent GHG reduction by 2050.

ACTIONS

HIGH PRIORITY

- » **1B.1:** Partner with organizations to provide energy reduction advisory services for residents and businesses.

MEDIUM PRIORITY

- » **1B.2:** Partner with utilities and the state to offer building operator training on energy management for larger businesses.



S1

- » **1B.3:** Examine and utilize innovating green financing mechanisms to fund zero emissions infrastructure, and grant assistance for residents and businesses to reduce their energy use and GHG emissions.

STRATEGY 1C

Develop a Climate Action and Resilience Plan and implement actions to further establish climate action efforts and environmental stewardship.

ACTIONS

MEDIUM PRIORITY

- » **1C.1:** Develop a tracking mechanism for goals, objectives, and strategies related to sustainability and resilience to record and communicate progress.
- » **1C.2** Join efforts with other local communities such as Moab, as established in their Climate Action Plan, to advocate for higher-performance building code requirements statewide.
- » **1C.3:** Create a climate action awareness campaign to promote interdisciplinary sustainability-oriented habits that serve overall community resilience.
- » **1C.4:** Improve and foster communication and education with residents and commercial property owners to promote sound environmental management practices and compliance requirements.
- » **1C.5:** Engage in interdepartmental and interjurisdictional collaboration to create educational campaigns aiming to protect and improve ecosystems in Park City and the surrounding region.
- » **1C.6:** Encourage City employees to keep current on training and best practices related to their functions within the City's environmental responsibilities, such as supporting involvement with industry groups.
- » **1C.7:** Work with community partners and conservation groups, such as the Green Business Program, to increase the effectiveness of the City's practices supporting its mission of environmental stewardship. Ensure that public participation continues to be integral to the City's environmental best practices.

S1

STRATEGY 1D

Coordinate with community groups, businesses, and resorts to establish and implement environmental standards and practices that promote sustainable tourism.

ACTIONS

HIGH PRIORITY

- » **1D.1:** Collaborate with local resorts to introduce grooming vehicles and other machinery associated with recreational opportunities with reduced carbon emissions. See precedent example: Avoriaz/Morzine, France.
- » **1D.2:** Consult with resorts and other businesses to assess existing energy performance and emissions related to on-site buildings and operations. Work to plan for energy upgrades and community-scale efficiency and resiliency interventions.
- » **1D.3:** Introduce a program, similar to the CopenPay Pilot Program, that incentivizes visitors to engage in activities and volunteer opportunities that encourage sustainable tourism habits.
- » **1D.4:** Evaluate retroactive compliance requirements for outdoor lighting to protect the night sky.

MEDIUM PRIORITY

- » **1D.5:** Continue to support Park City Chamber's Sustainable Tourism Plan for tourism reimagined, where a commitment to long-term sustainability balances the environment, economy, quality of life and visitor experience, including exploration of local carbon offsets for increased visitor stays.

STRATEGY 1E

Continue to promote soil health through comprehensive soil remediation actions and monitoring programs.

ACTIONS

MEDIUM PRIORITY

- » **1E.1:** Continue long-term monitoring programs to track soil health and ensure the effectiveness of remediation efforts.





S1

LOW PRIORITY

- » **1E.2:** Explore the value and feasibility of using phytoremediation tactics, which involves planting hyperaccumulator species that can absorb heavy metals and other pollutants from the soil, helping to clean and restore the soil over time.
- » **1E.3:** For areas not intended for redevelopment, advance planning efforts to recontour and revegetate contaminated soils to promote natural drainage patterns, stabilize the soil, and prevent erosion.
- » **1E.4:** Evaluate a potential grant program for soil remediation or a program to educate property owners about soil remediation grant opportunities.

STRATEGY 1F

Maintain an overarching consideration of fair and positive conditions through the implementation of all recommendations that tie to the community's values.

ACTIONS

MEDIUM PRIORITY

- » **1F.1:** Create a policy that ensures positive quality of life and outcomes for all residents, with reference to existing and future policies that are associated with clean energy and energy efficiency, clean transportation, remediation and reduction of pollution, clean water and wastewater infrastructure, and conservation of natural resources.

S2

WILDFIRES

Park City works proactively to reduce wildfire risk and support emergency efforts.

STRATEGY 2A

Collaborate interdepartmentally to implement actions, protocols, and policies present in the most recent wildfire hazard plans, such as the 2023 Community Wildfire Risk Assessment.

ACTIONS

HIGH PRIORITY

- » **2A.1:** Develop and implement community-wide wildfire awareness education and outreach campaigns.

SUSTAINABILITY



- » **2A.2:** Maintain current pre-attack, evacuation, and community wildfire preparedness plans.
- » **2A.3:** Engage in fuel treatments by reducing the quantity of flammable materials in and around Park City, particularly reducing fuels in the understory on the slopes and following FireWise principles around buildings. Utilize best practices in smoke and carbon emissions reduction for pile burning for on-site biochar production.
- » **2A.4:** Strengthen community and landowner relations, enabling cross-boundary collaboration and increasing the likelihood of developing partnerships to receive funding from wildfire protection grants.
- » **2A.5:** Use the results from current resources on Wildfire risk to prioritize fuel treatment areas. (Examples include: Park City Wildfire Risk Assessment portal (Community Wildfire Risk Assessment | Engage Park City) and the Park City Community Wildfire Preparedness Plan Risk Assessment Reports. Develop and engage quantitative risk assessment analyses to model wildfire risk levels if gaps in the available risk assessments are identified.
- » **2A.6:** Monitor the success of completed fuel treatments in locations outside Park City. Use available mapping solutions in support of awareness and planned activities (e.g., utilize resources such as <https://www.esri.com/en-us/disaster-response/disasters/wildfires>).
- » **2A.7:** Integrate wildfire mitigation techniques like Defense Zones into the cities' landscaping standards.
- » **2A.8:** Update building design and material standards to increase wildfire resiliency.

STRATEGY 2B

Develop programmatic approaches to assess wildfire risk on a more individualized basis and thoughtfully target spot mitigation improvements.

ACTIONS

HIGH PRIORITY

- » **2B.1:** Establish a Fire Property Assessment Program to allow property owners to understand their individualized risks and receive unique mitigation action guidance. Utilize the most up to date resources from local, state, and federal sources.
- » **2B.2:** Provide resources to encourage creating defensible space for wildfire protection. Example from Summit County, Colorado.



- » **2B.3:** Offer a grant program (Truckee, California) to incentivize public-private partnerships in developing wildfire-resilient projects and improvements such as fire detection equipment, fuel reduction activities, and emergency signage additions.

S3 WASTE REDUCTION

Park City works to reduce its environmental footprint by reducing, reusing, and recycling.

STRATEGY 3A

Establish waste reduction and diversion actions.

ACTIONS

HIGH PRIORITY

- » **3A.1:** Require waste reduction in construction mitigation plans through strategies such as minimizing the amount of materials where possible and waste diversion through material reuse, sorting, and recycling procedures.
- » **3A.2:** Continue work with Historic Park City Alliance and expand coordination to other businesses to implement waste streams and propose an approach to zero waste.
- » **3A.3:** Refocus outreach to restaurants and bars and expand availability of glass drop-offs to increase glass diversion.

MEDIUM PRIORITY

- » **3A.4:** Adopt resolution and code to require all businesses to register with an authorized hauler, with haulers required to disclose annual waste hauled, including materials diverted from landfill and ultimate hauling destinations.
- » **3A.5:** Continue to support community organizations working on zero waste programs.
- » **3A.6:** Restrict the types of materials used for to-go containers, such as Styrofoam and single use plastics.
- » **3A.7:** Facilitate waste reduction and improved landfill diversion programs in coordination with businesses.
- » **3A.8:** Refocus outreach to restaurants and bars and expand availability of glass drop-offs to increase glass diversion.
- » **3A.9:** Conduct regular waste characterization studies to evaluate conditions not captured in the existing study.



- » **3A.10:** As required by the Olympics International Organizing Committee, develop a municipal environmental purchasing policy for goods, services, and associated supply chains. See also: City of Moab Sustainability Action Plan.

S4 ENERGY EFFICIENCY

Park City works to achieve net zero energy emissions through policy, technology, and action.

STRATEGY 4A

Prioritize policies that support next steps in achieving energy use reduction, adoption of renewable electricity, and future carbon neutrality.

ACTIONS

HIGH PRIORITY

- » **4A.1:** Adopt a Zero Emissions Stretch Code that is integrated with ASHRAE 90.1 standard and International Energy Conservation Code best practices to promote greater energy efficiency and emission reduction than the base energy code.
- » **4A.2:** Following Resolution 32-2018, which established Park City's goal of reaching 100% renewable electricity by 2030, continue to prioritize coordination with utility providers to support next steps allowable by the Community Renewable Energy Act.

MEDIUM PRIORITY

- » **4A.3:** Adopt requirements for new development to be oriented for passive and/or renewable energy.
- » **4A.4:** Adopt requirements for new developments to be oriented for passive solar design, which involves strategically orienting buildings and using materials that naturally collect, store, and distribute solar energy.
- » **4A.5:** Develop a GHG emissions inventory and tracking system to monitor energy use of different building types and any potential Olympic venues.
- » **4A.6:** Incorporate environmental considerations as an integral part of reviewing future development and redevelopment projects. Develop policies that require contributions to locally offset the proportion of GHG emissions associated with the development's use.



- » **4A.7:** Following Resolution 32-2018, which established Park City's goal of reaching 100% renewable electricity by 2030, continue to prioritize coordination with utility providers to support next steps allowable by the Community Renewable Energy Act.
- » **4A.8:** Explore opportunities for Thermal Energy Networks utilization for snowmelt and heating and cooling buildings.
- » **4A.9:** Ensure water heaters inspected adhere to ULN standard for Utah.
- » **4A.10:** Integrate energy considerations and water conservation in the "Good Cause" review standards for plat amendments that accommodate a larger residence.
- » **4A.11:** Partner with organizations to offer free residential energy advisory services.
- » **4A.12:** Evaluate the feasibility of community-scale programs such as rooftop solar bulk buy or heat pumps and weatherization offers.
- » **4A.13:** Develop a commercial energy benchmarking ordinance and program, similar to Aspen's Building IQ.

LOW PRIORITY

- » **4A.14:** Review the Land Management Code for opportunities to encourage building and site improvements that support the city's climate goals.

STRATEGY 4B

Explore modifications to transportation policies that incentivize or require more efficient operations.

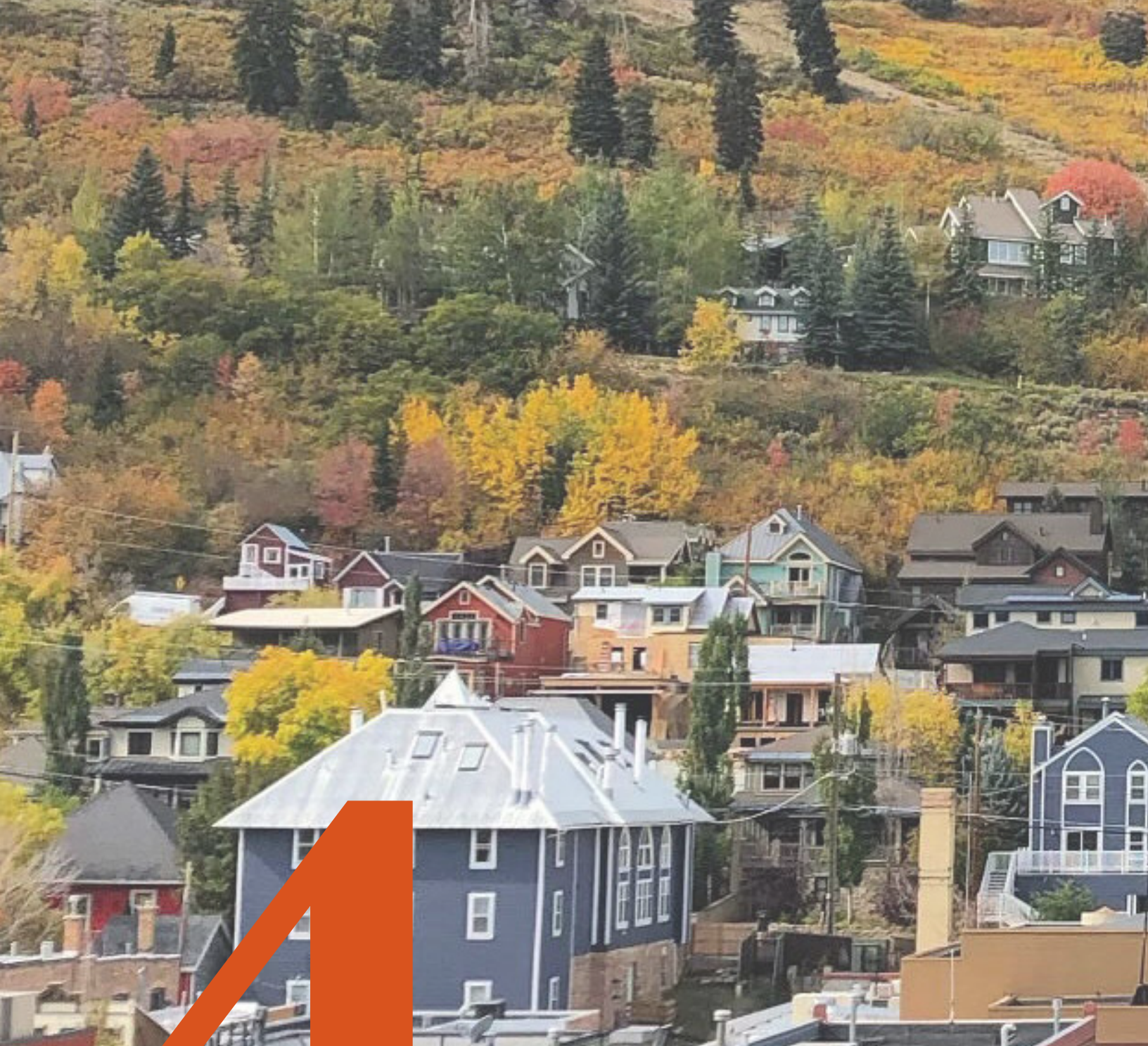
ACTIONS

HIGH PRIORITY

- » **4B.1:** Develop an electric vehicle transition plan for transit vehicles to support the transition to a no- and low-energy bus fleet.

