



**PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
September 10, 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 Parcel PC-SS-121-X (Clark Ranch).

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 August 27, 2025

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

4. PUBLIC COMMUNICATIONS

5. WORK SESSION

- 5.A. **Parcel PC-SS-121-X (Clark Ranch) – Zone Change, Subdivision Plat, Master Planned Development, Conditional Use Permit** – The Applicant Proposes a Zone Change from Recreation Open Space to Allow an Affordable Residential Development, to Create a Three-Lot Subdivision, and to Construct 201 Dwelling Units Under a Master Planned Development in the Sensitive Land Overlay. PL-25-06656, PL-25-06655, PL-25-06654, PL-25-06653 (60 mins.)

6. REGULAR AGENDA

- 6.A. **General Plan** – The Planning Commission Will Review and Provide Input on the Draft 2025 General Plan and May Forward a Recommendation to the City Council for Consideration. PL-24-06358. For Project Information, Please Visit www.engageparkcity.org/generalplan (60 mins.)
(A) Public Input; (B) Possible Recommendation for City Council Consideration on September 25, 2025
- 6.B. **Mid-Mountain Trailhead – Modification to a Conditional Use Permit** – The Applicant Proposes to Modify the Mid-Mountain Trailhead Conditional Use Permit to Reduce the Number of Parking Spaces from 29 to 23 Spaces to Accommodate a Pull-In Bus Stop. PL-25-06647 (20 mins.)
(A) Public Hearing; (B) Action
- 6.C. **2291 Lucky John Drive – Conditional Use Permit** – The Applicant Requests a

Conditional Use Permit for the Raising and Grazing of One Mini Horse and One Mini Donkey in the Single-Family Zoning District. PL-25-06585 (20 mins.)
(A) Public Hearing; (B) Action

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.gov 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
AUGUST 27, 2025**

COMMISSIONERS IN ATTENDANCE: Chair Christin Van Dine (arrived at 6:30 p.m.), Bill Johnson, John Frontero, Henry Sigg, Grant Tilson, Seth Beal, Rick Shand

EX OFFICIO: Rebecca Ward, Planning Director; Alec Barton, Senior Planner; Jacob Klopfenstein, Planner II; John Robertson, City Engineer; Mark Harrington, City Attorney; Elissa Martin, Project Planning Manager; Steven Dennis, Capital Projects Manager; Harrison Holley, Public Utilities Engineer

1. ROLL CALL

In the absence of Chair Christin Van Dine, Chair Pro Tem Bill Johnson called the Planning Commission Meeting to order at 5:30 p.m. Chair Van Dine joined at 6:30 p.m.

2. MINUTES APPROVAL

A. Consideration to Approve the Planning Commission Meeting Minutes from August 13, 2025.

Chair Pro Tem Johnson explained that he was not present at the August 13, 2025, Planning Commission Meeting. As a result, he will abstain from the vote on the Minutes.

MOTION: Commissioner Shand moved to APPROVE the Meeting Minutes from August 13, 2025. The motion was seconded by Commissioner Sigg. The motion passed with the unanimous consent of the Commission. Commissioner Johnson abstained.

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

Planning Director, Rebecca Ward, made an announcement about the Planning Commission Meeting agenda. For Work Session Item 5C, the applicant has requested to withdraw the item from the agenda, so it will not be discussed by the Commission.

Last night, the City Council discussed the Bonanza Park Mixed-Use District and continued its evaluation. Some of the initial recommendations from the Commission are being reconsidered, including open space and the 30% requirement, among other items. Director Ward thanked Commissioner John Frontero and Chair Pro Tem Johnson for

participating as liaisons for the project. Commissioner Frontero shared some of the comments that were heard from the City Council. He clarified that some of the comments were from one Council Member, so the comments are not necessarily consensus-based.

There was serious consideration to adjust the open space back to the original 30% standard originally proposed. One or two Council Members felt that 10 boutique hotels in this district would likely be too many. Commissioner Frontero noted that it is possible to consider one for every 20 acres or something similar in order to reduce the overall number. There were also comments about achieving a better balance between office, commercial, and residential, so as to not overwhelm the district with too much residential.

There were a number of comments about legacy nightly rentals under the code change. Commissioner Frontero reported that some Council Members specifically asked how certain the Planning Commission was that those rights would not be infringed upon. There were some code line items cited, so he suspects there will be some time spent making sure there is clarity provided. In addition, there were some comments made about the Level B Project Enhancements. There was concern that the items are not all of equal value, which means developers would likely focus on lower-cost project enhancements.

There was also a suggestion to consider improving traffic congestion in failed intersections before implementing any additional density in the district. Commissioner Frontero thought that made a lot of sense and noted that work can be done to look into some possibilities. Shared parking lots were also discussed. The City Council wants there to be consideration about whether this would change how parking and transit are addressed in the district. The Frontage Protection Zone ("FPZ") did not receive any comments. Overall, there was encouragement from the City Council. He got the impression from many Council Members that the draft was close, but there need to be some minor adjustments made. That being said, he also got the impression from one or two Council Members that considerable work still needs to be done on the draft.

Chair Pro Tem Johnson asked if there were any disclosures to share. Commissioner Henry Sigg disclosed that he had a financial transaction with the applicant of 1500 Kearns Boulevard. It was over 10 years ago and should not impact the decision-making process.

4. PUBLIC COMMUNICATIONS

There were no public communications.

5. WORK SESSION

- A. 1500 Kearns Boulevard – Master Planned Development** – The Applicant Proposes to Redevelop 1500 Kearns Boulevard with a Mixed-Use Development Including 113 Units (99 Market Rate and 14 Affordable) and Approximately 11,536 Square Feet of Commercial Space. PL-25-06599.

Senior Planner, Alec Barton, presented the Staff Report and explained that the first Work Session item is related to the proposed Park Meadows Plaza redevelopment at 1500 Kearns Boulevard. He shared an image of the site and explained that the project site is located in the General Commercial (“GC”) Zoning District and the FPZ. The existing site is developed with commercial buildings that are approximately 36 feet in height. The applicant is proposing to redevelop the site with a mixed-use development that includes 113 units, totaling 94,756 square feet. 99 units will be market rate and 14 will be affordable. The applicant is also proposing 11,536 square feet of commercial space.

A rendering of the proposed project was shared with the Planning Commission. Planner Barton pointed out a fire access lane to the left, between the project site and the Wells Fargo site. A proposed multi-use path is in the FPZ adjacent to Kearns Boulevard. There was a rendering shared that shows the proposal from the rear of the site. Planner Barton reported that the applicant is proposing a 30-foot landscaped buffer in the FPZ with a multi-use pathway. As seen in the image shared, there is an existing cul-de-sac off of Kearns Boulevard that is approximately 58 feet wide. The proposed site access off of Kearns Boulevard is reduced by approximately 13 feet, resulting in a width of 45 feet.

Planner Barton reported that the applicant is requesting a building height exception. The height in the GC Zoning District is 35 feet from existing grade. Planning Staff will work with the applicant to complete a determination of natural grade since the site was developed in the 1970s. The applicant is proposing buildings up to 49 feet six inches in height from final grade. The requested building height exceptions are outside of the FPZ, 40 feet from the side lot lines and 50 feet from the rear lot line. An image was shared that shows the areas that would exceed the zone height in gray. The proposed rooftop decks were shown in orange with portions of the building at or under zone height were in white.

The Planning Commission reviews six criteria to determine whether the project meets the requirements for a building height exception. The first criterion is that the increase in building height does not result in increased square footage or building volume over what would be allowed in the zone. The proposed volume of the project is 185,713 square feet and is less than what would be allowed on the site based on the setbacks and open space requirements. Additional review is needed to confirm compliance with the façade variation requirement, specifically on the north façade. Planning Staff will work with the applicant on this before the next Planning Commission discussion on this application.

The second criterion states that buildings have been positioned to minimize visual impacts on adjacent structures. Staff recommends the applicant submit a Site-Specific Analysis prior to the public hearing to establish the project in the context of the surrounding properties. The recommendation is that there be a Solar Study included with the analysis.

Planner Barton reported that the third criterion is that there be adequate landscaping and buffering from adjacent properties and uses. The required setback for a Master Planned Development (“MPD”) on a site greater than two acres is 25 feet around the perimeter of the site. The applicant is proposing reduced side setbacks of 10 feet, which is the zone required setback in the GC Zoning District. The project abuts fire access lanes on adjacent properties (HOPA and Wells Fargo). The applicant is proposing landscaping and sidewalks in the rear setback and a multi-use pathway in the front setback.

The fourth criterion is that increased setbacks and separations from adjacent properties are proposed. Planner Barton explained that the requested setback exception will be reviewed in future presentation slides, but Staff requests that the Planning Commission provide input on whether the project meets the criteria for reduced setbacks. The fifth criterion is that the additional building height results in more than the minimum open space required and results in open space that is publicly accessible. The minimum requirement for redevelopment of an MPD site is 30% and the applicant is proposing approximately 36,000 square feet of publicly accessible open space at ground level, which would be in the form of courtyards and plaza areas. That is equivalent to approximately 30.5%. The upper floor amenity spaces and decks are for private use and do not count towards this.

The sixth and final criterion is that the additional building height is designed in a manner that provides a transition in roof elements in compliance with Chapter 15-5. The project includes three buildings that are connected by pedestrian bridges. Portions of each building are proposed to exceed the zone height. Planner Barton shared renderings of the proposed transition in roof elements. He posed the following question to the Commission:

- Does the Planning Commission need additional information from the applicant to evaluate their requested building height exception?

Chair Pro Tem Johnson suggested that the full presentation from Staff and the applicant take place before answering the questions. Planner Barton reported that the next set of criteria is for the requested side setback exception. The required MPD perimeter setback is 25 feet for sites greater than two acres, and the applicant is proposing to reduce that on both of the side lots to 10 feet, which is the requirement in the GC Zoning District.

The Land Management Code (“LMC”) includes a provision where the Planning Commission may decrease the required perimeter setback to the zone required setback if it is necessary to provide desired architectural interest and variation. Planner Barton

shared a slide that shows areas of the building that would be located outside the required 25-foot setback. Staff finds that architectural interest and variation may allow for setback exceptions for features like porches and decks, roof overhangs, and similar elements, but does not necessarily contemplate a building footprint encroachment into the setback.

The LMC includes applicable requirements to help the Planning Commission determine whether the setback reduction is necessary to provide architectural interest and variation. The first criterion is related to adequate internal vehicular, pedestrian, and bicycle circulation. Planner Barton reported that the buildings are proposed in masses that do not allow pedestrian or bicycle circulation through the site and do not include connections from the Park Meadows residential areas to the north. The second criterion is that the project is compatible in use, scale, and mass with adjacent properties. The proposed uses, which are a mix of residential and commercial uses, are compatible with the GC Zoning District and surrounding land uses. However, he pointed out that the applicant is proposing buildings that are both taller and larger than the existing buildings on the site.

The third criterion is that the project promotes the use of non-vehicular forms of transportation through design and by providing trail connections. As noted earlier, the project includes a multi-use pathway in the front setback. There is also an existing bus stop in front of the site. The fourth criterion is that the project incorporates best planning practices for sustainable development. Planner Barton reported that the applicant has indicated in their plans that the project will target LEED platinum certification.

The LMC also includes criteria for Conditional Use Permits ("CUP"), which this project would require. Two specific criteria are applicable to determine whether the setback reduction is necessary to provide architectural interest and variation. The first of these relates to building mass, bulk, and orientation. The requested setback exception is within 10 feet of the property line. In the locations where the setback reduction is requested, buildings are oriented away from the HOPA development. There is no proposed pedestrian or vehicular connectivity between the two developments. Planner Barton explained that the second relevant criterion is physical design and compatibility with surrounding structures in mass, scale, style, and design. The project includes some architectural elements that are similar to the existing Wells Fargo building and surrounding structures. Planner Barton posed the following questions to the Commission:

- Does the Planning Commission need additional information to evaluate the applicant's requested setback exception?
- Does the Planning Commission find the applicant's requested setback complies with the requirements of the Land Management Code?

Planner Barton highlighted some other components of the project. The applicant is proposing that all of the parking for the development be underground. The project, based on the current mix of uses, would require somewhere between 205 and 220 parking spaces. That number will vary based on the final number of units and the mix of

commercial uses. Currently, the applicant is proposing 211 parking spaces, which is within the anticipated range that would be required. The next steps would be for the applicant to submit a Parking Analysis and a Transportation Impact Study ("TIS") to evaluate the impacts of the development on the street network. He pointed out the underground parking location.

Planner Barton reported that the applicant has submitted a Housing Mitigation Plan and is working with the Housing Team to address the requirements of the Affordable Housing Ordinance. Currently, the applicant is proposing 14 affordable units, totaling 12,150 square feet of livable space. There will be a mixture of studio one- and two-bedroom units. The proposal would meet or exceed the affordability requirements at 80% Area Median Income ("AMI"). Planner Barton reiterated that this is under review by the Housing Team.

Some preliminary comments were received from the Development Review Committee. Utah Department of Transportation ("UDOT") has requested that the access to the site line up with Sidewinder Drive. If this is the case, the Committee requests right-in, right-out access only to the site to eliminate traffic conflicts. There were also some comments related to sidewalks and parking on the deeded right-of-way between the property and Wells Fargo and coordinating fiber easements and other easements with the City and relevant agencies. In addition, the applicant should co-locate new telecommunications facilities where possible or locate those facilities on the tops of the proposed buildings.

Chair Pro Tem Johnson asked for clarification about the sidewalk recommendation. Planner Barton explained that there is no sidewalk suggested on the private road. There can be additional clarification requested from the Development Review Committee if necessary. It was noted that the applicant's presentation will take place next. Following that, the questions posed by Staff can be discussed by the Planning Commission.

The applicant representatives introduced themselves to the Commission. Ed Lewis explained that he is the CEO of Kensington Investment Company. Shane Rensmon is the President of Real Estate Development for Kensington Investment Company and Jared Wright and Van Lewis are the design team from Method Studio. Mr. Ed Lewis stated that Kensington Investment Company is a family-owned business. There is a commitment to the community and he looks forward to working to improve the site.

Mr. Rensmon presented the Site Plan and referenced one of the comments made during the Staff presentation about the sidewalk along the Wells Fargo side. It is imperative to have the sidewalk there for access to certain spaces. Not having a sidewalk there would create safety issues. He suggested that there be additional discussions about the sidewalk. As for the right-in, right-out, there has been contact with UDOT and there is support for the current drop-off area. Mr. Rensmon clarified that it is not for parking but is strictly for drop-offs. He discussed the setbacks next and reiterated that there is a request for reduced setbacks. There is a desire to create an open area space between

the three buildings. After speaking to the Fire Marshal, there was support for wide open space so an apparatus could be driven in there in the event of an emergency. There will be two access points into the garage, one to the northeast and one to the southwest. The intention is to keep queueing off of Kearns Boulevard and Monitor Drive, as those streets are often busy. There is a desire to be respectful to the surrounding properties.

Mr. Rensmon shared an image of the second level of the building. He discussed the pedestrian bridges and explained that the goal is to allow tenants to access the amenity spaces without needing to walk outside during the colder months of the year. Something mentioned during the Staff presentation was the architectural interest. He reported that balconies were added so the project steps in and out, which provides architectural interest. Mr. Rensmon shared additional images with the Commission. He explained that the idea is that if someone is standing near the building, the fourth floor will not be seen.

The parking is planned to be underground, so it is contained. Mr. Rensmon reported that there will be superchargers and regular Tesla chargers available for the public as well as the tenants. He shared an additional rendering to illustrate the architectural interest. There is a lot of green space, because there is a desire for there to be park-like settings.

Another rendering was shared to illustrate the courtyard that leads into the building. The idea is for it to be activated, which the three separate buildings allow for. Mr. Rensmon explained that the commercial space will be in the two main buildings. The far-right building will have some amenity space on the ground floor. The idea is not to have tenants on the ground floor, because there could be disturbances from headlights.

Mr. Rensmon shared a rendering from a different perspective. He explained that the bridges were placed in a certain location to accommodate the fire truck heights. The southeast corner was turned into more of a deck space for tenants, so there is not a large wall visible when someone drives down Kearns Boulevard going west. This opens up the building and ensures that it does not look like a solid block. He pointed out the location of the underground parking on the rendering. Mr. Rensmon reported that there will be benches for members of the public to use. There will also be bicycle racks available.

Additional renderings were shared with the Planning Commission. The rendering at grade level illustrates what the development would look like when entering from the drop-off area. Mr. Rensmon reported that water consumption will be minimized as much as possible on the site. He pointed out the location of the commercial spaces, further discussed the landscaping that is envisioned, and shared information about materials. He noted that flat roofs were included to minimize the heights as much as possible.

Commissioner Rick Shand asked about the approximate width of the sidewalks that front Kearns Boulevard. Mr. Van Lewis stated that the colored concrete for maintenance and snow removal is 12 feet wide. The other would be 8 feet. Commissioner Shand asked if bicycles are envisioned on the brown path as opposed to the straighter, light-colored path.

He would personally like to see a straighter orientation for bicycles. It would also be beneficial for it to be slightly wider, so if there were pedestrians there, the bicycles could pass. The brown path is something that he believes would be used more by pedestrians. Mr. Lewis offered to pass along those comments to the Landscape Architect.

Chair Pro Tem Johnson noted that the sidewalk comment from the Development Review Committee is substantial. Part of the argument for the application relates to internal circulation throughout the property. He believes the project should be designed for the site. Both height and setbacks are being discussed during the Work Session. 15-6-5(F) speaks to the height and the criteria, but 15-6-5(G) speaks to the setbacks as well. He needs to hear a better argument for the setback reductions proposed on the sides. Chair Pro Tem Johnson thought the project was beautifully designed and expressed support for the architecture. However, reducing the setbacks seems to go against the height exception argument. He would look to the applicant to reduce either setbacks or height.

Mr. Wright shared information about the intention of the design that has been presented. One method seen a lot in Salt Lake City is when there is a large building that runs the façade. In this case, there was a desire to design something that fits within the Park City massing and aesthetic. Mr. Wright explained that the intention is to scale back the massing that someone would see from Kearns Boulevard. This is achieved by reducing the amount of building on Kearns Boulevard and replacing it with more pedestrian areas. He noted that this was done by placing the middle building between the large C-shape. That was able to fit onto the site by reducing the setbacks on the side yards. Essentially, what was taken from the side yard was added to the courtyard area instead.

It was noted that Chair Van Dine joined the Planning Commission Meeting at 6:30 p.m.

The applicant team explained that the setback request comes out of a desire to minimize the overall appearance on Kearns Boulevard. There is no intention for it to look like one large building. Commissioner Johnson understands the rationale and likes the design but also likes the idea of additional buffering. He would also like to know how wide the sidewalk would be if it were allowed to be included. Part of the criteria is to have circulation, and he is having a hard time seeing the circulation based on the Committee feedback.

Commissioner Johnson is not opposed to additional height but pointed out that when something above zone height is requested, the Affordable Master Planned Development ("AMPD") is a tool that can be used. If there is a large amount of affordable housing, that tool could be considered. There are currently 14 affordable housing units proposed. It was noted that the units are larger than what is allowed by code, so there will be some adjustments made. That will result in some additional affordable units on the site.

Commissioner Sigg asked about the internal courtyard space that surrounds the inner building. He wondered whether that was considered part of the open space, which was

confirmed. Commissioner Sigg asked about the value of open space along Kearns Boulevard. It is important to determine whether that is quality open space. He pointed out that the circulation is all peripheral, and he would like to see more connectivity so it is more inclusive and community-centric. Without multiple ways to access that internal courtyard space, it might not serve the community as well. Commissioner Sigg commented that there is a mechanism to obtain increased height through the AMPD. He commends the commitment from the applicant that there will not be nightly rentals.

Commissioner Sigg reported that he asked the City Engineer earlier about the spacing between curb cuts. He wondered whether the applicant had looked into this, as he wants to ensure that the separation works. Commissioner Sigg discussed the site visit that took place ahead of the Planning Commission Meeting. One of the main takeaways was the amount of traffic in the area. Without pedestrian crossing mitigation, there could be serious issues. He would like to see some enhancements for pedestrian circulation, particularly as it relates to Kearns Boulevard. The applicant team reported that there was a discussion with UDOT about that, which is the reason for the median in the roundabout. This will allow pedestrians to stop if there is heavy traffic in the area. It was noted that work is continuing to be done to reduce unit sizes and address the AMI.

Commissioner Sigg asked whether a parking reduction is something the applicant team plans to request in the future, but which was denied. The only reason there would be a parking reduction would be if the side yard were increased to 25 feet. That increase would result in a loss of parking. Commissioner Johnson asked if there is a way to grant a setback exception for underground but not above ground. Director Ward stated that under the current code, the setback exception is for architectural variation and interest.

Commissioner Grant Tilson referenced the Monitor Drive portion of the building. He would like to see more architectural interest and variation there to support the side setback reduction. In terms of the cul-de-sac, it seems a bit large to him. He understands the Fire Marshal's concerns but wonders if there is a way that it could be reduced. There are already two other entrances to the parking garage, so it might be possible to eliminate the public curb cut. The traffic in the area would likely support that. This change would contribute further to the open space in the courtyard. As for circulation, if there were another entrance to the courtyard on the Monitor Drive side of the building, it would further tie together the different neighborhoods and create a more inclusive and architecturally varied design. During the site visit, it was stated that the internal portion of that courtyard will be private for residents only. He does not see the benefit of open space if it is only for residents and suggested that this be opened up for the general public.