MEDIUM PRIORITY

- » **4B.2:** Develop a municipal fleet electrification plan.
- » **4B.3:** Create incentives for the installation of electric vehicle charging stations in existing developments.
- » **4B.4:** Create a sustainable freight management plan that details potential delivery hubs to reduce vehicle miles traveled by freight vehicles and associated carbon emissions within Park City.



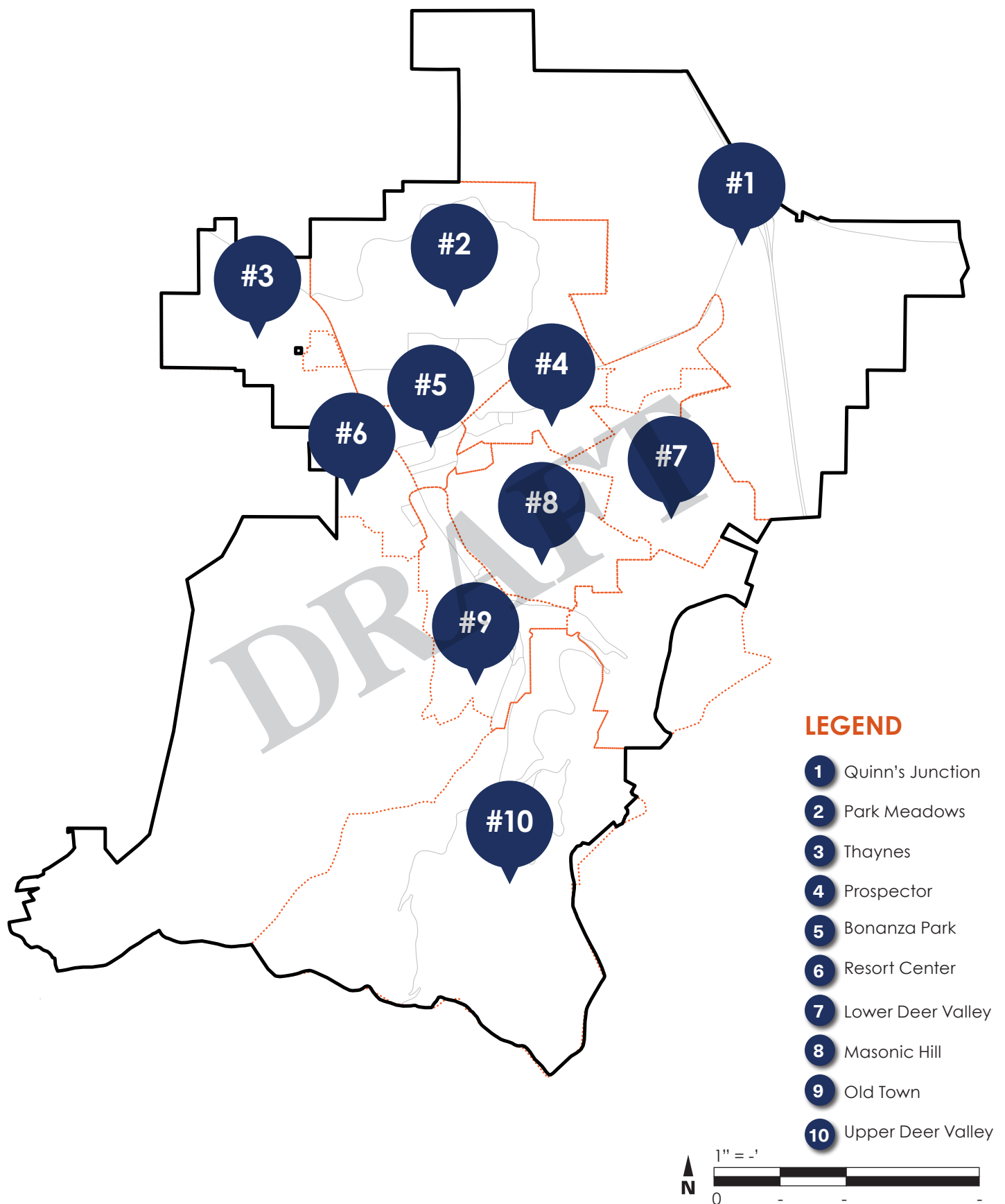
4

NEIGHBORHOOD



PLANS & RECOMMENDATIONS

NEIGHBORHOOD PLANS



KEY TERMS

- **OCCUPANCY**

1. **Owner-Occupied:** A housing unit is owner-occupied if the owner or co-owner lives in the unit even if it is mortgaged or not fully paid for.
2. **Renter-Occupied:** All occupied housing units that are not owner occupied, whether they are rented or occupied without payment of rent, are classified as renter-occupied units.
3. **Vacant Units:** A vacant housing unit is classified as no one living in the dwelling, unless its occupant or occupants are only temporarily absent, and will be returning. Units temporarily occupied by people who usually live elsewhere (like those staying in a beach cottage or renting a vacation home) are also counted as vacant units. Census data breaks down vacant units into various categories, such as for rent, for sale, and seasonal/recreational/occasional use.

- **DAYTIME POPULATION:** The estimated number of people present in a geographic area during typical business hours (9 a.m. to 5 p.m.), including both residents and inbound commuters (workforce and visitors). This figure helps assess demand for services and infrastructure throughout the day.
- **NIGHTLY RENTALS:** A nightly rental, also known as a short-term rental or vacation rental, refers to a dwelling unit rented out for a short period, typically less than 30 days, to tourists or travelers.



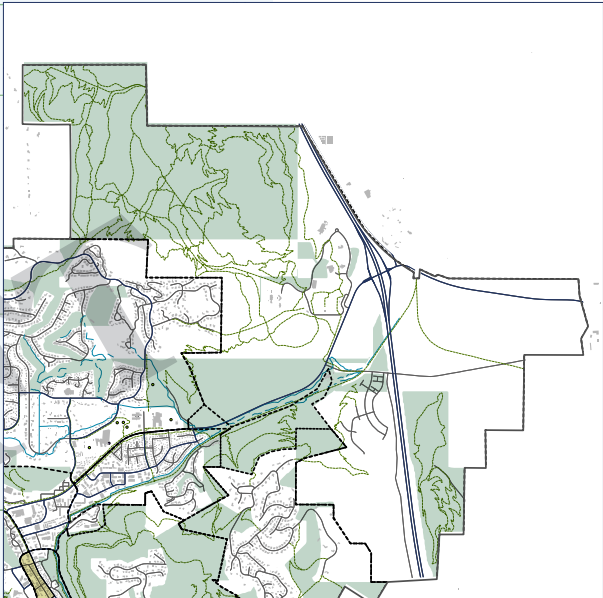
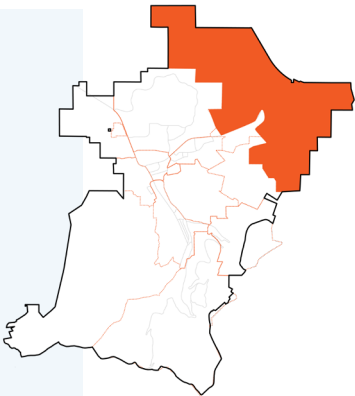
View of the City

QUINN’S JUNCTION

NEIGHBORHOOD SNAPSHOT

Total Acres: 2209 Acres	
Population: 374	Average Density: 0.25 per acre
Occupancy:	Daytime Population:
59.4% Owner Occupied	1048
12.4% Renter Occupied	865 Workers & Visitors
28.2% Vacant Units	183 Residents
Nightly Rentals: Prohibited in Park City Heights and allowed in the market-rate Studio Crossing units.	
Affordable Housing:	
Park City Heights – 79 units	
Peace House – 22 units	
Studio Crossing – 185 units (under construction)	
Sub-neighborhoods:	
Park City Recreation Complex, National Ability Center, Park City Medical Campus, Studio Crossing, Park City Film Studio, Park City Heights	

*Source: 2024 ESRI Business Analyst Report, 2014 General Plan



Quinn's Junction



Quinn's Junction

RECOMMENDATIONS

CREATE A SENSE OF PLACE

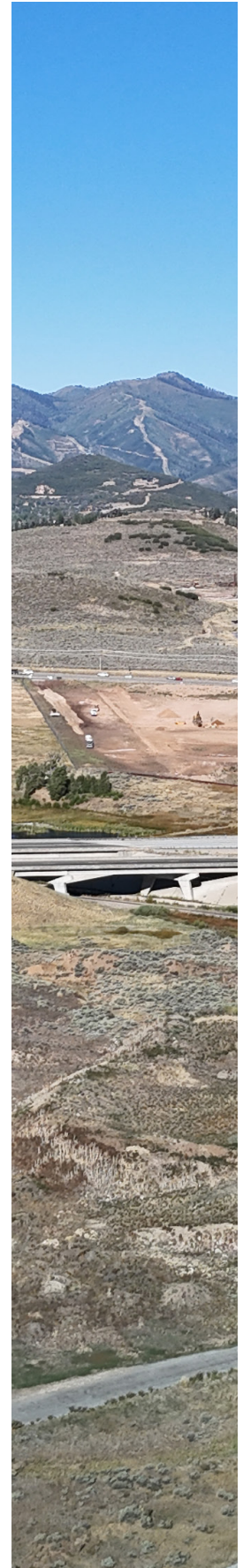
- Preserve and define the eastern entry corridor identity.
- Mitigate the visibility of surface parking lots along the eastern entry corridor.
- Consider compatibility in uses along the boundary with Summit County developments, while distinguishing Park City's entry corridor.
- Encourage community-gathering spaces and events.
- Strengthen the neighborhood with pedestrian and cyclist connections between disparate land uses.
- Establish design guidelines to unify the look and feel of new development in the neighborhood.
- Enforce nightly rental restrictions in Park City Heights.

PROPOSE CONTEXT-APPROPRIATE INFILL

- Quinns Mixed-Use Node: Explore compatible infill with locally-serving retail, services, office, medium density housing, and workforce housing.
- Quinns Mobility Hub: Create a convenient and intuitive capture lot for transit connections that align with Re-Create 248 transit improvements. Integrate multiple transportation modes including transit, carpooling, and bicycle connections to reduce cars driving into town. Allow for services that support and enhance the transit ridership experience like retail and child care.
- Institutional Node: Support the Park City Medical Campus and Recreation Facilities through potential limited and compatible infill for employee housing and basic services to promote a more self-sustaining and less car-dependent area.

IMPROVE TRANSPORTATION NETWORK AND OPTIONS

- Ensure a convenient and intuitive park-and-ride and transit connection in the neighborhood that captures and mitigates peak traffic.
- Mitigate downstream traffic associated with the Park City School Campus and peak-hour traffic.
- Improve north-south trail and open space connectivity across S.R. 248 with pedestrian and bike upgrades.
- Enhance trails from Park City Heights to Richardson Flat, including safe street crossings.