Mr. Ed Lewis reiterated that some of the design choices were a result of the feedback from the Fire Marshal. That is the reason for the location of the pedestrian bridges and the circulation. In addition, the drop-off area brings people into the building rather than drop-offs taking place on Kearns Boulevard. The idea behind the courtyards was to have quiet time for tenants after hours, so there would not be people wandering and making

noise. He explained that there is a desire to be open as much as possible to the public, but it is also important to respect the tenants. The tenants deserve to have quiet enjoyment of their space. Security is another factor that needs to be taken into account. Mr. Lewis offered to look further into the Monitor Drive side. The design mirrors what currently exists in that area. He shared information about the unit types envisioned.

Commissioner Seth Beal echoed the comments made about the design. He stated that it looks wonderful, but he struggles with the way height interacts with the proposed setbacks. He mentioned the criteria that must be considered during this process. This particular site might require some compromises as far as the amount of square footage.

Commissioner Frontero stated that the code requires the Planning Commission to be certain that the applicant is meeting the six criteria for a height exception. He finds the proposal is currently failing on two of the six criteria, which are numbers four and five. Commissioner Frontero asked Planner Barton what was not counted as open space. Planner Barton reported that the interior courtyard and the multi-use pathway area were both included in the open space calculations. Any of the upper-floor amenities spaces that are strictly for tenant use only were not included in the open space calculations.

Commissioner Frontero explained that due to the two criteria that the proposal does not currently meet, it will be a challenge for him to be comfortable with the height based on this version of the proposal. When it comes to the side setbacks, he finds this is a well-thought-out design and noted that there is a lot to applaud the applicant for. However, there are some challenges. He finds that Building A along the north side is a challenging building mass. He wondered whether the applicant would consider a break that is similar to what is seen between Building B and Building C, so there is space for circulation. It was noted that the applicant team has looked into the break mentioned by Commissioner Frontero, but there are safety concerns that need to be taken into account.

The questions posed by Staff were reviewed by the Planning Commission:

- Does the Planning Commission need additional information from the applicant to evaluate their requested building height exception?
- Does the Planning Commission need additional information to evaluate the applicant's requested setback exception?
- Does the Planning Commission find the applicant's requested setback complies with the requirements of the Land Management Code?

The first question was discussed. Commissioner Beal echoed the comment made by Commissioner Frontero and stated that the arguments for criteria four and five need some clarification. He would also like some more clarification about the rules that will be imposed on the courtyard space. When looking at the definition of open space, he would not consider something that can be closed off when convenient for the building. 30.5% open space is essentially the minimum, so it is necessary to discuss how to overcome

that challenge. He has some similar questions related to the setback exception and pointed out that there is an interplay between height, setbacks, and open space.

Commissioner Sigg appreciates the comments that have been shared by other Commissioners. He agrees that there is an interplay between height, setbacks, and open space. Circulation is something that needs to be discussed further as well. Commissioner Frontero had no additional comments to share. Chair Van Dine agrees with the comments shared and explained that she has a difficult time with 10-foot setbacks. She would prefer a parking reduction to a setback exception. When it comes to height, significant height exceptions are a challenge. There needs to be a good rationale for the request. She likes the preservation of the FPZ and pulling the height back from the street. The design also maintains the entry corridor, which is appreciated.

Chair Van Dine would like to see how this interfaces with the HOPA project to the north. She has similar comments about the Monitor Drive area. While she loves that the section mirrors that neighborhood, she would like to see some more variation there. There is some room for improvement, but she appreciates that the main entrance to the garage will be kept off of Monitor Drive, since the HOPA project will have an entry over there.

Commissioner Johnson referenced 15-6-5(F) and stated that he supports a lot of what has been said by other Commissioners. He reiterated the Staff recommendation for a Site-Specific Analysis and Solar Study. It is important for the Commission to see how the proposal interacts with adjacent properties through a stronger visual representation. Commissioner Johnson thinks this is a solid design but believes some alterations and additional clarifications are needed for certain items. The side setback concerns him. It might not need to be the full 25 feet, but having a sidewalk is important for circulation.

Commissioner Shand mentioned the frontage on Monitor Drive. He likes the landscaping and the balcony and believes it provides some relief in the façade. The setback is a concern, but his concern mostly has to do with how it relates to the HOPA project. The street between Wells Fargo and this project is a private road. It would be nice to see what could be done there to increase the setback a little bit. Commissioner Shand likes the way that the height has been stepped back and that all of the parking is underground.

Commissioner Tilson agrees with much of what has been said already. He applauds the design of this project because it minimizes the massing on Kearns Boulevard. His concerns largely relate to the circulation in the internal courtyard. The Planning Commission must ensure it is adequate in order to grant setback and height exceptions.

The Planning Commission took a five-minute break before hearing the next item.

- B. Land Management Code Amendments** – The Planning Commission will conduct a Work Session Regarding Updates to the Traffic Impact Study Guidelines and Potential Code Amendments Related to Transportation Demand Management. PL-25-06513.

Planner Barton presented the Staff Report and explained that this Work Session item relates to some Land Management Code Amendments. For this item, he is being joined by Planner II, Jacob Klopfenstein, and City Engineer, John Robertson. There is an ongoing project that is being led by the Engineering Team to update the TIS guidelines and to establish Transportation Demand Management (“TDM”) strategies that can be used to mitigate traffic impacts associated with new developments.

There were no City standards for TIS submittals prior to 2023. The guidelines that were adopted in 2023 have helped to establish criteria that the Planning Commission can review when looking at new developments. Planner Barton noted that there is an opportunity to establish clear TDM strategies, consistent and measurable criteria, annual reporting, and flexibility for future modifications. This aligns with the adopted 2014 General Plan and the Draft 2025 General Plan, which encourages alternative transportation modes and calls for aligning transportation goals with sustainability goals.

Planner Barton reported that the current process under the 2023 guidelines starts with a Scoping Memo prepared by the applicant. The City reviews that memo to determine whether a TIS is required. The baseline for establishing whether that study is required is 25 or more net vehicle trips. The study would analyze the five main intersections:

- Park Avenue/Kearns Boulevard;
- Bonanza Drive/Kearns Boulevard;
- Comstock Drive/Kearns Boulevard;
- Park Avenue/Deer Valley Drive;
- Bonanza Drive/Deer Valley Drive.

The TIS can require additional intersections at the discretion of City Staff based on the project location, size, or land use type. These studies have provided the community with a better understanding of how development will impact the existing street network, but the guidelines do not include adopted standards to mitigate traffic impacts through TDM strategies. That is what the current project is looking into. The project goal is as follows:

- Update the TIS guidelines to establish standards for measurable traffic reduction strategies through TDM plans that prioritize transit, pedestrian and bicyclist connections, carpooling, and other strategies to reduce single-occupancy vehicle trips generated from new developments.

Planner Barton reported that the project goal aligns with one of the stated purposes of the LMC, which is to provide for well-planned commercial and residential centers, and safe

and efficient traffic and pedestrian circulation. There are some opportunities to update the code to better align with the work that is being reviewed as it relates to the TIS updates and the TDM strategies. For example, under LMC Section 15-3-7, the Planning Commission may reduce an MPD or CUP parking requirement if parking uses overlap, if the commercial spaces would serve residents rather than the general public, or if the Planning Commission finds there are other factors supporting a reduction in parking. The recommended update to this section of code is that the Planning Commission could determine whether to reduce parking based on the TIS and TDM plan from an applicant.

LMC Section 15-6-5(E) looks at the off-street parking requirements for MPDs. The Planning Commission may increase or decrease the required parking based on an applicant's parking analysis. There is a provision for projects to pay an in-lieu fee if they are located within three blocks of a bus stop or on a public transit route. The parking analysis must be comprehensive and evaluate the demand for parking on a site based on both the proposed use and occupancy. Planner Barton explained that there are opportunities here for updates. This includes clarification that the parking analysis the applicant provides must be consistent with the requirements of the TIS guidelines. The analysis must also include TDM strategies to reduce single-occupancy vehicle trips.

Another section of code that has been explored is LMC Section 15-6-1.9, which has to do with the AMPD requirements. In this section of code, non-residential uses must meet the LMC parking requirements, but the Planning Commission can reduce that requirement if it would increase the feasibility of an AMPD, if the applicant funds and submits a parking and traffic study, and if the AMPD sufficiently addresses parking demands generated by the project. There are multiple criteria included in this section of code that the Planning Commission can look at to justify a reduction in parking. A recommended update is to require the submittal of a TDM plan with an AMPD application.

Planner Barton posed the following question to the Planning Commission:

- Are there other factors the Planning Commission would like Staff to evaluate in the updates that connect parking reductions to TDM plans?

Commissioner Frontero finds the Staff suggestion to update the TIS to be consistent with the direction that has been received from the community. He expressed support for the updates that have been discussed for the TIS and TDM. Commissioner Frontero does not find the in-lieu fee to be an effective mitigation factor. If a development is going to bring more than 25 vehicle trips per day, then the TIS is required. To allow a project manager to write a check and not have to deal with mitigating their own traffic is a failing strategy, so he does not support a pay-in-lieu option. He believes there needs to be a more concrete plan and the applicant needs to be dedicated to executing that plan.

Engineer Robertson clarified that the 25 vehicles are not per day. It is 25 additional vehicles during the peak hour. 25 vehicles per day is not a lot, but 25 vehicles during the

peak hour is much more significant. Commissioner Shand asked for Staff feedback on the in-lieu fee. He wondered whether it had been effective in the past. Engineer Robertson does not recall a time when an in-lieu fee was collected. There have been impact fees collected, which are used for the various capital projects that have been identified.

Commissioner Sigg asked for additional information on the in-lieu fee. City Attorney, Mark Harrington, explained that it is established by Resolution and is approximately \$40,000 right now per space, which was recently raised. There are several application examples. Commissioner Sigg wanted to know what happens when someone pays the in-lieu fee. For instance, if the funds are earmarked specifically for transportation. Attorney Harrington clarified that the funds are typically earmarked for public parking projects. Commissioner Sigg commented that his concern with in-lieu fees is whether those public parking projects will actually be built. Attorney Harrington stated that the original in-lieu fee was not built on replacement costs like parking and construction, but on management. That has changed and the current fee is based on the replacement construction costs.

Planner Klopfenstein provided an overview of the potential new process that the Engineering Department and consultant, WCG, have been working to develop. The potential new process would still include a Scoping Memo, similar to what is required now for a TIS. That would estimate the vehicle trips that the new developments would generate and provide other details related to site access. The City would use that Scoping Memo to determine the number of trips generated by the new development that the developer would be required to mitigate. Under the draft framework, there would be three TIS levels of varying intensity. The idea is that larger developments that are generating more vehicle trips would have to complete a more intensive TIS than smaller developments that would not be generating as many associated vehicle trips.

Once the developer and the City have worked to determine the number of trips the development is generating that need to be mitigated, the developer would be able to choose from a TDM Menu of options. Essentially, the developer can choose strategies related to TDM that best work for their site. Some of the categories are as follows:

- Site Design and Layout:
 - Built environment elements of the site that are designed to reduce trips.
- Site Programs:
 - Programs to incentivize reduced trips, such as car/bike shares, shared parking agreements, and shuttle services.
- On and Off-Site Features/Infrastructure:
 - Features or infrastructure at the site or elsewhere (activating streetscapes, enhanced crosswalks, etc.)
- Implementing Elements of Park City Forward:
 - Developers can choose to contribute to capital projects outlined in the plan.

Planner Klopfenstein posed the following question to the Planning Commission:

- Are there additional strategies the Commission would recommend we evaluate?

Commissioner Beal expressed support for measuring traffic and looking into mitigation strategies, but asked if there is a mechanism to determine whether those strategies are effective. 12 months after a project is done, it might be possible to determine whether the strategy worked. If something does not work, there could be a mechanism in place to make changes. Engineer Robertson reported that nothing has been identified at this time, but it is something that can be considered. The challenge would be to determine how to retroactively change something that was not working, but there could be some sort of evaluation implemented. Commissioner Beal agreed that it would be difficult to retroactively change something, but the evaluation process could still be useful. Attorney Harrington reported that for more complex applications, the Commission has imposed a Condition of Approval for a one-year review. That has been an effective tool in the past.

Commissioner Shand noted that this is a complex challenge because there is traffic that varies based on the time of year and the time of day. While there are challenges that currently exist, it is important to start somewhere. Commissioner Sigg asked whether the location is taken into account with the TIS and TDM. Engineer Robertson explained that some TDM strategies would apply in certain locations and some would not. As a result, there will be some consideration of the location of the development in this process.

Commissioner Frontero stated that when a new project is proposed, there are two different aspects of the traffic impact. One is the build-out, because that process creates a lot of traffic. Once that is completed, there are the guests that the project is being built for, as well as any ongoing employees. He asked if one TIS would cover both of those scenarios. Engineer Robertson reported that the TIS looks at the long-term use, but there are opportunities to require certain mitigation strategies during construction. Director Ward explained that a Construction Mitigation Plan is required as part of the Building Permit, but that is generally not something the Planning Commission reviews. Snow Park Village was a unique application that was part of the Planning Commission review, but in general, that is not something that is discussed at the Commission level.

Planner Klopfenstein explained that the last topic of discussion during this Work Session item is whether or not to codify the TDM strategies. As noted in the Staff Report, City Staff and the Engineering Department's consultant team looked at several comparable communities, but most do not codify TDM requirements. In Utah, State Code requires "objective standards set forth in an applicable ordinance." Staff recommends codifying the TDM strategies in accordance with the State Code requirement. The question is whether the Planning Commission is supportive of incorporating objective TDM standards into the applicable LMC sections. All of the Commissioners expressed support for this.

Director Ward mentioned mixed-use developments and pointed out that certain uses can change over time. The demand for parking and the impact on traffic could change in the future, which could require modifications to the plan. Staff recommends building that in as part of an ongoing review process, so there is a trigger when an approved project changes. Commissioner Beal believes that whatever moves forward should have some amount of flexibility built in. He pointed out that there is a complex traffic environment.

- C. 10 Augusta Court – Plat Amendment** – The Applicant Proposes a Plat Amendment to Amend the Fairway Meadows Subdivision Plat to Reflect Existing Conditions and Accommodate an Addition to a Single-Family Dwelling on Lot 47 of the Fairway Meadows Subdivision in the Residential Development Zone. PL-25-06611.

The applicant asked that this item be withdrawn from the current meeting agenda.

- D. Parcel SS-104-B, Iron Canyon Drive – Subdivision Final Plat** – The Applicant Proposes Creating a 1.73-Acre Lot for Development of a Single-Family Dwelling in the Single-Family Zoning District and the Sensitive Land Overlay Zone, Based on the Approved Preliminary Plat and Robbins Annexation Agreement. PL-23-05882.

Project Planning Manager, Elissa Martin, presented the Staff Report and explained that the Work Session item relates to the Iron Canyon Subdivision. The proposed plat combines three parcels to create one 1.73-acre lot for the development of a single-family dwelling and an affordable accessory apartment. The property is accessed from Iron Canyon Drive in the Single-Family Zoning District and is in the Sensitive Land Overlay (“SLO”). She reported that it is also within proximity to the Northern Entry Corridor.

At the end of last year, the City Council approved the annexation of Parcel SS-104-B, which makes up the majority of the proposed lot. The annexation approval included several Conditions of Approval, which are reflected in the terms of the Annexation Agreement. Manager Martin reviewed some of the terms, which include the following:

- Gross Floor Area maximum: 7,500 square feet;
- Building height limited to 25 feet;
- Final Plat shall include/address remnant pieces of IC-MISC;
- Comprehensive SLO Analysis to establish the limits of disturbance;
- Dedication of a 10-foot-wide PUE and public access easement for sidewalk.

The majority of these requirements are being met with the current proposal, but there are two items that require further attention. This includes the proposed limits of disturbance and the remnant pieces of IC-MISC. Manager Martin shared information about Parcel IC-MISC. On a map of the area, the remnant pieces that are not incorporated into the

1.73-acre lot are shown in orange. These are the pieces that would either need to be dedicated as public right-of-way, open space, or somehow addressed in another manner.

The applicant submitted their updated SLO Analysis, including a visual assessment. This included the conceptual design of the massing of the single-family dwelling and accessory apartment superimposed on the site and viewed from various vantage points. The proposed single-family dwelling is described as a one-story rambler, with the first level below grade and the main level above grade. The visual assessment shows the single-family dwelling is not visible from SR-224, as it is shielded by evergreens on the site. Manager Martin shared several example images and explained that the home is partially screened by the existing stand of aspen trees in the front of the property. The roof maintains a low profile and does not obstruct the views of the surrounding mountains.

The applicant proposes a large driveway and hard surface parking areas. While the off-street parking standards require only two parking spaces for a single-family dwelling and one parking space per room of the accessory apartment, the proposal includes a four-car garage and 15 additional parking stalls around the site. As proposed, the driveway exceeds the LMC maximum required 27-foot width for driveways and does not meet the exceptions for expansion of the driveway to access a garage for safe egress and ingress.

Manager Martin reported that the limits of disturbance include the building footprint of the single-family dwelling, the accessory apartment, and the hard surface paved areas. The proposed limits of disturbance are approximately 18,000 square feet, which is 24% of the lot area. The lot is 75,669 square feet. She noted that in the Staff Report, the numbers for the building footprint did not include the accessory apartment. The body of the Staff Report includes the updated numbers, but the table was not updated accordingly.

Manager Martin shared an updated table with the Commission, which compares the limits of disturbance with the surrounding lots. It is important to consider similarities in scale. Based on the analysis of the comparable lots and the fact that the property is in the SLO, Staff recommends reducing the proposed limits of disturbance to meet LMC driveway standards, to protect vegetation, reduce stormwater runoff, and to align with the average limits of disturbance percentage of comparable lots. Staff recommends the Commission:

- Review the proposed Iron Canyon Subdivision Phase 2 Final Plat to create a 1.73-acre lot for one single-family dwelling and an affordable accessory apartment in the Single-Family Zoning District and SLO;
- Conduct a Work Session;
- Provide input to the applicant to prepare for a public hearing.

The applicant representative, Brad Mackay from Ivory Development, is present at the meeting to answer Commissioner questions. Commissioner Frontero asked to first discuss the remnant lots. He noted that Manager Martin suggested potentially dedicating those to the public right-of-way, but asked about other possible alternatives. Mr. Mackay

explained that his hope was that rather than including those remnant pieces on a plat, those could be deeded so they are subject to dedication prior to recording the plat. That might be easier than creating a plat with remnant pieces. The intent is for all of those parcels to be deeded to the City in some manner. Commissioner Frontero thought this approach made sense so there would be a clean plat without the remnant lots included. Manager Martin believed that deeding those pieces prior to the Final Plat would work.

Mr. Mackay provided some perspective on the parking that is proposed. When the annexation process took place, there were originally three lots, but it switched to one lot. There is now one owner, and that owner has five married children and eight grandchildren. This will be a vacation home for the owner and his family, which means there needs to be adequate parking available for everyone. The idea is to provide enough off-street parking so that there is no parking taking place on the street. Mr. Mackay read the language from the code related to street access and circulation. The intention behind the circular drive is to provide the ability for vehicles to come out facing forward rather than backing out.

Commissioner Johnson believed the proposal was to have 19 parking spaces on the site, which was confirmed. It was noted that there will be seven bedrooms, but there is also family nearby. The parking that is proposed would accommodate the family members staying at the house as well as visitors. Mr. Mackay shared a map with the Commission and pointed out Country Lane and the lot that is 8,727 square feet. There are three lots to the east that were not included in the Staff analysis, but those all have limits of disturbance of 20%. Those are most closely related to this new parcel. He reiterated that the intention of the proposal is to provide off-street parking to accommodate guests.

Chair Van Dine understands the rationale behind the proposed parking, but believes this is an excessive amount of hardscape. 19 parking spaces is a lot for this property, though she understands the arguments that have been made by the applicant representative. She would like to see this be more in line with the surrounding homes. Commissioner Johnson agreed. He believed the applicant representative has indicated that if the parking spaces are not provided, there could be roadside parking taking place. Commissioner Johnson pointed out that Park City is trying to reduce the number of personal vehicles coming into town and wants to promote public transit for residents. While he understands the argument made by the applicant representative, the parking proposal is high. In addition, there is 24% proposed while the average for similar parcels in the area is between 16% and 18%. He believes the parking can be reduced.

Mr. Mackay pointed out that the newer homes in the area have limits of disturbance that are around 20%. He asked if a target between 18% to 20% would be acceptable to the Commission. Commissioner Johnson believed that would be a reasonable compromise. He reiterated that there is a desire to reduce the number of vehicles and expressed concerns about the parking that is envisioned on the site. Commissioner Shand stated that 19 parking spaces is excessive. He does not think that limiting the parking would

force a lot of vehicles to park on the street. If the driveway was 27 feet wide, there would still be plenty of parking available on the side of the driveway. Mr. Mackay confirmed that it is possible to create a new layout takes into account the Commissioner comments.

Commissioner Beal does not support the number of parking spaces that have been proposed. If there are seven bedrooms, then this would result in two and a half cars per bedroom, which is excessive. He struggles with that part of the proposal and feels there should be consistency with the other houses in the area. The 16% to 18% range makes sense for the limits of disturbance, as that is consistent with the lots identified by Staff.

Mr. Mackay stated that the parking can be reconfigured. He is more concerned with the limits of disturbance percentage. There is a desire to maintain some flexibility. He wants to understand a percentage that is consistent with the neighbors, including those new homes that he identified in the 19% to 20% range. Director Ward noted that there were restrictions in the Annexation Agreement about future development and accessory uses and structures. There can be some clarification about that before the public hearing.