PARK MEADOWS

NEIGHBORHOOD SNAPSHOT

Total Acres: 1555 Acres	Vacant Lots: 31
Population: 2487	Average Density: 0.95 per acre
Occupancy:	Daytime Population:
58.9% Owner Occupied	1937
10.9% Renter Occupied	953 Workers & Visitors
30.2% Vacant Units	984 Residents
Historic Sites:	Parks:
2245 Monitor Drive	Creekside Park
2414 Monitor Drive	

Nightly Rentals: Prohibited in areas zoned Single Family. Allowed in the areas zoned Residential Development and Residential Medium Density except for Fairway Meadows, Meadows Estate, and West Ridge.

Affordable Housing:

Parkside Apartments – 42 units

Holiday Village – 80 units

In 2023, the City approved the Holiday Village and Parkside Apartments (HOPA) redevelopment proposed by Mountainlands Community Housing Trust to increase the affordable units from 122 to 317.

Neighborhood Icons:

Eccles Center

Park City Municipal Athletic & Recreation Center

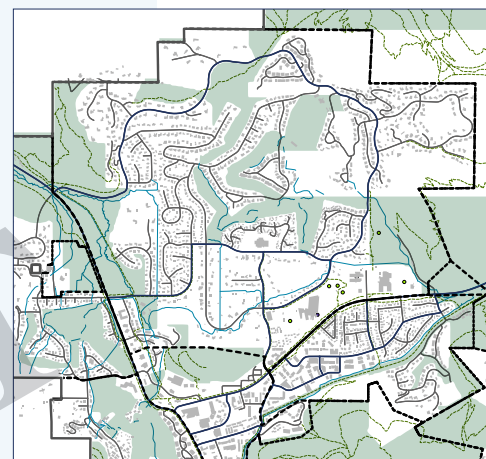
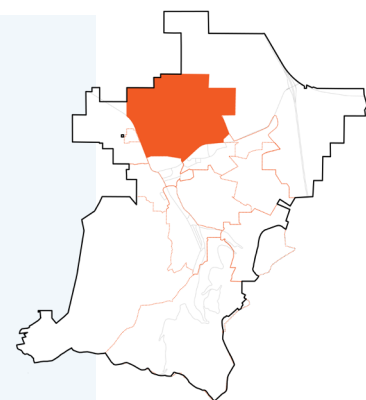
Park Meadows Golf Club

Park City School District Campus

Sub-neighborhoods:

Boothill Condominiums, Broken Spoke, Cove at Eagle Mountain, Eagle Pointe, Fairway Hills, Fairway Meadows, Fairway Village, Finnegans Bluff, Four Lakes Village, Gleneagles, Holiday Ranchettes, Lakeview Cottages, Meadow Estates, McLeod Creek, Park Meadows, Parkview, Racquet Club Village, Risner Ridge, Saddle Condominiums, Sandstone Cove, West Ridge, Willow Ranch, Windrift Condominiums.

**Source: 2024 ESRI Business Analyst Report, 2014 General Plan*



Park Meadows

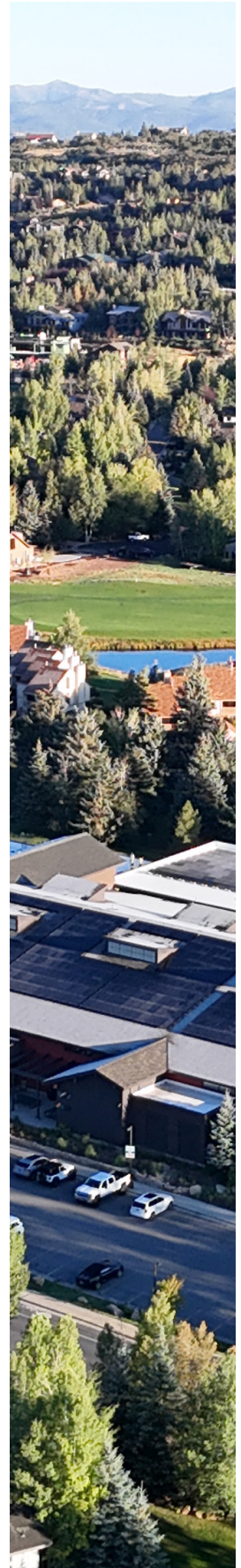
RECOMMENDATIONS

CONNECTIVITY

- Implement traffic calming measures to slow vehicles and discourage through traffic.
- Install traffic signage to improve safety for children and wildlife.
- Improve sidewalk connections and snow clearing in winter.
- Increase transit frequency – especially to connect residents to the resorts.
- Evaluate opportunities to connect residents to transit who are not proximate to a transit stop, including a potential neighborhood circulator or limited residential parking areas near transit stops.
- Establish new outdoor gathering spaces for residents.

PRESERVE NEIGHBORHOOD CHARACTER

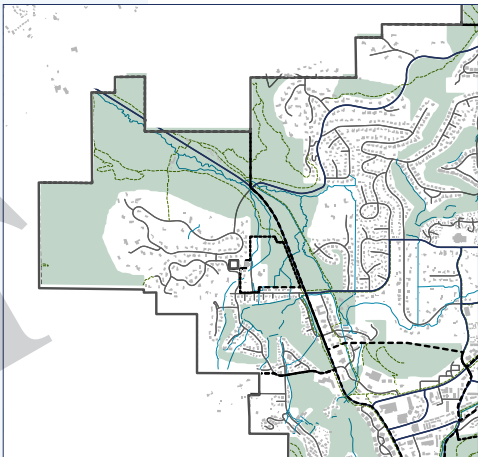
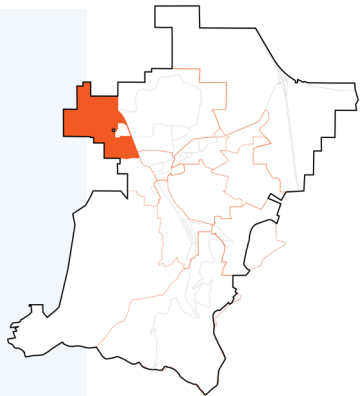
- Preserve open spaces and wildlife habitats.
- Enforce designated trailhead parking to mitigate trail user parking in residential areas.
- Preserve a buffer between commercial clusters and the Park City School District Campus and residential areas.
- Partner with the Park City School District to improve circulation and traffic flow during peak times and to mitigate impacts on residential areas.
- Update home occupation regulations to protect the residential quality of life.
- For those areas within the neighborhood where nightly rentals are allowed, enforce regulations, including occupancy limitations, noise, trash, and parking. Evaluate potential prohibition of nightly rentals where allowed in primary resident areas.
- Mitigate outdoor pickleball in residential areas while allowing outdoor pickleball in recreation and commercial clusters.
- Update land use regulations to ensure compatibility as existing homes are demolished for the construction of new homes.
- Enforce the dark sky code and incentivize retroactive dark sky compliant lighting. Reevaluate seasonal lighting allowances.
- Comprehensively mitigate wildfire through targeted strategies.



THAYNES

NEIGHBORHOOD SNAPSHOT

Total Acres: 660 Acres	Vacant Lots: 21
Population: 338	Average Density: 0.34 per acre
Occupancy: 57.5% Owner Occupied 10.5% Renter Occupied 32% Vacant Units	Daytime Population: 278 130 Workers & Visitors 148 Residents
Historic Sites: McPolin Barn	Parks: Rotary Park
Nightly Rentals: Prohibited.	
Affordable Housing: None	
Neighborhood Icons: McPolin Farm, Park City Golf Course North of Thaynes Canyon Drive	
Sub-neighborhoods: Aspen Springs, Iron Canyon, Thaynes Canyon, Thaynes Creek Ranch Estates	



Thaynes

**Source: 2024 ESRI Business Analyst Report, 2014 General Plan*



Thaynes



McPolin Barn

RECOMMENDATIONS

PRESERVE THE MCPOLIN BARN ENTRY CORRIDOR

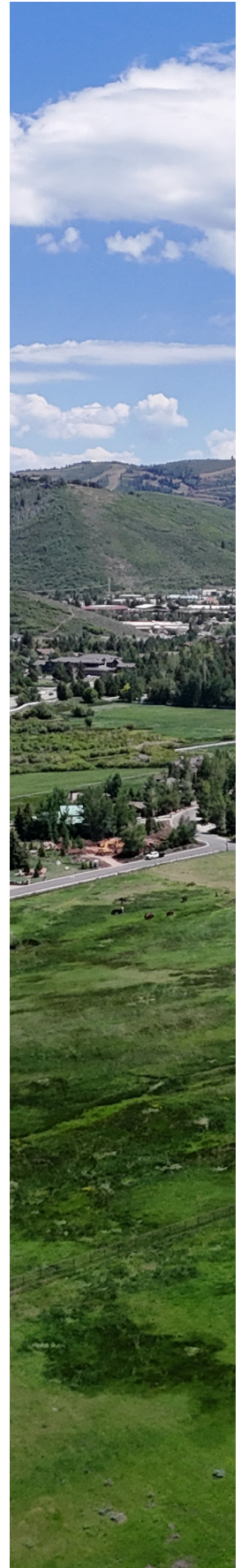
- *Protect open space acreage along the entry corridor.*
- *Maintain the 250-foot Entry Corridor Protection Overlay setback along S.R. 224 to preserve Park City's mountain character and sweeping views.*
- *Uphold the platted restrictions limiting disturbance areas within residential lots.*
- *Update vantage points for context sensitive infill within the residential neighborhood.*
- *Implement comprehensive wildfire mitigation through targeted strategies in coordination with homeowner associations.*

INCREASE CONNECTIONS

- *Provide wildlife and pedestrian crossings for the open space corridors bisected by S.R. 224.*
- *Improve amenities and resident and pedestrian connections to transit stops along S.R. 224.*
- *Connect the pedestrian and bicyclist network within the residential areas.*

RETAIN THE PRIMARY RESIDENT NEIGHBORHOOD CHARACTER

- *Implement traffic calming measures to discourage speeding and through traffic.*
- *Designate and enforce trailhead parking to mitigate impacts in residential areas.*
- *Evaluate parking updates for Rotary Park to mitigate impacts in residential areas.*
- *Uphold the nightly rental prohibition.*

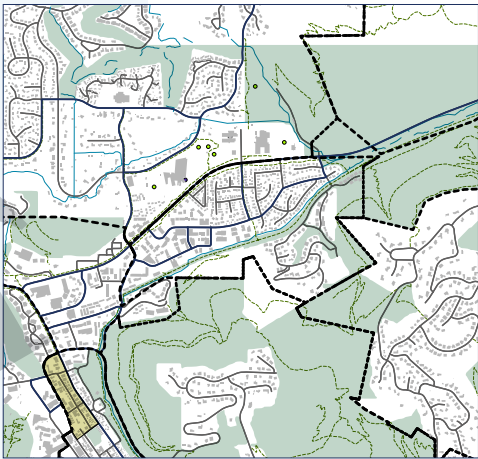
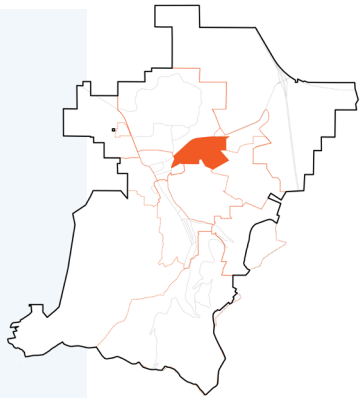


PROSPECTOR

NEIGHBORHOOD SNAPSHOT

Total Acres: 255 Acres	Vacant Lots: 31
Population: 1590	Average Density: 0.95 per acre
Occupancy: 23.7% Owner Occupied 32.6% Renter Occupied 43.6% Vacant Units	Daytime Population: 2297 1914 Workers & Visitors 383 Residents
Historic Sites: 2465 Doc Holiday Drive	Parks: Prospector Park
Nightly Rentals: Prohibited in Prospector Park and Chatham Crossing Subdivisions.	
Affordable Housing: Aspen Villas – 88 units Carriage House – 1 unit Central Park City Condos – 11 units Prospector Square – 23 units Silver Meadows Estates – 49 units	
Neighborhood Icons: Rail Trail Silver Creek	
Sub-neighborhoods: Canyon Crossing, Chatham Crossing, Fenchurch Condos, Prospector Park, Prospector Square, Prospector Village, Silver Meadows Estates	