Commissioner Frontero noted that the applicant representative mentioned some neighboring lots that are 20%. He asked Manager Martin to verify that information. Manager Martin confirmed that she can look into this ahead of the next discussion.

Commissioner Frontero agreed with the other comments shared by the Commission, including the point made by Commissioner Shand. The driveway could be wide enough to handle additional parking on the occasions when there are extra visitors. He believes limits of disturbance at 16% would be appropriate, but if there is other evidence shared, he would consider something that is slightly higher. Commissioner Sigg finds the proposed parking to be excessive and agrees that an alternate strategy of a wider driveway would make sense. He is also leaning towards a percentage between 16% and 18%. Commissioner Sigg further discussed parking and explained that he is concerned about a subsequent owner. He pointed out that the amount of parking sets the precedent.

Commissioner Tilson agrees that the parking that is proposed is excessive for a single-family home with seven bedrooms. He worries about the future uses and would be in favor of a limit of disturbance percentage more in line with the rest of the neighborhood. Mr. Mackay stated that he will work with Staff to reach the correct percentage and parking numbers. There can be a new Site Plan presented to the Planning Commission in the future.

6. REGULAR AGENDA

- A. 1884 Three Kings Drive (Thaynes Drive Pathway and Water Treatment Facility) – Conditional Use Permit –** The Applicant Requests a Conditional Use Permit for a 600 Foot-Long Net Along the Thaynes Pathway in the Urban Park Zoning District and a 60 Foot-Long Net at the Three Kings Water Treatment Plant in the Urban Park Zoning District. PL-25-06644.

Planner Barton presented the Staff Report and explained that this is an application for a CUP at 1884 Three Kings Drive. The property includes both the Park City Golf Course and Three Kings Water Treatment Plant. In the interest of public safety, the applicant is proposing two nets to protect people from errant golf balls in this location. The Thaynes Net is proposed to be 600 feet long and up to 50 feet in height along the new multi-use pathway adjacent to Thaynes Canyon Drive. The net would range in height from 20 to 50 feet above final grade in this location. The net would be supported by poles spaced every 50 feet. The applicant proposes screening the net with Engleman Spruce trees.

Planner Barton reviewed additional steps proposed to reduce visual impacts associated with the net. This includes: the use of dark netting materials, locating poles behind existing trees, reducing the diameter of the poles by 25% relative to the original design, designing the net to work with natural grade, and eliminating the need for guy wires.

The second net is at the Three Kings Water Treatment Plant. Planner Barton explained that the applicant proposes a 100-foot-long net that would reach a maximum height of 50 feet. He shared a conceptual design that shows the net in relation to the treatment plant. A portion of the net is screened by existing 40-to 50-foot evergreen trees. Both sites are in the Urban Park Zoning District. The maximum height in the district is 28 feet. The applicant is requesting an exception to allow the net to be up to 50 feet in both locations.

Planner Barton reported that the proposal requires a CUP because fences greater than 6 feet in height require a CUP in this zoning district. The proposal also required a variance because the nets exceed the zone height of 28 feet. On August 19, 2025, there was unanimous approval from the Board of Adjustment. The approval had some Conditions of Approval, including one that states the maximum height will not exceed 50 feet from final grade and a CUP will be required prior to construction. Staff is recommending that some additional Conditions of Approval be tied to the CUP approval. Staff recommends the Commission review and consider approving the CUP based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter.

Capital Projects Manager, Steven Dennis, reported that great lengths have been taken to minimize the visual impacts. One of the steps that has been taken is another iteration of drawings, which were shared with the Planning Commission. One of the poles has been eliminated, so now there are 12 poles instead of 13. The guy wires have been eliminated from the ends. Additionally, the diameter of the poles has been reduced. Public Utilities

Engineer, Harrison Holley, added that extra steps have been taken to provide protection. Four additional trees were planted and are shown in Exhibit E. There was discussion about the vegetation that provides protection and screening.

Commissioner Shand understands the smaller screen by the treatment plant. He believes that it needs to be there for the protection of the employees. There has not been a fence along Thaynes for a long time and he assumes this has been contemplated for the benefit of the homeowners as well as people using the multi-use path. This was confirmed. Commissioner Shand likes that the screen is on the driving range side rather than the street side and appreciates the attempts to focus on additional planting for screening.

Chair Van Dine opened the public hearing.

Suzette Robarge gave her zip code as 84060 and explained that her home is behind the driving range. She is in favor of the netting because there have been issues in the area. However, she still has concerns. There have been some slight changes to the configuration of the driving range over the years, which has been difficult. She wants her home to be protected, as she recently lost a window. Ms. Robarge shared information about what she has dealt with living in the area. She supports the addition of the nets but still has some outstanding concerns about the protection of her home.

Director Ward reported that between the site visit and the Planning Commission Meeting, an email was received. It was not included in the Meeting Materials Packet due to the time it was submitted, but it has been forwarded to all of the Commissioners.

There were no further comments. The public hearing was closed.

Commissioner Johnson likes the revisions made to the netting along the driving range. He also likes that it is on the inside of the trees that have been there for some time. He asked if there is a way to ensure those trees remain healthy and are well-maintained. It was confirmed that the trees will be monitored. Commissioner Frontero asked if any of the homeowners in the area have installed their own nets or fencing for protection. There was confirmation from Staff that at least two homes in the area have installed nets.

Commissioner Frontero asked if it would be beneficial to add a Condition of Approval that addressed the comments made during the public hearing. There was discussion about the issues that face nearby residents. Commissioner Frontero expressed support for the netting because it will increase safety for homeowners, visitors, and workers. Director Ward asked about the date on the updated plans that were shared with the Commission. Manager Dennis reported that they are dated August 25, 2025. There was further discussion about possible amendments to the language included in the Draft Final Action Letter.

MOTION: Commissioner Johnson moved to APPROVE the Conditional Use Permit for the Thaynes Net and Three Kings Net, according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval, as amended:

Findings of Fact:

1. The Applicant proposes two safety nets, both up to 50 feet in Height, at the Park City Golf Course and Three Kings Water Treatment Plant at 1884 Three Kings Drive. The nets are requested to provide protection from errant golf balls.
2. 1884 Three Kings Drive is a 67.75-acre Lot in the Park City Golf Course Back Nine Subdivision and Urban Park Zoning District (UPZ). The property is part of the Hotel Park City Master Planned Development (MPD).
3. The net proposed along Thaynes Canyon Drive is 600 feet long and ranges in height from 20 to 50 feet from Final Grade and is proposed to provide protection for users of the new multi-use pathway installed along Thaynes Canyon Drive.
4. Existing spruce trees line Thaynes Canyon Road and the Applicant proposes landscaping with Engleman Spruce trees to screen the net.
5. The net proposed for the Three Kings Water Treatment Plant is 100 feet long and a maximum of 50 feet tall and is located northeast of the Three Kings Water Treatment Plant to provide protection for the facility.
6. On June 26, 2025, the City Council authorized a construction agreement for a 50-foot-tall net along the new Thaynes Canyon Drive multi-use pathway.
7. On July 25, 2025, the Applicant applied for a Variance from maximum UPZ height for two nets—one for the multi-use pathway and one for the Water Treatment Plant—at 1884 Three Kings Drive.
8. On August 19, 2025, the Board of Adjustment held a public meeting and approved the Variances for a maximum height of 50 feet from Final Grade.
9. On August 5, 2025, the Applicant applied for a Conditional Use Permit (CUP) to install the nets in the UPZ.
10. The proposal to install two nets complies with the Urban Park Zoning District Requirements outlined in Land Management Code Chapter 15-2.26.

- a. Land Management Code (LMC) § 15-15-1 defines a Fence as “[a] Structure to separate or divide outdoor Areas. The term Fence includes, but is not limited to, net Screening for golf balls, and masonry walls. A Fence need not be sight-obscuring or light tight.”
 - b. Fences greater than six feet in Height above Final Grade are Conditional Uses and require a CUP in the UPZ. Both golf nets are proposed to reach a maximum of 50 feet in Height above Final Grade.
 - c. Fences greater than six feet in Height above Final Grade are Conditional Uses and require a CUP in the UPZ. Both golf nets are proposed to reach a maximum of 50 feet in Height above Final Grade.
 - d. LMC § 15-2.26-4 establishes the UPZ Height at 28 feet from Existing Grade. The Applicant is proposing golf nets with a maximum Height of 50 feet above Final Grade. On August 19, 2025, the Board of Adjustment granted a Variance establishing the maximum height from Final Grade allowed for both nets was 50 feet.
11. The proposal to install two nets complies with the Fences and Retaining Wall requirements outlined in LMC Section 15-4-2.
- a. LMC § 15-4-2(A)(2) limits Fences to no more than six feet in height in Side or Rear Setbacks unless approved through an MPD, CUP, or Administrative CUP. The Thaynes net is within a Setback and the Applicant is seeking approval through this CUP.
12. The proposal to install two nets complies, as conditioned, with the Conditional Use Permit criteria outlined in LMC Section 15-1-10(E).
- a. Size and location of the Site
 - i. Thaynes Net:
 - 1. The Thaynes net would be 600 feet long and range from 20 to 50 feet in height from Final Grade. It is located along the Thaynes pathway to the south, a minimum of 46 feet from the actual pathway, with a landscaped buffer in between.
 - ii. Three Kings net:
 - 1. The Three Kings net would be 100 feet long and would be 50 feet i height from Final Grade. It is located on the south- east side of the Treatment Plant.
 - b. Traffic considerations including capacity of the existing Streets in the Area

- i. The nets will not lead to an increase in traffic heading to the site as they will not bring about an increase or create a new Use.
- c. Utility capacity, including Storm Water run-off.
 - i. Utility capacity is not needed for the nets, and there is already water capacity for the irrigation systems for the landscaping.
- d. Emergency vehicle Access
 - i. Neither net is in a location that would obstruct or impact existing emergency vehicle access.
- e. Location and amount of off-Street parking
 - i. LMC § 15-3-6 does not impose a parking requirement for Fences.
- f. Internal vehicular and pedestrian circulation system
 - i. Neither net is located on an existing vehicular road. The net along Thaynes Canyon Drive is proposed to enhance safety of pedestrians/bicyclists.
- g. Fencing, Screening, and landscaping to separate the Use from adjoining Uses.
 - i. Thaynes net:
 - 1. On the matter of screening and landscaping, the Applicant states: "The proposed net will impact existing views, which are partially blocked by landscaping. That said, the net is not solid, and while it will be visible, so will the mountains behind it. Additionally, we will work with the installer to locate poles behind existing trees and choose color schemes that will work with the existing environment. Robust landscaping, including dozens of trees, shrubs, and landscape boulders, is included in the plan to further screen the net from public view at ground level."
 - 2. Staff recommends Condition of Approval 4, which requires the planting of additional vegetation of sufficient size to substantially screen the net during all seasons.
 - 3. A Condition of Approval was considered requiring the net to be stored when the golf course is not operating to reduce visual impacts and potential impacts to wildlife. The Applicant expressed concerns with this requirement:
 - a. The net is not designed to be taken down and put up seasonally. Routine installation and takedown would compromise the expected useful life of the net.

- b. The necessary staff time and resources to do this annually create an unanticipated burden on Golf staff.
 - c. The Golf Course lacks sufficient storage space for the net.
 - d. Base components that cannot be removed would be at risk of damage from lawn mowers, weed whackers, or snowcats.
 - e. Annual installation and takedown of the net could damage landscaping.
 - ii. Three Kings net:
 - 1. There are existing 40- to 50-foot-tall pine trees by the net that provide partial screening. A section of the net is not screened by existing vegetation. Staff recommends Condition of Approval 4, which requires the planting of additional vegetation of sufficient size to substantially screen the net during all seasons.
 - 2. The Applicant planted four additional trees in front of the location of the proposed net to help address visual impacts.
 - 3. The Applicant expressed similar concerns regarding the seasonal removal of the net.
- h. Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots
 - i. Thaynes net:
 - 1. The Thaynes net is oriented to run parallel to the Thaynes pathway and will be screened by landscaping from the homes on the other side of Thaynes Canyon Drive.
 - ii. Three Kings net:
 - 1. The net is oriented in a location to prevent balls coming from the 12th hole and to provide protection for the Treatment Plant operations.
- i. Usable Open Space
 - i. The proposal will not expand the Footprint of the existing buildings on the Lot.
- j. Signs and lighting
 - i. The Applicant is not proposing any new Signage or lighting.
- k. Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing.
 - i. The style of net is UV-treated polyester, similar to other nets that are used around the Golf Course.
- l. Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site

- i. The Applicant must comply with the City's noise regulations in Municipal Code of Park City (MCPC) Chapter 6-3.
 - m. Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas.
 - i. Neither net is in a location that would interfere with existing loading and unloading zones.
 - n. Expected Ownership and management of the project as primary residences, Condominiums, time interval Ownership, Nightly Rental, or commercial tenancies, how the form of Ownership affects taxing entities.
 - i. The nets are proposed to be installed on property owned by the City.
 - o. Within and adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the existing topography of the Site.
 - i. The Park City Golf Course is not within the Park City Soils Ordinance Boundary, there are no known Physical Mine Hazards or Historic Mine Waste, and the nets are not proposed to be installed on a Steep Slope. The Thaynes net is proposed to be adequately screened. Condition of Approval 4 requires the planting of additional vegetation for the Three Kings net to substantially screen the net during all seasons.
 - p. Reviewed for consistency with the goals and objectives of the Park City General Plan; however, such review for consistency shall not alone be binding.
 - i. Thaynes net:
 - 1. Strategy 3.4 of the General Plan recommends creating "safe bike/pedestrian pathways between all public spaces within City limits." The Thaynes pathway enhances a safe bike/pedestrian experience.
 - ii. Three Kings net:
 - 1. Objective 14.C of the General plan is to "[p]rovide safe drinking water to residents and visitors." The Three Kings Water Treatment Plant treats the water that comes from the Spiro Mine Tunnel to ensure it is safe for residents and visitors to drink. The net will ensure that the equipment for the facility, and the people who work there, are themselves, in turn, safe.
- 13. The Development Review Committee reviewed the proposal on August 5, 2025, and confirmed that it meets their standards.

14. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on August 13, 2025. Staff mailed courtesy notice to property owners within 300 feet on August 13, 2025. *The Park Record* published courtesy notice on August 13, 2025.

Conclusions of Law:

1. The proposed CUP, as conditioned, complies with the requirements of the Land Management Code requirements outlined in LMC Chapter 15-2.6 *Urban Park District*, LMC Section 15-4-2 *Fences and Retaining Walls*, and LMC Section 15-1-10(E) *Conditional Use Permits*.
2. The proposed CUP is compatible with surrounding structures in use, scale, mass, and circulation.
3. The effects of any difference in use or scale have been mitigated through careful planning.

Conditions of Approval:

1. Final building plans and construction details shall reflect substantial compliance with the final plans submitted to the Planning Department and reviewed August 27, 2025, by the Planning Commission and attached to this Final Action Letter as Attachment 1.
2. The Applicant is responsible for notifying the Planning Department prior to making any changes to the approved plans. Any changes, modifications, or deviations from the approved scope of work shall be submitted in writing for review and approval/denial in accordance with applicable standards by the Planning Director prior to construction.
3. The maximum height for the nets is 50 feet from Final Grade.
4. The Applicant shall submit an updated landscape plan that complies with the water-wise and Wildland Urban Interface codes with additional vegetation of sufficient size to be planted to screen the nets.
5. The Applicant shall obtain a Building Permit prior to commencement of any work for the project.
6. The Applicant shall obtain a Building Permit within one year of project approval, or the approval is void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the Planning Commission.

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

B. Parcel PC-SS-88 (Southeast Quinn's Junction East of HWY 40, South of the Rail Trail) – Conditional Use Permit – The Applicant Proposes a Conditional Use Permit for a Freestanding Telecommunications Facility to Replace Six Panel Antennas with Three Panel Antennas and Necessary Ground Equipment Located in the Recreation and Open Space District and Sensitive Land Overlay. PL-24-06268.

Planner Klopfenstein presented the Staff Report and explained that this is a CUP application for telecommunications facilities on Parcel PC-SS-88. This is located in the Richardson Flat area on the east side of Highway 40, just south of where the Rail Trail intersects with the freeway. He shared some images to indicate the location of the site and the existing infrastructure. The applicant proposes to reduce the number and size of panel antennas. There are currently nine and this would be reduced to six. Planner Klopfenstein highlighted an image that shows the existing size of the antennas. On the right of the presentation slide is the proposed size, which is just over 5 square feet each.

Planner Klopfenstein shared an image that shows the base of the poles. The top image is the existing conditions and the bottom image represents the proposed conditions. There are no changes proposed to the footprint of the base area. Some background information was shared with the Planning Commission. This was originally in the Summit County jurisdiction but was annexed in 2022. In 2000, there was a Site Lease. In 2013, the telecommunications providers replaced six antennas. There was another Building Permit in 2021. The site was then annexed into Park City in 2022. The applicant submitted the current application in December 2024, then applied for a variance with the Board of Adjustment on July 22, 2025. The variance was approved on August 19, 2025.

This is located in the Recreation Open Space Zone, which has a 28-foot height limit. The variance that was approved by the Board of Adjustment grants a height exception up to 76 feet for the existing poles. It also grants a variance for the size of the panel antennas. The code requires each base of the panel to be a maximum of 5 square feet. The applicant indicated that the industry standard for the panels is slightly over 5 square feet.

The applicant obtained variance approval to install panels that are 5.02 square feet each. Planner Klopfenstein reported that the panels themselves are located half an inch off of the mounting poles. As mentioned in the Staff Report, this application complies with the CUP criteria outlined in the code. After the Meeting Materials Packet was published, Staff received some additional feedback from the Environmental Regulatory Program Manager recommending an additional Condition of Approval, which is as follows:

- Condition of Approval #7:

- Any activities that disturb dirt shall comply with the Site Management Plan. If no Site Management Plan exists, the applicant shall work with the Environmental Protection Agency to confirm any additional requirements.

The applicant has indicated that at this time, there is no proposal to disturb dirt, but Staff recommends considering the additional Condition of Approval. Planner Klopfenstein reported that Staff recommends the Planning Commission review the CUP application, hold a public hearing, and consider approval based on the Findings of Fact, Conclusions of Law, and Conditions of Approval in the Draft Final Action Letter, as amended.

Commissioner Shand believed that essentially what is happening is that the antennas are being replaced. He assumes there is a new technology that enables them to reduce the number of antennas from nine to six, which was confirmed. Additional discussions were had about the 76-foot height variance that was granted by the Board of Adjustment.

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

Commissioner Beal asked for clarification about the size of the poles and the placement of the antennas. Commissioner Johnson referenced Attachment 1 in the Meeting Materials Packet and explained that this shows the elevations. Planner Klopfenstein clarified that the 76-foot height refers to where the antennas are located on the pole.

MOTION: Commissioner Johnson moved to APPROVE the Telecommunication Facility CUP for Parcel PC-SS-88 according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval, as amended:

Findings of Fact:

1. Parcel PC-SS-88 is a 145.59-acre metes-and-bounds Parcel in the Recreation and Open Space (ROS) Zoning District and Sensitive Land Overlay (SLO).
2. The Applicant proposes to upgrade an existing Telecommunications Facility east of HWY-40 and south of the Rail Trail.
3. The Applicant requests a Conditional Use Permit (CUP) for the replacement of older equipment and a reduction of the antenna from nine to six. The overall square footage is also reduced from 120 square feet to a proposed 63.6 square feet.
4. The Applicant proposes changes to the ground-level equipment but does not propose any changes to the Structure's Footprint.

5. In 2000, a site lease was signed between United Park City Mines, the then title owner of PC-SS-88, and VoiceStream PCS II Corporation, the tenant at the time, for the creation of a Telecommunications Facility.
6. At the time, PC-SS-88 was in unincorporated Summit County. VoiceStream was later rebranded as T-Mobile.
7. Although land use and Building Permits were required under the Summit County Code, the Summit County Planning Department was unable to locate any initial approvals for this Telecommunications Facility.
8. In a May 28, 2013 email, Summit County informed T-Mobile that it did not need land use or Building Permits for a scope of work to replace six existing antennas with six new antennas.
9. In a September 30, 2021 email, Summit County informed T-Mobile that it did not need a land use permit for the replacement of a microwave dish antenna. On December 16, 2021, Summit County issued a Building Permit for the antenna.
10. On June 16, 2022, the City Council of Park City approved Ordinance No. 2022-18 annexing Southeast Quinn's Junction, including PC-SS-88. The parcel was zoned ROS and SLO.
11. On December 16, 2024, the Applicant submitted a CUP application for the proposed upgrades to the Telecommunications Facility. Because there is no documented approval for the original facility, Planning staff determined a Variance is required. On July 22, 2025, the Applicant submitted PL-25-06224 requesting a Variance for the Telecommunications Facility.
12. On August 19, 2025, the Board of Adjustment held a public meeting and approved a Variance allowing a Building Height up to 76 feet from Existing Grade and allowing the antenna face area to be a maximum of 5.02 square feet.
13. The proposal to replace Telecommunications equipment complies with the Recreation and Open Space District requirements outlined in Land Management Code (LMC) Chapter 15-2.7.
 - a. The Applicant proposes replacing existing Telecommunications antenna and support equipment. LMC § 15-2.7-2(C)(22) establishes Telecommunications antenna as a Conditional Use requirement Planning Commission review and approval.