**Source: 2024 ESRI Business Analyst Report, 2014 General Plan*



Prospector



Prospector

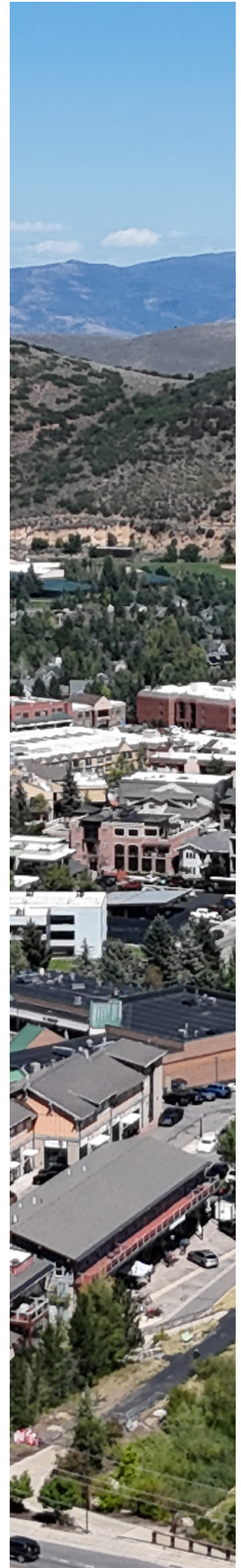
RECOMMENDATIONS

SUPPORT A VIBRANT COMMERCIAL DISTRICT

- *Develop an area plan emphasizing better connectivity, business growth, and neighborhood preservation.*
- *Partner with Prospector Square businesses to ensure functional and vibrant commercial pedestrian walkways and activated outdoor areas.*
- *Consider residential infill in commercial areas to allow a mix of uses.*
- *Enhance a sense of place through beautification of rights-of-way and strategic neighborhood improvements.*
- *Improve connectivity between Old Town, Bonanza Park, and Prospector neighborhoods, especially for pedestrians and bicyclists.*
- *Optimize shared parking within Prospector Square to efficiently support businesses and residents.*
- *Continue transit frequency and improve bus stops amenities.*
- *Update the neighborhood boundary to extend to west Bonanza Drive and south to the Rail Trail to encompass properties within the Prospector Square Subdivision.*

PRESERVE RESIDENTIAL NEIGHBORHOOD CHARACTER

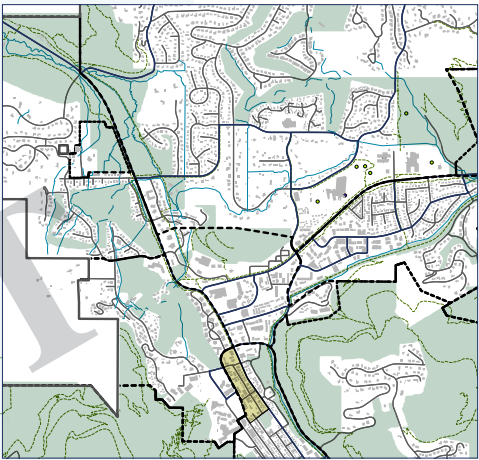
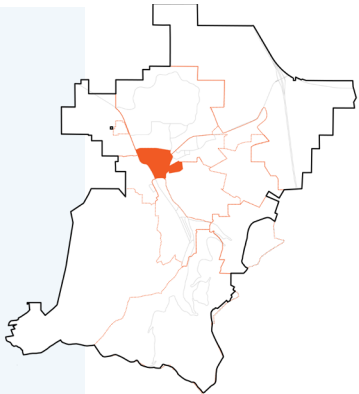
- *Mitigate traffic during peak times, especially along Kearns Boulevard.*
- *Implement traffic calming measures to slow vehicles and discourage through traffic in residential areas. Consider potential roundabouts to improve traffic flow.*
- *Designate and enforce trailhead parking to mitigate trail users parking in commercial and residential areas.*
- *Maintain and preserve open space south of the Rail Trail and east of the neighborhood.*
- *Enforce nightly rental regulations, including occupancy limitations, parking, trash, noise, etc. in areas where they are allowed to protect the residential quality of life.*



BONANZA PARK

NEIGHBORHOOD SNAPSHOT

Total Acres: 200 Acres	Vacant Lots: 1
Population: 729	Average Density: 1.15 per acre
Occupancy: 38.0% Owner Occupied 41.9% Renter Occupied 20.1% Vacant Units	Daytime Population: 1553 1265 Workers & Visitors 288 Residents
Historic Feature: In the 1940s, the Daughters of Utah Pioneers installed a memorial commemorating the settlers of Park City along the south of Kearns Boulevard near the Park Avenue intersection. The old town hall bell was later added to the site.	Parks: Olympic Park Welcome Plaza
Nightly Rentals: None	
Affordable Housing Snow Creek Cottages – 13 units Rail Central – 24 units Claimjumper Condos – 1 unit 1616 Short Line Drive (Transit Housing) – 13 units Ironhorse and Fireside – 94 units EngineHouse, a public-private development, will deliver 99 deed restricted units targeting 60% AML.	
Neighborhood Icons: Cemetery Rail Trail	
Sub-neighborhoods Claimjumper Condos, Homestake Condos, Fireside Condos, Ironhorse Apartments, Snow Creek Cottages	



Bonanza Park

**Source: 2024 ESRI Business Analyst Report, 2014 General Plan*

RECOMMENDATIONS

IN 2024, THE CITY ADOPTED THE BONANZA PARK SMALL AREA PLAN, ESTABLISHING SIX GOALS FOR THE NEIGHBORHOOD

- *Mixed Use:* Create a mixed-use neighborhood with livability in mind.
- *Local:* Support locally-owned businesses and entrepreneurship.
- *User-Friendly:* Create a safe and intuitive network for pedestrians, cyclists, and transit users.
- *Inclusive:* Expand the availability of affordable and workforce housing units.
- *Green:* Create a more welcoming and sustainable community.
- *Cultural:* Weave arts and culture into the community fabric.

A NEW BONANZA PARK MIXED-USE DISTRICT IS UNDER REVIEW FOR POTENTIAL ADOPTION

- *Sets the Foundation for Critical Connections:* Street types and sidewalk, trail, and signature trails are established for improved connectivity. Property owners dedicating critical connections may qualify for increased density.
- *Encourages Vibrant Streetscapes:* Implements vertical zoning for vibrancy along internal neighborhood streets with active uses on the storefront level and residential and office uses on the upper stories. »
- *Requires Pedestrian-Oriented Design:* Outlines design guidelines for mixed-use pedestrian-scale development that is walkable, with community green spaces connected throughout.
- *Supports Multi-Modal Transportation:* Encourages parking reductions and transportation demand management plans for increased transit ridership and pedestrian and bike infrastructure to mitigate traffic.
- *Encourages Existing Property Owners to Support Critical Connections:* Establishes a path for property owners to reduce and transform existing parking for public access easements or community spaces that enhance walkability, bicycling, and transit ridership.
- *Allows for Increased Height:* The current code allows height exceptions for Master Planned Developments, but only if there is no increase in density. The proposed code allows for height exceptions up to 45 feet with an increase in density when project enhancements like affordable, attainable, and workforce housing, underground parking, transit and pedestrian/bicyclist improvements, and community-serving uses are provided.
- *Allows for Development of Housing Options for Residents:* The current Affordable Master Planned Development (AMPD) code allows for increased height, reduced setbacks and open space, and the potential for reduced parking but limits uses other than residential to 10,000 square feet and requires stepbacks between the third and fourth stories. The proposed code incorporates elements of the AMPD but with greater flexibility for mixed-use projects and also allows for a blend of units ranging from affordable to attainable to market-rate, so long as an average Area Median Income is achieved.



RESORT CENTER

NEIGHBORHOOD SNAPSHOT

Total Acres: 265 Acres

Population:

- 5850 (average daily visitors/employees)
- 1800 (off-peak season daily visitors/employees)
- 17,000 (peak season daily visitors/employees)
- 13,000 (Average peak season daily visitors/employees)

Occupancy:

- 9.6% Owner Occupied
- 3.3% Renter Occupied
- 78.1% Vacant Units

Historic Sites:

- Silver King Consolidated Spiro Tunnel Complex
- 1895 Three Kings Drive
- 175 Snows Lane
- 205 Snows Lane

Affordable Housing:

- Silver Star- 20 units

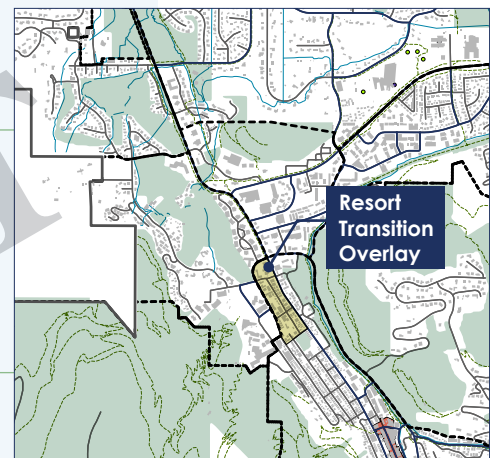
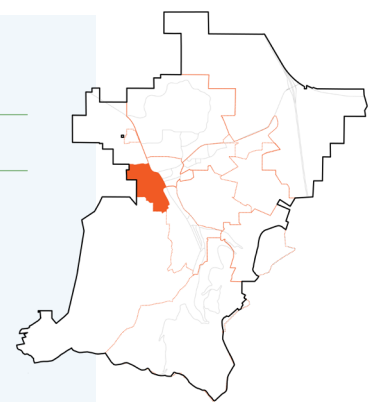
Neighborhood Icons:

- Glenwood Cemetery, Park City Golf Course, Park City Mountain Resort, Three Kings Water Treatment Plant, White Pine Touring Company

Sub-neighborhoods:

- Park Avenue Condos, Payday Condos, Hotel Park City, Rothwell Subdivision, Silver King Condos, Shadow Ridge Condos, Silver Star, Snowflower Condos, Thaynes Canyon Subdivision Phases 4 and 5, and Three Kings Condos.

**Source: 2024 ESRI Business Analyst Report, 2014 General Plan*



Resort Center

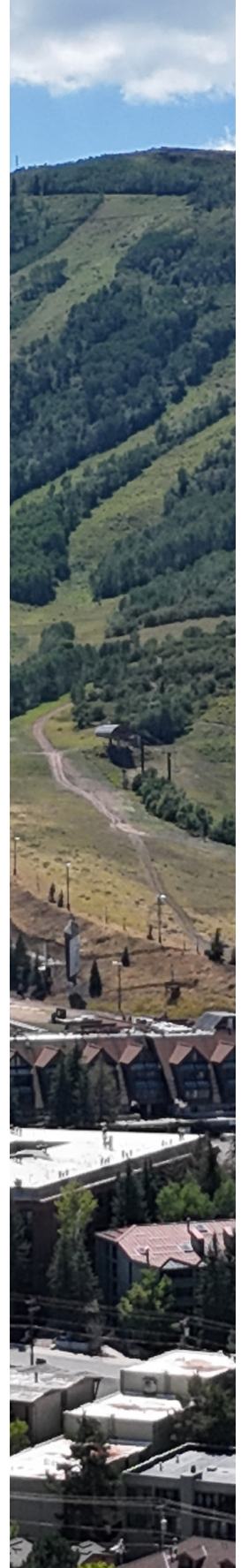
RECOMMENDATIONS

PROMOTE REDEVELOPMENT THAT INTEGRATES A WORLD-CLASS RESORT WITH A STRONG SENSE OF COMMUNITY

- *Resort Center Mobility Hub and Infill:* Integrate uses that support the guest experience at the resort base area, incorporate multiple transportation modes, and integrate workforce housing, offering an affordable alternative for seasonal and year-round employees. The hub will serve as a key transfer point within the transportation network to provide easy access to Bus Rapid Transit and other transportation methods like connections from the Salt Lake City International Airport and the resort area.
- Evaluate the Land Management Code to address opportunities for seasonal workforce housing types like single-room occupancy and dormitory development (see Housing Action 2A.10).
- Maintain the rural character of the transition area between the Resort Center and Thaynes neighborhood and Historic District compatibility between the Resort Center and Old Town.

IMPROVE CONNECTIVITY

- Continue coordination with the resort on paid parking and parking reservations and to improve traffic circulation during peak times.
- Install traffic calming measures in residential areas to discourage speeding and through traffic.
- Enhance pedestrian and bicyclist crosswalks and infrastructure within the neighborhood to nearby community assets like City Park, the library, senior center, trails, and open space.
- Improve transit frequency for locals and residents.
- Create a Resort Center and Old Town overlay to improve connectivity and transitions between the two neighborhoods.