- b. LMC § 15-2.7-3 establishes a 25-foot Setback for the ROS. The existing facility is 55 feet from the Lot Line and all proposed work will be located within the existing Footprint.
 - c. LMC § 15-2.7-4 establishes a Height of 27 feet above Existing Grade for the ROS Zoning District. The top of the proposed new antenna would be 76 feet above Existing Grade. On August 19, 2025, the Board of Adjustment approved a Variance allowing the antennas installation up to 76 feet above Existing Grade.
14. The proposal to replace Telecommunications equipment complies, as conditioned, with the Sensitive Land Overlay Regulations in LMC Chapter 15-2.21.
- a. The facility is not located near Steep Slopes or a Ridgeline.
 - b. The facility can be seen from two of the Designated Vantage Points in LMC § 15-2.21-3(6):
 - i. The roundabout at the Park City Hospital (900 Round Valley Drive).
 - ii. The intersection of the Rail Trail and Richardson Flat Road.
 - iii. While the Telecommunication Facility has visual impacts, the proposal reduces them because the Antenna are reduced from nine to six and the square footage is reduced from 120 square feet to a proposed 63.6 square feet.
 - c. As the facility's Building Footprint will not be expanded, no Wetlands or Wildlife habitats will be impacted.
15. The proposal to replace Telecommunications equipment complies with the Telecommunication Facilities Regulations in LMC Section 15-4-14.
- a. LMC § 15-4-14(F)(2) establishes the allowed height for Telecommunications Facilities as the Zone Height. LMC § 15-2.7-4 establishes a Height of 27 feet above Existing Grade for the ROS Zoning District. The top of the proposed new antenna would be located 76 feet from Existing Grade. On August 19, 2025, the Board of Adjustment approved a Variance allowing the antennas to be installed up to 76 feet above Existing Grade.
 - b. LMC § 15-4-14(F)(3) states that a Telecommunications Facility shall be an ancillary Use on the Lot which it is placed. The main uses for PC-SS-88 are Open Space and recreation.
 - c. LMC § 15-4-14(F)(4)(C) establishes that Panel Antennas shall be no more than five square feet in Area per face, unless otherwise approved through a Variance by the Board of Adjustment. The proposed Panel Antennas are 5.02 square feet in Area per face. On

August 19, 2025, the Board of Adjustment approved a Variance raising the maximum square feet in Area per face to 5.02 square feet.

- d. LMC § 15-4-14(F)(4)(d) requires Freestanding Antennas to be mounted a maximum of 12 inches from the pole. The proposed antennas are located half an inch from the mounting poles.
16. The proposal to replace Telecommunications equipment, as conditioned, complies with the Conditional Use Permit criteria outlined in LMC Section 15-1-10(E).
- a. Size and location of the Site
 - i. The proposed facility is in the same location as the existing Structure. The proposal reduces visual impacts because the Antenna are reduced from nine to six and the square footage is reduced from 120 square feet to 63.6 square feet.
 - b. Traffic considerations including capacity of the existing Streets in the Area
 - i. There is no paved access to the site but there is a dirt service track that is used for maintenance of the facility.
 - c. Utility capacity, including Storm Water run-off.
 - i. On July 1, 2025, the Development Review Committee reviewed the proposal and found it conformed with their requirements.
 - d. Emergency vehicle Access
 - i. As the location will not change, the methods of access by emergency services will not change either. The Park City Fire District reviewed the proposal on July 1, 2025, and confirmed it meets their standards.
 - e. Location and amount of off-Street parking
 - i. LMC § 15-3-6 does not require parking for Telecommunication Facilities.
 - f. Internal vehicular and pedestrian circulation system
 - i. The proposed location is not accessible to passenger vehicles. The site will only be accessed for maintenance.
 - g. Fencing, Screening, and landscaping to separate the Use from adjoining Uses.
 - i. There is an existing chain metal Fence surrounding the ground equipment of the facility. The Applicant is not proposing to modify this Fence.
 - ii. While the facility can be seen by those on HWY-40 and engaging in recreation activities in Richardson Flats, the overall visual impact is reduced from existing conditions because antenna will be reduced from nine to six and the

- square footage is reduced from 120 square feet to 63.6 square feet.
- iii. No Landscaping is proposed with this application.
 - h. Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots
 - i. The proposed Structure is in the same location as the existing Structure and the overall square footage of Antenna is being reduced.
 - i. Usable Open Space
 - i. The proposal will not expand the Footprint of the existing facility.
 - j. Signs and lighting
 - i. The Applicant is not proposing any new Signage or lighting.
 - k. Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing
 - i. The antenna is of the same design as the existing antenna, a white panel antenna. It will be reduced in size from what is existing.
 - l. Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site
 - i. The Applicant must comply with the City's noise regulations in Municipal Code of Park City (MCPC) Chapter 6-3.
 - m. Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas
 - i. The methods of delivery and pickup will not change.
 - n. Expected Ownership and management of the project as primary residences, Condominiums, time interval Ownership, Nightly Rental, or commercial tenancies, how the form of Ownership affects taxing entities.
 - i. The ownership will not change.
 - o. Within and adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the existing topography of the Site.
 - i. The proposed Telecommunication Facility is proposed to be installed where the existing Structure stands. It is not within the Park City Soils Ordinance Boundary, there are no known Physical Mine Hazards or Historic Mine Waste, and the Structure is not proposed to be installed on a Steep Slope. Visual impacts are reduced.
 - p. Reviewed for consistency with the goals and objectives of the Park City General Plan; however, such review for consistency shall not alone be binding.

- i. Goal 1 of the General Plan is “Park City will protect undeveloped lands, discourage sprawl, and direct growth inward to strengthen existing neighborhoods.” The proposed CUP supports this goal by maintaining an existing Structure, eliminating the need for new facilities on undeveloped lands. The proposed project also reduces the visual impacts of the facility by incorporating fewer and smaller panel antennas.
17. Staff published notice on the City’s website and the Utah Public Notice website and posted notice to the property on August 13, 2025. Staff mailed courtesy notice to property owners within 300 feet on August 13, 2025. The Park Record published courtesy notice on August 13, 2025.

Conclusions of Law:

1. The proposed CUP, as conditioned, complies with the requirements of LMC Chapter 15-2.7 *Recreation Open Space Districts*, LMC Chapter 15-2.21 *Sensitive Land Overlay Regulations*, LMC Section 15-4-14 *Telecommunication Facilities*, and LMC Section 15-1-10(E) *Conditional Use Permits*.
2. The proposed CUP is compatible with surrounding structures in use, scale, mass, and circulation.
3. The effects of any difference in use or scale have been mitigated through careful planning.

Conditions of Approval:

1. Final building plans and construction details shall reflect substantial compliance with the final plans submitted to the Planning Department and reviewed August 27, 2025, by the Planning Commission and attached to this Final Action Letter as Attachment 1.
2. The Applicant is responsible for notifying the Planning Department prior to making any changes to the approved plans. Any changes, modifications, or deviations from the approved scope of work shall be submitted in writing for review and approval/denial in accordance with applicable standards by the Planning Director prior to construction.
3. The maximum height for the existing Telecommunications Facility is 76 feet from Existing Grade.

4. The maximum area per face allowed for panel antennas at the existing Telecommunications Facility is 5.02 square feet.
5. The Applicant shall obtain a Building Permit prior to commencement of any work for the project.
6. The Applicant shall obtain a Building Permit within one year of project approval, or the approval is void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the Planning Commission.
7. Any activities that disturb dirt shall comply with the site management plan. If no site management plan exists, the applicant shall work with the Environmental Protection Agency to confirm any additional requirements.

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

- C. 340 Main Street – Conditional Use Permit Modification** – The Applicant Proposes to Install Upgrades to the Existing Telecommunications Equipment on the Roof of the Structure in the Historic Commercial Business Zoning District. PL-25-06517.

Manager Martin presented the Staff Report and explained that this is an application for a CUP Modification for a telecommunications facility at 340 Main Street. The original CUP was approved in 2017 by the Planning Commission. This approved the telecommunications facility on the roof of the building at 340 Main Street. The existing equipment is not visible from Main Street or Swede Alley, but it is visible from Marsac Avenue and the China Bridge Parking Structure. The modification is for upgraded equipment, which will be located in the same 21 square foot leased area on the rooftop. The upgraded equipment maintains the setback of 15 feet from the roof parapet on Swede Alley and one inch under the tallest plane of the Main Street facing parapet.

LMC 15-4-14 – Supplemental Regulations for Telecommunications Facilities requires documentation detailing the need for upgrades. The applicant submitted the justification, explaining that the upgrades are needed to ensure compliance with current safety and performance standards, reduce the number of dropped calls and improve data speeds, and support public safety communications and emergency response. Some vantage point images were shared with the Commission. As conditioned, there are no unmitigated impacts per the LMC CUP criteria. One of the Conditions of Approval is to require upgraded equipment to blend with the building exterior and surroundings. The Planning Commission may require an additional condition to install screening of the antennas to mitigate the visual impact. Staff recommends the Commission review the CUP

modification, conduct a public hearing, and consider approval based on the Findings of Fact, Conclusions of Law, and Conditions of Approval in the Draft Final Action Letter.

Commissioner Shand referenced the possibility of screening and mentioned Figure 3 in the Staff Report. He asked about the height comparison between the existing equipment and the new equipment. It was clarified that the height is the same. There are elements of the new upgraded equipment that will actually be reduced slightly in height.

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

The applicant representative, Keleigh Adams, stated that she works for Centerline Communications. Lucas Sanders is also available to answer any Commissioner questions about the application. Commissioner Johnson asked whether the other Commissioners were interested in discussing additional screening, which was denied.

MOTION: Commissioner Johnson moved to APPROVE the CUP Modification for 340 Main Street, according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. 340 Main Street is located in the Historic Commercial Business Zoning (HCB) District and is a non-Historic Site.
2. In the HCB Zoning District, a Telecommunications Facility requires compliance with Land Management Code (LMC) § 15-4-14, *Telecommunications Facilities* and a Conditional Use Permit, pursuant to the review criteria outlined in LMC §15-1-10(E).
3. On May 10, 2017, the Planning Commission approved a Conditional Use Permit for a Telecommunications Facilities on the rooftop of the non-Historic building at 340 Main Street.
4. The Applicant submitted a request to modify the 2017 CUP to install upgraded Telecommunications equipment in the same location as the existing Telecommunications Facility.
5. The proposed upgrades include replacing the OVP Unit, relocating the existing microwave Antennae, swapping out the Omni Antenna for a new Verizon Panel Antenna, replacing the two Verizon RRH Units, and adding one new C-Band Antenna.