LOWER DEER VALLEY

NEIGHBORHOOD SNAPSHOT

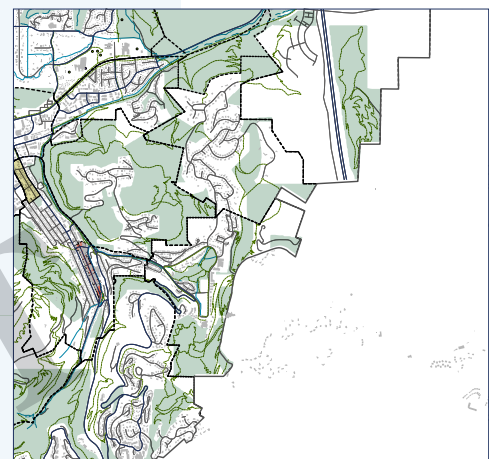
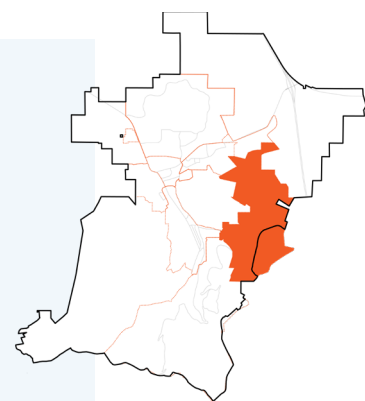
Total Acres: 1332 Acres	
Population: 550	Average Density: 0.61 per acre
Occupancy:	Daytime Population:
21.5% Owner Occupied	1960
3.6% Renter Occupied	1703 Workers & Visitors
74.9% Vacant Units	257 Residents
Affordable Housing:	
St Regis- 4 units	
Nightly Rentals: Prohibited in Hidden Oaks.	

Unbuilt Units:
36 residential lots
Snow Park Village

In 2025, the Planning Commission approved Phase I of Snow Park Village for an underground parking structure. The Phase II vertical development includes 219 Residential Unit Equivalents, 21,890 square feet of commercial uses, and support uses and is pending review.

Sub-neighborhoods:
Snow Park Condos, including Trails End, Lakeside, Aspen Wood, Fawngrove Pinnacle, Amber Daystar, Bristlecone, The Lodges, Silver Baron, Courchevel, Powder Run, St. Regis, and Black Diamond Lodge. Queen Esther Village, Nordic Village, Deer Lake Village, Deer Crest, Snowtop, Hidden Meadows, Hidden Oaks, Royal Oaks, Fox Tail, Hanover-Queen Esther, Morning Star, Snow Park, Solamere.

**Source: 2024 ESRI Business Analyst Report, 2014 General Plan*



Lower Deer Valley



Lower Deer Valley

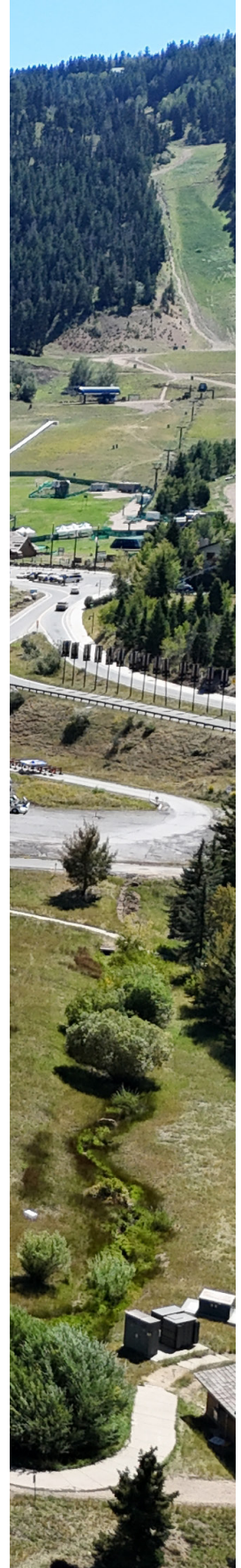
RECOMMENDATIONS

BALANCE THE RESIDENT AND VISITOR EXPERIENCE

- Mitigate peak traffic – not only in the neighborhood but downstream due to impacts within the neighborhood.
- Evaluate new egress connections to Highway 40/Deer Valley East Village for emergency egress, and/or to ease traffic during peak times with careful consideration not to impact Lower Deer Valley residential areas.
- Improve resident access to transit. Where routes do not go to residents, allow residents access to transit through limited residential parking permits or a neighborhood circulator.
- Improve pedestrian and bicyclist connectivity within the neighborhood and to Masonic Hill and Old Town.
- Evaluate more gathering places for locals like parks.
- Update neighborhood wayfinding signage to enhance the visitor experience.
- Improve management of nightly rentals, including occupancy limitations, parking, noise, outdoor lights, and trash management.
- Designate and manage sufficient trailhead parking areas to mitigate trail user impacts in residential neighborhoods.
- Enhance the aesthetic arrival experience to Lower Deer Valley.

PROTECT OPEN SPACE AND NATURAL RESOURCES

- Preserve the visual and aesthetic experience of arriving in Lower Deer Valley.
- Protect view corridors and open space.
- Implement wildfire mitigation strategies in partnership with the resort and homeowner associations.
- Balance e-bike use impacts on trails.



MASONIC HILL

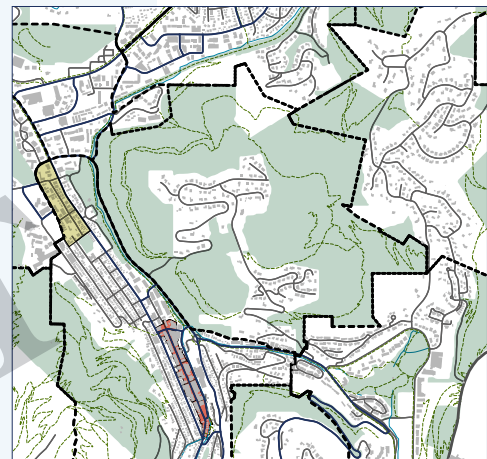
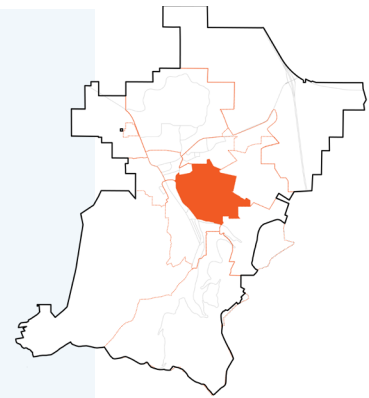
NEIGHBORHOOD SNAPSHOT

Total Acres: 620 Acres	Vacant Lots: 30
Population: 471	Average Density: 0.59 per acre
Occupancy:	Daytime Population:
33.5% Owner Occupied	279
31.1% Renter Occupied	57 Workers & Visitors
35.4% Vacant Units	222 Residents

Nightly Rentals: Prohibited in the Aerie Subdivision, Sunny Side, April Mountain, and Mellow Mountain Estates.

Sub-neighborhoods:
Aerie, April Mountain, Condos along Deer Valley Drive, Mellow Mountain, Overlook at Old Town, and Sunny Side.

**Source: 2024 ESRI Business Analyst Report, 2014 General Plan*



Masonic Hill



View of the neighborhood

RECOMMENDATIONS

PROTECT THE BALANCE BETWEEN OPEN SPACE AND RESIDENTIAL CLUSTERS

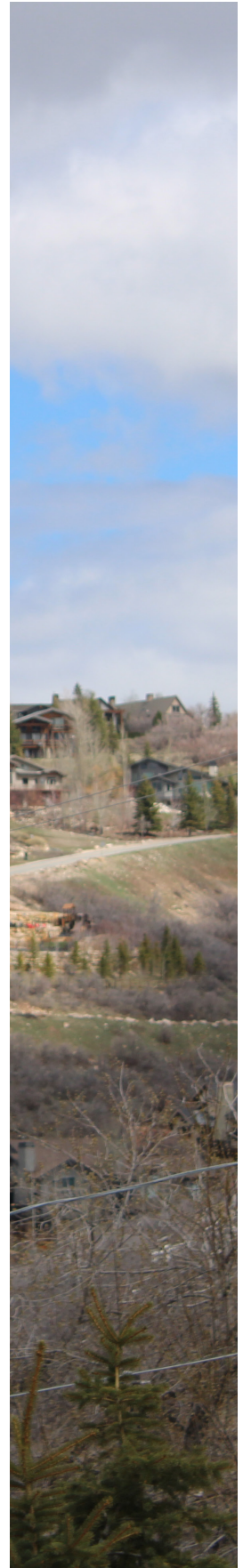
- *Preserve the natural environment within the neighborhood to conserve wildlife habitat through limits of disturbances, prohibition of tall fencing, establishing building pads for platted areas, and incentivizing native vegetation.*
- *Implement comprehensive wildfire mitigation through targeted strategies.*
- *Manage noxious weeds on City-owned open space and coordinate weed control in partnership with property owners.*

IMPROVE CONNECTIONS

- *Comprehensive improvements are needed at the Aerie Drive and Deer Valley Drive intersection for pedestrians, bicyclists, and vehicles.*
- *Better connect Masonic Hill with Old Town, Lower Deer Valley, and the Bonanza Park neighborhoods for pedestrians and bicyclists.*
- *Explore, assess, and implement limited residential parking and bike racks near transit to help residents access transit or consider a transit circulator for the neighborhood.*

PROTECT RESIDENT QUALITY OF LIFE

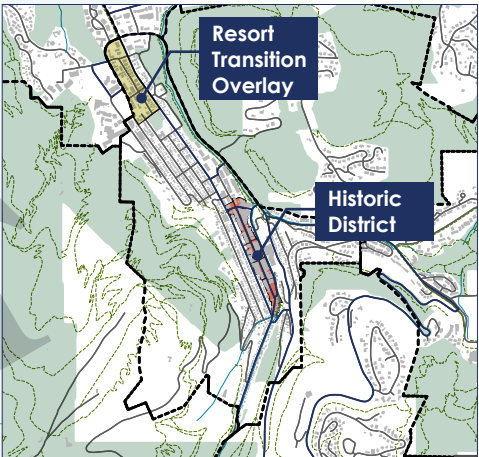
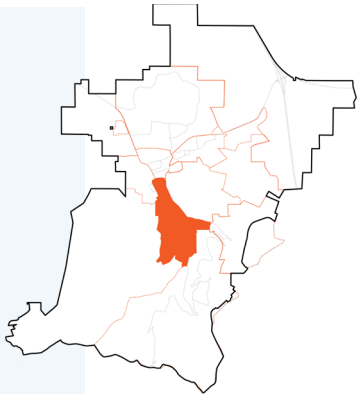
- *Maintain balance between primary residents and nightly rentals and enforce nightly rental regulations, including occupancy limitations, parking, noise, outdoor lights, and trash management.*
- *Mitigate trail use and trailhead parking impacts to the residential areas.*
- *Enforce construction hour limitations and on-street parking restrictions.*
- *Implement traffic calming measures to discourage speeding and through traffic.*



OLD TOWN

NEIGHBORHOOD SNAPSHOT

Total Acres: 532 Acres	Vacant Lots: 50
Population: 1338	Average Density: 3.91 per acre
Occupancy: 17.2% Owner Occupied 11% Renter Occupied 70.3% Vacant Units	Daytime Population: 4259 3926 Workers & Visitors 333 Residents
Historic Districts: Historic Residential Low – Density Historic Residential – 1 Historic Residential – 2 Historic Residential Medium Historic Commercial Business Historic Recreation Commercial	Parks: City Park, Library Park, Skateboard Park
Nightly Rentals: Allowed in all residential areas except for the Lower Rossi Hill (requires a Conditional Use Permit) and Western Historic Residential Low – Density and McHenry sub-neighborhoods (prohibited).	
Affordable Housing: Washington Mill – 8 units The Line Condos – 22 units 1465 Park Avenue – 8 units The Retreat at the Park – 8 units Woodside Park Phase I – 11 units Habitat Homes on Marsac Avenue – 2 units 516 Marsac Avenue – 3 units	
Neighborhood Icons: Main Street Historic District, Historic Mining Era Structures, Miner’s Hospital, Park City Library and Santy Auditorium, Poison Creek Pathway, Shoe Tree, Park City Museum	
Sub-neighborhoods: Deer Valley Drive, Lower Old Town, Upper Old Town, Rossi Hill	



Old Town

**Source: 2024 ESRI Business Analyst Report, 2014 General Plan*

RECOMMENDATIONS

PRESERVE THE HISTORIC NEIGHBORHOOD CHARACTER

- Maintain and protect the City's unique Historic Districts.
- Update the Historic District regulations regularly and identify opportunities to support compatible infill and to streamline the review process for simple remodels.
- Incentivize historic building improvements through continued Historic District grants.
- Evaluate undergrounding of powerlines and other wildfire mitigation measures to protect Old Town and the City's historic assets.

PROTECT RESIDENT QUALITY OF LIFE

- Improve management of nightly rentals, including occupancy limitations, parking, noise, outdoor lights, and trash management. Consider a "Good Neighbor" initiative through outreach and education to highlight local regulations for management companies and visitors.
- Explore affordable and attainable housing infill in Old Town compatible with the Historic Districts.
- Enforce trailhead and neighborhood parking restrictions.
- Comprehensively address construction challenges in the dense neighborhood due to narrow rights-of-way, limited parking, and construction impacts.
- Relocate or better screen trash, recycling, and dumpsters in commercial areas. Evaluate updates to the Land Management Code to allow flexibility for commercial screening.
- Enforce trash and recycling receptacle regulations due to narrow streets, especially in winter. Evaluate updates to the Land Management Code to allow flexibility for residential screening.

BETTER CONNECTIVITY

- Connect visitors and employees to Main Street through transit and capture lots.
- Evaluate on-demand transit services, a circulator, or limited residential parking areas near transit for residents who do not live near a transit stop.
- Continue the trolley on Main Street/Swede Alley with consistent routes and predictable schedule.
- Evaluate updates to Old Town parking policies – both commercial and residential parking permit programs – to manage on-street parking limitations.
- Improve the pedestrian experience with increased crosswalks and safer winter-friendly sidewalks (Main Street, especially) and install ADA-accessible improvements.
- Improve pedestrian and bicyclist connections to adjacent neighborhoods like the Resort Center, Lower Deer Valley, Masonic Hill, and Bonanza Park.



UPPER DEER VALLEY

NEIGHBORHOOD SNAPSHOT

Total Acres: 2343 Acres	Vacant Lots: 43
Population: 501	Average Density: 0.34 per acre
Occupancy:	Daytime Population:
19.3% Owner Occupied	1293
5.2% Renter Occupied	1139 Workers & Visitors
75.5% Vacant Units	154 Residents
Historic Sites:	Parks: None
Ontario Mine	
Judge Mine	

Nightly Rentals: Allowed in all but affordable deed restricted units.

Affordable Housing:

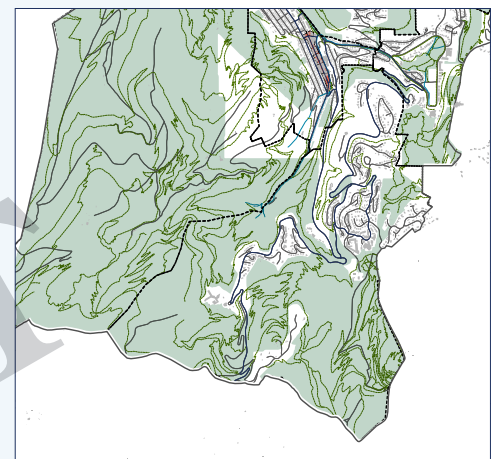
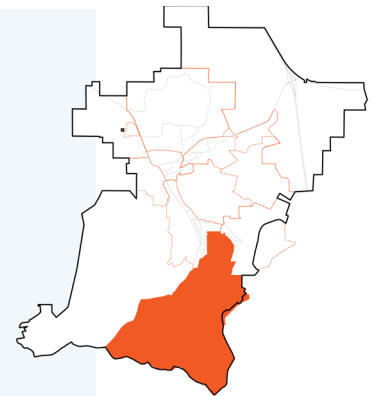
Grand Lodge – 1 unit
Silver Strike – 1 unit
Ironwood – 1 unit
Arrowleaf Lodge – 3 units
Montage – 10 units
Little Belle – 1 unit
Stag Lodge – 1 unit
Sterlingwood – 1 unit
Mt. Cervin – 1 unit
Deer Valley Club – 1 unit
Bald Eagle – 1 unit
Founders Place – 6 units
Sommet Blanc – 6 units

Neighborhood Icons:

Deer Valley Resort

Sub-neighborhoods:

American Flag, Bald Eagle, Empire Pass, Silver Lake, Huntsman Estates, Lookout at Deer Valley, Belleterre, Moonshadow, Bannerwood, Northside Village, The Montage, Sommet Blanc, Red Cloud, Empire Village, Argent, One Empire Pass, Village at Empire Pass, Arrowleaf, Larkspur, Belles at Empire Pass, Paintbrush Homes, Grand Lodge Condos, Ironwood, Nakoma



Upper Deer Valley

RECOMMENDATIONS

PROTECT OPEN SPACE

- Continue investing in open space and preservation for locals to enjoy.
- Evaluate annexing Bonanza Flat into the City boundary.
- Retain buffers of native landscaping to preserve the natural shield that defines the neighborhood.
- Preserve the aesthetic as a grand scale within the forest.
- Comprehensively address wildfire mitigation and evacuation routes for residents and visitors.

BALANCE RESORT AND RESIDENT AREAS

- Improve nightly rental enforcement in the area, addressing impacts like occupancy limitations, outdoor lighting, trash management, parking, noise, etc.
- Evaluate updates to zoning to prohibit nightly rentals in areas that have transitioned to primary residential communities.
- Enforce trailhead parking to mitigate trail user impacts in residential areas.

IMPROVE CONNECTIVITY

- Address peak traffic comprehensively – traffic at the Marsac Roundabout and beyond limits resident access.
- Enforce traction requirements during winter conditions for all vehicles.
- Improve pedestrian and bicyclist connections both within the neighborhood and to Old Town and Lower Deer Valley.





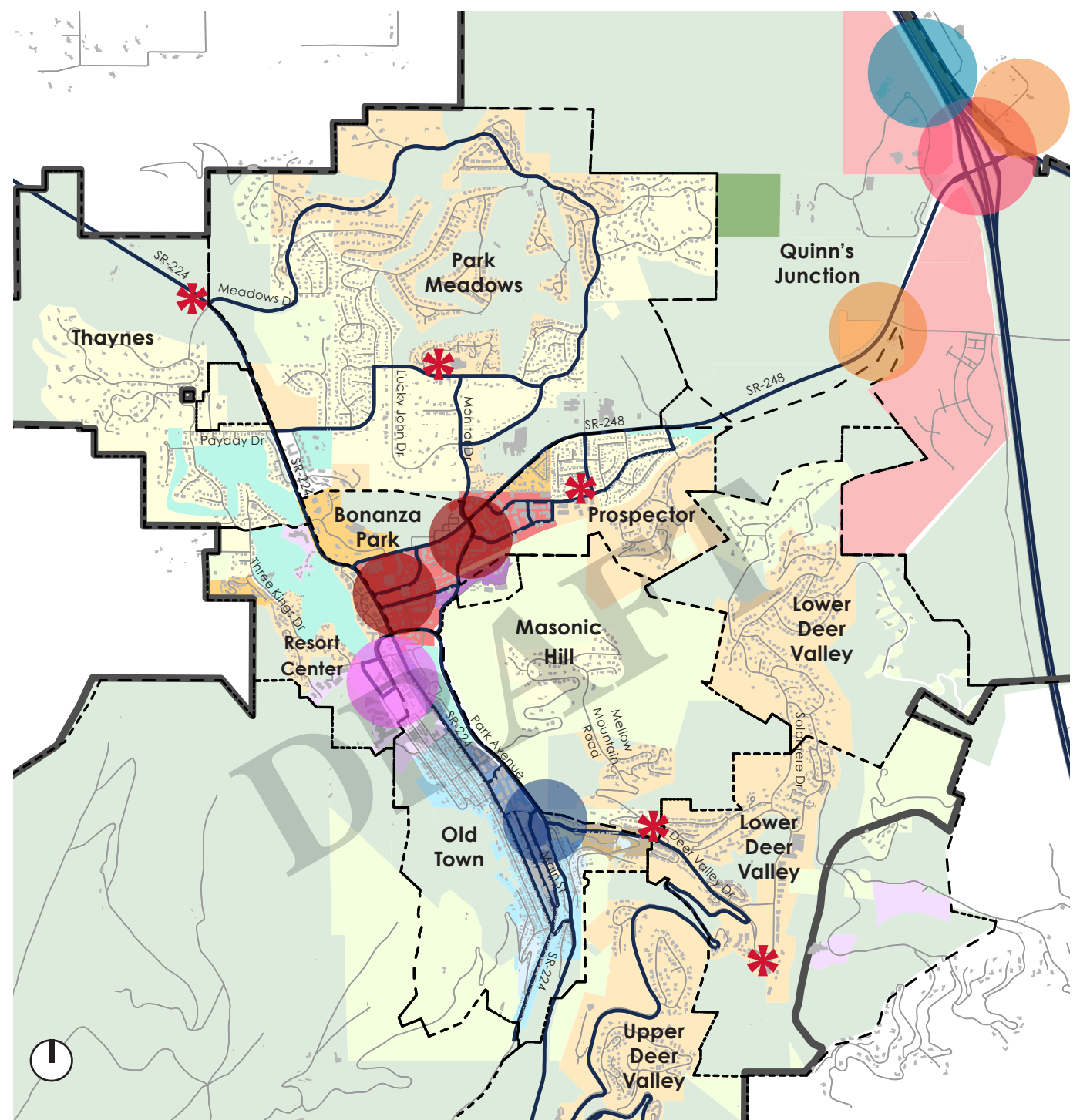
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FUTURE LAND U



USE NODE TYPES

NODE TYPES MAP



ZONING LEGEND

 Community Transition	 Historic Commercial Business	 Residential- Low Density
 Estate	 Historic Recreation Commercial	 Residential- Medium Density
 General Commercial	 Historic Residential	 Residential Development
 Single Family	 Historic Residential- Low Density	 Residential Development- Medium Density
 Urban Park Zone	 Historic Residential-Medium Density	 Public Use Transition
 Light Industrial	 Historic Residential 2: Subzone A	 Recreation Commercial
 Medical Cannabis Production Establishment Overlay	 Historic Residential 2: Subzone B	 Recreation Open Space
 Preserved Open Space		 Regional Commercial Overlay

The Node Types Map includes existing zoning to illustrate the current neighborhood character and anticipated development patterns in each neighborhood. Specific Node Types are identified as circles on the map - these are opportunities for context-sensitive development that implements goals around commercial, mixed-use, and housing development found in the General Plan Themes. Neighborhood Mobility Hubs are identified on the map, and are intended to support first-and-last mile transportation connections within existing neighborhoods. Each node type includes a general description, anticipated future land use mix, and character imagery.

NODE TYPE LEGEND

-  Quinn's Junction Community Mixed-Use Node
-  Quinn's Junction Mobility Hub
-  Quinn's Junction Institutional Hub
-  Bonanza Park Mobility Hubs/Corridor Infill Node
-  Resort Center Mobility Hub/Corridor Infill Node
-  Old Town Mobility Hub/Corridor Infill Node
-  Neighborhood Mobility Hubs

NODE TYPES

A

QUINN'S JUNCTION COMMUNITY MIXED-USE NODE

The proposed Community Mixed-Use node in Quinn's Junction is a larger node that includes retail, services, office, medium density housing, high density housing, and workforce housing. This node should be located at a key intersection, like the area along 248 and should serve a larger area, with retail and services that require a larger footprint.

FUTURE LAND USE MIX



Medium Density Mixed Use



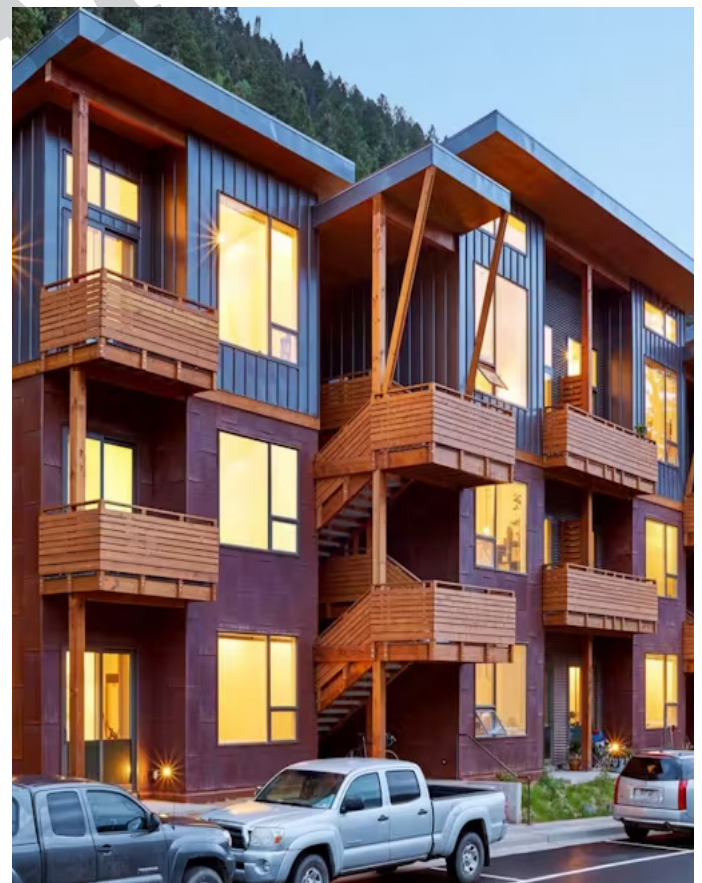
Medium Density Residential



High Density Residential



Commercial



B QUINN'S JUNCTION MOBILITY HUB

The Mobility Hub in Quinn's Junction is a centralized location that integrates multiple transportation modes, and serves as a key transfer point within the regional transportation network. It should be located adjacent to the Quinn's Junction Community Mixed-Use Node. This mobility hub should include a larger capture lot with basic services that serves as gateway to Park City and incentivizes commuters to use transit to travel into Park City and adjacent employment centers.

FUTURE LAND USE MIX



Commercial



Institutional



NODE TYPES

C QUINN’S JUNCTION INSTITUTIONAL HUB

The Institutional Node in Quinn's Junction supports existing institutional areas, with uses focused primarily on services and local institutions, centers of employment, and housing for employees, consolidating existing areas, while incorporating housing and basic services to promote a more self-sustaining and less car-dependent area.

FUTURE LAND USE MIX



Institutional



High Density Residential



Medium Density Mixed Use



D **BONANZA PARK MOBILITY HUBS/CORRIDOR INFILL**

The Bonanza Park Mobility Hub/ Corridor Infill areas are centralized locations that integrate multiple transportation modes, medium density residential infill (within a 1/4 mile radius), as well as basic services and retail. This node reinforces the existing character of Bonanza Park and focuses on increasing walkability, aligning with the goals of the recently adopted Small Area Plan of creating a livable mixed-use neighborhood, where local owned business and entrepreneurship are incentivized, and affordable and workforce housing are part of new development. These hubs should become safe and walkable areas, with an integrated network for transit users, pedestrians, and cyclists.

FUTURE LAND USE MIX



Commercial



Medium Density Residential



Medium Density Mixed Use



NODE TYPES

E RESORT CENTER MOBILITY HUB/CORRIDOR INFILL

The Mobility Hub/ Corridor Infill Node in Resort Center will integrate medium and high density housing typologies, as well as workforce housing, services, and retail. It should offer an affordable alternative for seasonal and year-round employees, and incorporate mixed-use in an area that current lacks these uses, with the goal of creating a more walkable environment and decreasing car dependence.

FUTURE LAND USE MIX



Medium Density Mixed Use



High Density Residential



Resort Commercial



Commercial



F

OLD TOWN INFILL

The Old Town Infill Node focuses on residential infill in underutilized surface-level parking lots that have been identified as potential redevelopment opportunities and could be re-purposed to bring workforce into Old Town while preserving the Historic Main Street character and scale. This would improve connectivity, improve residents quality of life, stabilize workforce and business success, and enhance economic vibrancy.

FUTURE LAND USE MIX



Medium Density Residential



NODE TYPES

G NEIGHBORHOOD MOBILITY HUBS

The Neighborhood Mobility Hubs serve as smaller-scale, locally focused gateways to the regional transportation network. Typically located in residential or lower-density mixed-use areas, these hubs support local fixed-route buses and on-demand services. They are designed to offer seamless connections to walking and biking facilities and, in some cases, limited parking for residents to access transit.





Free Trolley Stop- Main Street



IMPLEMENTATION



ON PLAN

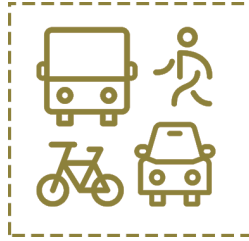
IMPLEMENTATION MATRIX OVERVIEW

The Implementation Matrix identifies the timeframe, departments, and partnerships anticipated for the implementation of each strategy.

- **Timeframe:** Identifies the timeline for the proposed strategies as it relates to implementation: Ongoing which refers to work that the city is already undertaking and is expected to continue; Near-Term which are intended to be implemented in the next 1 - 3 years; Medium-Term which are intended to be implemented in the next 5 years; and Long-Term which are intended to be implemented in 5 - 10 years.
- **Department:** This identifies the City Department(s) that would be responsible for supporting implementation of the strategies.
- **Partnerships:** This identifies non-city partners who may support the implementation of each strategy.



City Hall



TRANSPORTATION

We value a connected community with great access to recreation and open spaces and a variety of transportation options for visitors, workforce, and residents.

FOCUS AREAS & STRATEGIES		TIMEFRAME	DEPARTMENT	PARTNERSHIPS
1. DATA BACKED DECISION MAKING				
1A	Park City will regularly evaluate the community's unique traffic and peak day patterns to inform and measure mitigation strategies.	Ongoing	Transportation, Planning, and Engineering	UDOT
2. TRANSIT IMPROVEMENTS				
2A	Advance high-capacity transit on the SR-224 and SR-248 corridors in coordination with High Valley Transit and the Utah Department of Transportation (UDOT) to serve as the primary transit spines connecting regional capture lots to key destinations.	Medium-Term	Transportation, Planning, and Engineering	UDOT, Summit County, High Valley Transit
2B	Build on the Short-Range Transit Plan and Transportation Master Plan Park City Forward to build the transit network, increase transit frequency, and improve regional connections.	Near-Term	Transportation, Planning	High Valley Transit
2C	Park City will develop a network of internal mobility hubs as shown in the Node Types Map, including ones in the Thaynes and Park Meadows neighborhoods, as well as more developed ones in Bonanza and Old Town, and supportive infrastructure to enhance first- and last-mile connections.	Near-Term	Planning, Transportation, and Engineering	Residents, Park City Chamber, Historic Park City Alliance, Resorts, Major Employers

FOCUS AREAS & STRATEGIES		TIMEFRAME	DEPARTMENT	PARTNERSHIPS
3. TRAFFIC MANAGEMENT				
3A	Evaluate long-term congestion pricing and/or flex-lanes on SR-224 and SR-248.	Long-Term	Transportation, Planning, and Engineering	UDOT, State
3B	Park City will use pricing, mode shift, and land use policy, not roadway widening, to manage congestion.	Ongoing	Transportation, Planning, and Engineering	
3C	Deploy smart traffic management tools to inform dynamic operations and user guidance.	Ongoing	Transportation, Planning, IT, and Engineering	UDOT
3D	Strengthen policies that reduce reliance on single-occupancy vehicles by requiring and incentivizing multimodal transportation through planning, development, and transportation initiatives.	Near-Term	Transportation, Planning, Parking	Resorts, Major Employers
3E	Reduce wildlife-vehicle collisions.	Ongoing	Transportation, Planning, and Engineering	
4. PARKING				
4A	Use parking pricing and policy updates to support mode shift goals, reduce vehicle congestion, and prioritize access for residents and high-occupancy travel.	Near-Term	Planning, Parking	Resorts, Major Employers
4B	Continue to implement the bike parking requirements of Ordinance No. 2023-18 for new development.	Ongoing	Planning	
5. PRESERVE PARK CITY'S SMALL-TOWN FEEL				
5A	Implement Main Street circulation improvements to enhance safety and efficiency in Old Town and support a more walkable, less car-dependent downtown.	Medium-Term	Engineering, Transportation	Historic Park City Alliance
5B	Continue to expand and implement traffic calming initiatives through the Neighborhoods First Streets Program.	Ongoing	Transportation, Planning, and Engineering	

FOCUS AREAS & STRATEGIES		TIMEFRAME	DEPARTMENT	PARTNERSHIPS
6. WALKABLE AND BIKEABLE NEIGHBORHOODS				
6A	Continue to build out the high-comfort active transportation network by implementing priority segments of the 2024 Bike and Pedestrian Plan.	Ongoing	Transportation, Planning, and Engineering	
6B	Support winter access and maintenance to ensure year-round multimodal access.	Ongoing	Public Works	Property and Business Owners
6C	Improve crossings and reduce barriers to ensure safety and accessibility on key corridors.	Near-Term	Transportation, Planning, and Engineering	
7. SPECIAL EVENTS				
7A	In preparation for the 2034 Olympic Games, collaborate for transportation infrastructure and operational protocols to support the Games.	Near-Term	Planning, Transportation, Engineering, Special Events, Executive	State, Summit and Wasatch Counties, UDOT, High Valley Transit
8. EMERGENCY PLANNING				
8A	Update evacuation plans and public communication protocols to ensure emergency plans remain current, known to the public, and well-linked to transportation needs.	Near-Term	Emergency Management, Police, Building, Transportation Planning, Engineering, Public Works	Homeowner and Master owner associations, Park City Chamber, Historic Park City Alliance, Resorts, Major employers, Park City Fire District, Summit and Wasatch Counties



COMMUNITY CHARACTER

We value our unique community, quality of life, and authentic character. We support a variety of options that create housing opportunities for all groups within the community. We preserve our historic districts and cultural elements and celebrate the history of Park City.

FOCUS AREAS & STRATEGIES		TIMEFRAME	DEPARTMENT	PARTNERSHIPS
1. SMALL TOWN FEEL				
1A	Maintain existing road network and do not widen roads to incorporate additional travel lanes.	Ongoing	Planning, Transportation, Engineering	UDOT
1B	Support and ensure the year-round and long-term resilience of the Park City economy.	Ongoing	Economic Development, Planning, Transportation, Special Events	Resorts, Park City Chamber, Historic Park City Alliance, Major employers
1C	Encourage small scale compatible commercial infill.	Near-Term	Planning	Neighborhood residents and Business owners
1D	Increase Park City's walkability through an improved pedestrian friendly environment.	Medium-Term	Planning, Transportation, Engineering	
1E	Support the continued success of the multi-seasonal tourism economy while preserving the community character that adds to the visitor experience.	Ongoing	Economic Development, Planning, Transportation	Resorts, Park City Chamber, Historic Park City Alliance, Major employers
1F	Prioritize high quality design in new developments and redevelopment that respects the existing scale, style, and massing of buildings.	Near-Term	Planning	

FOCUS AREAS & STRATEGIES		TIMEFRAME	DEPARTMENT	PARTNERSHIPS
2. SENSE OF COMMUNITY				
2A	Protect Park City's character and unique sense of place.	Ongoing	Planning, Transportation, Engineering, Trails and Open Space, Economic Development	
2B	Strengthen existing neighborhoods through context-sensitive design requirements and creation of gathering places.	Near-Term	Planning and Recreation	Neighborhood residents
2C	Strive for equity and plan for all groups within the community.	Ongoing	Planning, Transportation, Engineering, Executive	
2D	Provide easy access to trails and recreation opportunities.	Ongoing	Planning, Transportation, Engineering, Recreation, Trails and Open Space	Mountain Trails Foundation
2E	Continue to support Arts & Culture and incorporate it into the public realm.	Ongoing	Planning and Special Events	Public Arts Advisory Board, Arts Council of Park City and Summit County
3. LAND USE AND GROWTH				
3A	Protect open space, discourage sprawl, and direct growth inward.	Ongoing	Planning	
3B	Create walkable mixed-use nodes that can accommodate new growth, while providing access to services, retail and transportation.	Medium-Term	Engineering, Transportation, and Planning	Neighborhood residents
3C	Evaluate potential station area planning around future BRT stops.	Long-Term	Engineering, Transportation, and Planning	Neighborhood residents
3D	Encourage infill development and enable a variety of housing typologies that provide a diverse mix and respond to the needs of various demographic and socioeconomic groups.	Near-Term	Planning	Neighborhood residents
3E	Create a comprehensive plan for City properties and rights-of-ways to evaluate areas that need improvement in preparation of the 2034 Olympics.	Near Term	Executive, Planning, Transportation, Engineering, Public Works	

FOCUS AREAS & STRATEGIES		TIMEFRAME	DEPARTMENT	PARTNERSHIPS
4. TECHNOLOGY				
4A	Support the Integration of Smart City Infrastructure	Long-Term	IT, Planning, Water, Transportation, Engineering, Public Works, Public Utilities	
5. HISTORIC PRESERVATION				
5A	Develop a clear understanding of the ski era resources in Park City.	Near-Term	Planning	Park City Museum
5B	Confirm the key resources and sites related to Park City's Olympic host legacy.	Near-Term	Planning	Park City Museum
5C	Continue to document and monitor Mining Era resources, especially in Park City's residential and business districts, which provide the foundation of Park City's historic resources and character.	Ongoing	Planning	
5D	Continue to recognize preservation projects, share success stories to inspire future efforts, and provide technical resources to property owners.	Ongoing	Planning	
5E	Provide access to historic preservation best practices, recognizing the range and diversity of Park City's historic resources.	Near-Term	Planning	
5F	Continue to educate the community and visitors about the history and evolution of Park City.	Ongoing	Planning	Park City Museum
5G	Collaborate with the Park City Museum, Utah Historical Society, and other partners to help tell the story of less well-known aspects of Park City's history.	Near-Term	Planning	
5H	Continue to support the adaptive re-use of historic buildings through incentives.	Ongoing	Planning, Economic Development	
5I	Establish options to incentivize the preservation of the documented historic resources associated with the ski era.	Long-Term	Planning	

FOCUS AREAS & STRATEGIES		TIMEFRAME	DEPARTMENT	PARTNERSHIPS
5. HISTORIC PRESERVATION				
5J	Continue to foster collaborative efforts to preserve, protect, and promote Park City's historic resources.	Ongoing	Planning	Park City Museum, Park City Chamber, Historic Park City Alliance
5K	Proactively work to protect the historic mining sites and structures from both physical and environmental damage.	Near-Term	Planning	Park City Museum and Friends of Ski Mountain Mining History, Park City Mountain, and Deer Valley Resort
5L	Continue to explore opportunities to integrate historic preservation with other initiatives, such as sustainability, workforce housing, arts/culture, and recreation/trails/open space.	Ongoing	Planning	
5M	Proactively work to protect Old Town's historic resources from wildfire damage.	Near-Term	Building, Planning, Emergency Management	
5N	Support the integration of small-scale mixed-use components into Park City's older and historic neighborhoods to discourage sprawl and support walkable neighborhoods.	Medium-Term	Planning	
5O	Continue to regularly assess and evaluate the Regulations for Historic Districts and Historic Sites in the Land Management Code (LMC) for consistency and potential modifications that further preservation efforts while supporting a degree of flexibility.	Ongoing	Planning	
5P	Periodically review newly constructed infill projects for suitability and compatibility of infill development within the Historic Districts.	Near-Term	Planning	
5Q	Continue to promote and strengthen Main Street as the historic core of Park City.	Ongoing	Planning, Economic Development	Historic Park City Alliance, Park City Museum
5R	Support efforts for a pedestrian-first environment along Main Street and within Old Town.	Long-Term	Planning, Engineering, Transportation, Public Works	Historic Park City Alliance



MODERATE HOUSING

We will provide housing options for various groups, including workforce, seniors, and first-time home buyers.

FOCUS AREAS & STRATEGIES		TIMEFRAME	DEPARTMENT	PARTNERSHIPS
1. VARIETY OF HOUSING OPTIONS				
1A	Provide a range of housing options at varying price levels that address a tiered approach (affordable, attainable) to provide diverse housing options for all ages and groups of the population.	Long-Term	Housing and Planning	Mountainlands Community Housing Trust, Park City Chamber, Historic Park City Alliance, the Resorts and Major employers
2. WORKFORCE HOUSING				
2A	Continue to facilitate workforce housing in the City and increase incentives for employment centers to incorporate workforce housing in new developments.	Ongoing	Housing and Planning	Mountainlands Community Housing Trust, Park City Chamber, Historic Park City Alliance, the Resorts and Major employers



WATER AND OPEN SPACE PRESERVATION

We protect our resources and plan for future generations and climate change. We strive to preserve our open and natural lands and create a green buffer around Park City.

FOCUS AREAS & STRATEGIES		TIMEFRAME	DEPARTMENT	PARTNERSHIPS
1. WATER PRESERVATION				
1A	Reduce water demand and protect water supply through collaboration, education, and technology.	Long-Term	Water	Property management companies, Park City Chamber, Historic Park City Alliance, Homeowner and Master owner associations, Property owners, Business owners
1B	Protect and improve water quality through a holistic and collaborative approach.	Long-Term	Water, Sustainability, Planning	
1C	Continue to maintain water infrastructure in a state of good repair.	Ongoing	Water	
2. OPEN SPACE CONSERVATION				
2A	Protect and enhance natural environments for current and future generations through managing use, preventing degradation of environments, maintaining or improving ecological functions and biodiversity, and protecting existing natural areas from development	Long-Term	Planning, Trails and Open Space, Sustainability	Homeowner and Master owner associations and Property owners

2. OPEN SPACE CONSERVATION

2B	Continue conservation efforts to increase the land preserved as open space.	Ongoing	Trails and Open Space, Planning	Summit and Wasatch Counties, Summit Lands Conservancy and Utah Open Lands
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2C	Support efforts that maintain, add, and/or enhance natural features within urbanized areas of Park City to reduce heat island effect and improve access to green space for residents and visitors.	Medium-Term	Planning	Property owners and Homeowner or Master property owner associations
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3. SENSITIVE LANDS

3A	Support the maintenance and preservation of sensitive lands, including wildlife corridors.	Medium-Term	Planning, Transportation, Engineering	UDOT, Summit and Wasatch Counties
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3B	Collaborate with surrounding local governments, conservation organizations, and community members to ensure that sensitive land considerations are integrated into regional planning efforts.	Long-Term	Executive, Planning, Trails and Open Space	Summit and Wasatch Counties
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3C	Continue to promote human health in areas affected by historic mining through comprehensive restoration programs.	Ongoing	Environmental Regulatory Affairs, Building, and Planning	State and Federal agencies, and Property owners
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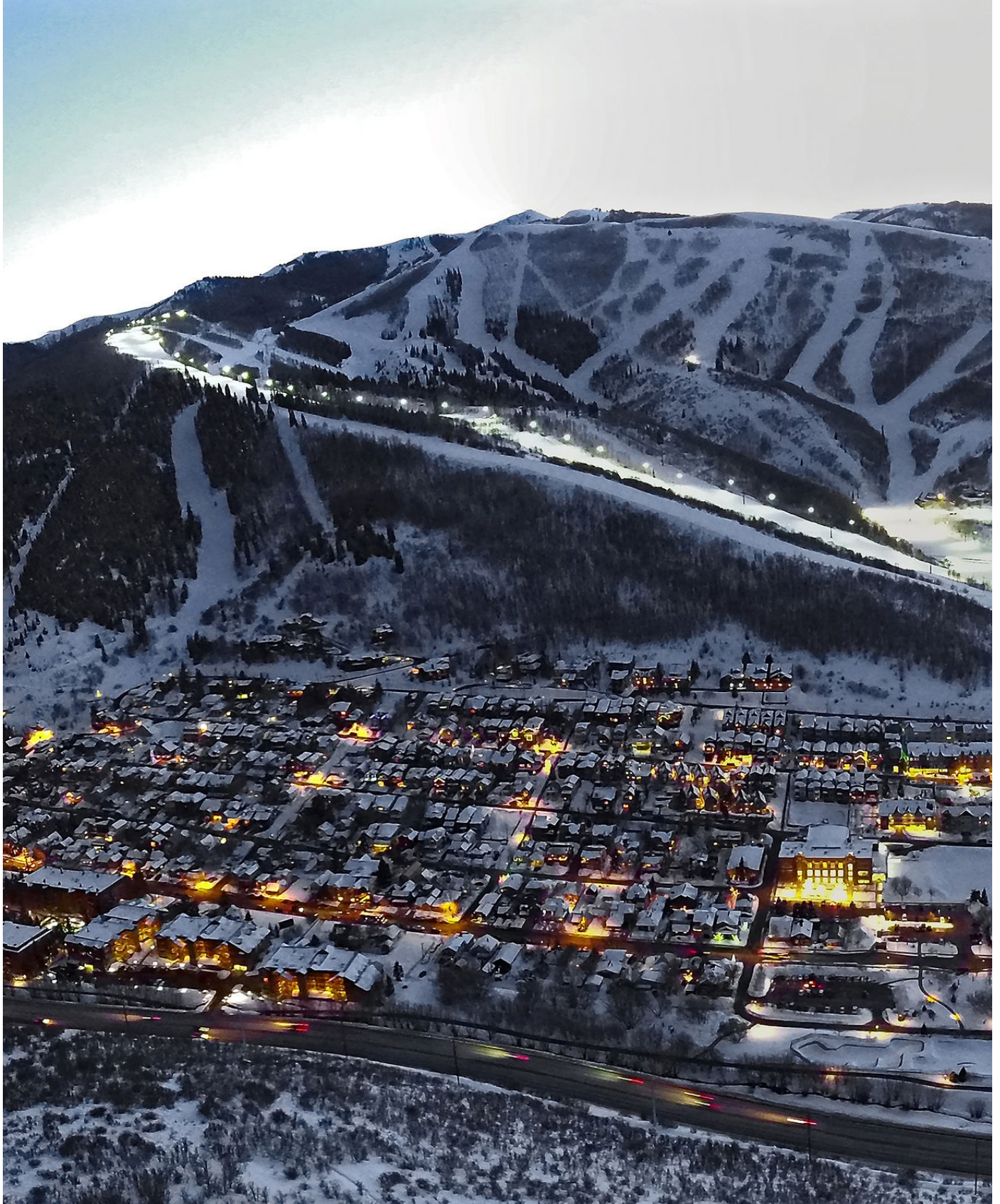


SUSTAINABILITY

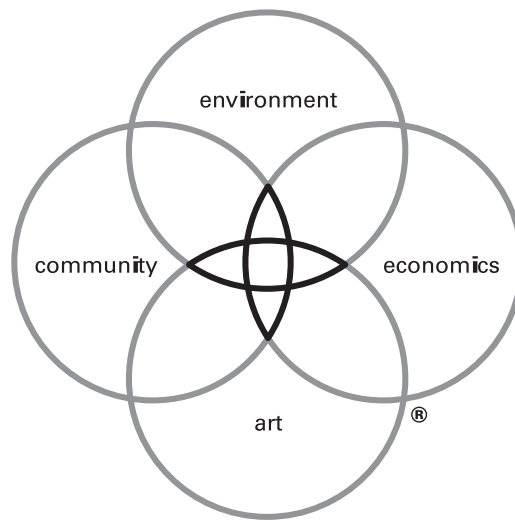
We value our natural environment and preserve and protect natural areas.

FOCUS AREAS & STRATEGIES		TIMEFRAME	DEPARTMENT	PARTNERSHIPS
1. ENVIRONMENTAL LEADERSHIP				
1A	Develop Sustainability Education and Campaign to increase awareness of existing opportunities related to energy efficiency, renewable generation, indoor air quality, and electrification measures.	Medium-Term	Sustainability	XXX
1B	Develop sustainability programs to meet Park City's sustainability goals of full carbon neutrality by 2030 and 80 percent GHG reduction by 2050.	Near-Term	Sustainability	
1C	Develop a Climate Action and Resilience Plan and implement actions to further establish climate action efforts and environmental stewardship.	Near Term	Sustainability	
1D	Coordinate with community groups, businesses, and resorts to establish and implement environmental standards and practices that promote sustainable tourism.	Medium-Term	Sustainability	Park City Chamber, Historic Park City Alliance, Resorts, Hotels and Property management companies
1E	Continue to promote soil health through comprehensive soil remediation actions and monitoring programs.	Ongoing	Environmental Regulatory Affairs, Building, and Planning	State and Federal agencies, and Property owners
1F	Maintain an overarching consideration of fair and positive conditions through the implementation of all recommendations that tie to the community's values.	Long-Term		

FOCUS AREAS & STRATEGIES		TIMEFRAME	DEPARTMENT	PARTNERSHIPS
2. WILDFIRES				
2A	Collaborate interdepartmentally to implement actions, protocols, and policies present in the most recent wildfire hazard plans, such as the 2023 Community Wildfire Risk Assessment.	Near-Term	Emergency Management, Building, Trails and Open Space	Property owners, Resorts, Homeowner associations
2B	Develop programmatic approaches to assess wildfire risk on a more individualized basis and thoughtfully target spot mitigation improvements.	Near-Term	Emergency Management, Building, Trails and Open Space	Property owners, Resorts, Homeowner associations
3. WASTE REDUCTION				
3A	Establish waste reduction and diversion actions.	Medium-Term	Sustainability	Summit County, Recycle Utah, Park City Chamber, Historic Park City Alliance, Resorts, and Major employers
4. ENERGY EFFICIENCY				
4A	Prioritize policies that support next steps in achieving energy use reduction, adoption of renewable electricity, and future carbon neutrality.	Medium-Term	Sustainability and Planning	XXX
4B	Explore modifications to transportation policies that incentivize or require more efficient operations.	Medium-Term	Transportation and Sustainability	



View of the City



DW LEGACY DESIGN®

Legacy Design is the defining element of our practice. It is our commitment to an elevated level of design inquiry to arrive at the optimal solutions for clients. The process ensures that our projects reflect the critical issues facing the built environment and that they deliver measurable benefit to clients and communities. It is the foundation of the firm's workshop culture and guides all projects.