6. The proposed CUP modification to install equipment upgrades to an existing Telecommunications Facility complies with the HC Zoning District and meets the criteria outlined in LMC § 15-4-14, *Supplemental Regulations for Telecommunication Facilities*.
 - a. The Applicant submitted documentation detailing the need for the upgraded Telecommunications Facility, per LMC § 15-4-14(B)(1).
 - b. The HCB Zoning District has no minimum required Setbacks.
 - c. The proposed new Roof Mounted Antennas meet the height requirements because the Antenna Setback is greater than the height of the Antenna.
 - d. The rooftop equipment is entirely hidden from view of Main Street and Swede Alley behind the roof parapet.
 - e. Condition of Approval 4 requires that Antenna and associated equipment shall incorporate materials and colors present in the context of the surrounding Area and Panel Antennas shall be no more than five square feet (5 sq. ft.) in Area per face.
7. The proposal to modify the Conditional Use Permit to install upgraded Telecommunications equipment on the roof of the Structure at 340 Main Street complies with LMC § 15-1-10(E) CUP Criteria.
8. The CUP review criteria findings in the Analysis Section of the Staff Report are incorporated herein.

Conclusions of Law:

1. The proposal, as conditioned, satisfies all Conditional Use Permit review criteria as established by the LMC's Conditional Use Review process (§15-1-10(E), Criteria 1-16).
2. The proposed upgrades the existing Telecommunications Facility meet the criteria in LMC § 15-4-14, *Supplemental Regulations for Telecommunication Facilities*, as conditioned.
3. The effects of any differences in use or scale have been mitigated through careful planning.

Conditions of Approval:

1. The scope of this approval includes the upgrading of the Telecommunications Facilities on the rooftop of the non-Historic commercial Structure at 340 Main Street, as well as additional support

equipment on the rooftop and within the top floor of the building, as shown on the approved plans.

2. The rooftop equipment shall be entirely contained within the 21 square foot 'Lease Area 1' as shown on the plans. The interior equipment shall be entirely contained within the 16 square foot 'Lease Area 2' as shown on the plans.
3. The Antennas shall not project above the building parapet as seen from Main Street and Swede Alley and shall be set back a minimum of 15 feet from the edge of the roof.
4. The upgraded Telecommunications equipment shall blend with the building's exterior and surroundings. Final design is subject to approval by Planning Staff during the Building Permit application stage.
5. All necessary cable chases shall also be painted to blend with the existing building.
6. Signs shall only be installed on site if necessary for the health and safety of the general public and shall not be visible from Main Street or Swede Alley.
7. Prior to installing the equipment, the applicant must apply for and procure a Building Permit from the Building Department

The motion was seconded by Commissioner Sigg. 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 9:00 p.m.

From: Jennifer Adler <js_adler@yahoo.com.au>

Sent: Wednesday, August 27, 2025 3:38 PM

To: planning <planning@parkcity.gov>

Cc: Michelle Kellogg <michelle.kellogg@parkcity.gov>; Rebecca Ward <rebecca.ward@parkcity.gov>; Jaron Ehlers <jaron.ehlers@parkcity.gov>

Subject: [External] For tonight - Public input Planning Commission. Re Thaynes nets

Warning: Replies to this message will go to js_adler@yahoo.com.au. If you are unsure this is correct please contact the helpdesk.

[CAUTION] This is an external email.

Could this note please be distributed to Planning Commission members as I am not able to make tonight's meeting, and added to the public record?

Dear Planning Commission members,

I am a resident of Thaynes Canyon and drive up/down Thaynes Canyon Drive daily in addition to walking.

I am writing to oppose the proposed netting along Thaynes Canyon Drive.

Firstly, I am concerned about the impact on the neighborhood of the net's height and scale, especially as Thaynes is known for its more "rural" (for want of a better word) setting and views. A large and extremely high net is a detriment to surrounding homes and resident's enjoyment of Thaynes's setting.

Secondly, I don't think protecting the new walking/biking path is sufficient justification for the size of what is proposed. This is not a high use path (in fact, I have been opposed to the path since the beginning due to lack of need/low foot traffic and the option of walking along the golf course verge). Additionally, there is a lot more vegetation that could be planted to provide a shield that would fill in gaps, be more visually appealing and not block views.

I wasn't able to provide input earlier in the process due to my absence for a family funeral but wanted to let you know through my input tonight that there isn't broad-based support for the netting. Additionally, a lack of previous public input doesn't indicate support for the proposal.

Thank you,

Jennifer Adler

Planning Commission Staff Report



Subject: Clark Ranch
Affordable Housing Development
Applications: PL-25-06653 - Multi-Unit Dwelling
Conditional Use Permit
PL-25-06654 - Master Planned Development
PL-25-06655 - Subdivision
PL-25-06656 - Zone Change
Author: Planning Team
Date: September 10, 2025
Type of Item: Work Session

Disclosure

Park City Municipal Corporation owns the Clark Ranch Property and proposes an affordable housing development on no more than ten acres through a public-private partnership with The Alexander Company.

Recommendation

Review and provide input on the Applicant's proposal to:

- Amend the Zoning Map to rezone Recreation and Open Space acreage to accommodate affordable residential development on no more than ten acres (Exhibit A, Applicant's Narrative),
- Establish the Clark Ranch Subdivision to create a 4.36-acre Lot 1, a 4.59-acre Lot 2, a 5.13-acre Lot 3, a 0.38-acre Open Space Parcel A, and a 40.16-acre Open Space Parcel B (Exhibit B, Proposed Subdivision), and
- Obtain a Master Planned Development and Conditional Use Permit for Multi-Unit Dwellings with 167 Units in Phase I and 34 townhomes in Phase II (Exhibit C, Proposed Plans).

Description

Applicant: The Alexander Company, Inc.
Representative, Chris Day

Location: A portion of Parcel PC-SS-121-X, owned by Park City Municipal

Zoning District: Recreation and Open Space
Sensitive Land Overlay

Adjacent Land Uses: Park City Heights, Trails, and Open Space

Reason for Review: The Planning Commission reviews Zone Changes, conducts a public hearing, and makes a recommendation to the City Council for Final Action. The Planning Commission reviews Subdivisions, Master Planned Developments, and Conditional Use Permits, conducts a public hearing, and takes Final Action.¹

CUP	Conditional Use Permit
LMC	Land Management Code
MPD	Master Planned Development
PCMC	Park City Municipal Corporation
ROS	Recreation and Open Space
SLO	Sensitive Land Overlay

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

Background

Park City Municipal Corporation (PCMC) owns four parcels south of SR-248 that comprise the 344-acre Clark Ranch property in Quinn's Junction within the Recreation and Open Space (ROS) Zoning District and Sensitive Land Overlay (SLO) bisected by HWY 40.²



Figure 1: This map shows the properties within the Southeast Quinn's Junction area annexed into Park City in 2022. The Clark Ranch property is shown in dark green and is south of SR-248, bisected by HWY 40.

¹ LMC [§ 15-1-8](#)

² Parcels PC-SS-91-X (~46 acres), PC-SS-121-X (~125 acres), PC-PP-26-X (~126 acres), and PC-PP-26-A-1-AX (~44 acres).

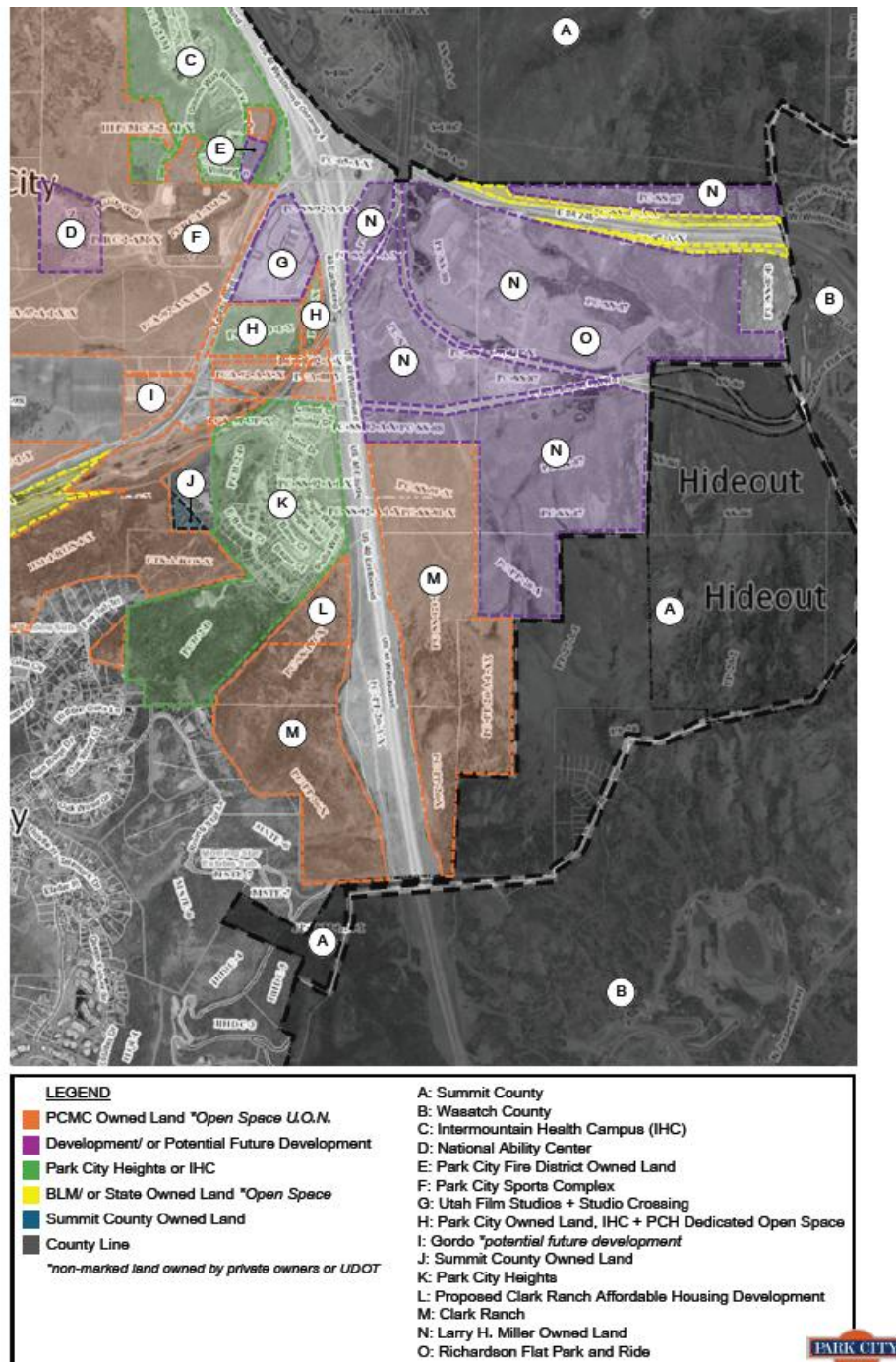


Figure 2: The Applicant's context map.

The Applicant proposes the Clark Ranch Subdivision within the portion of Clark Ranch directly west of HWY 40 and south of Park City Heights to create a ten-acre development area consisting of three developable lots for an affordable housing project and two Open Space Parcels surrounding the development areas. The Open Space Parcels would be overlaid with a conservation easement consistent with the rest of the Clark Ranch property.

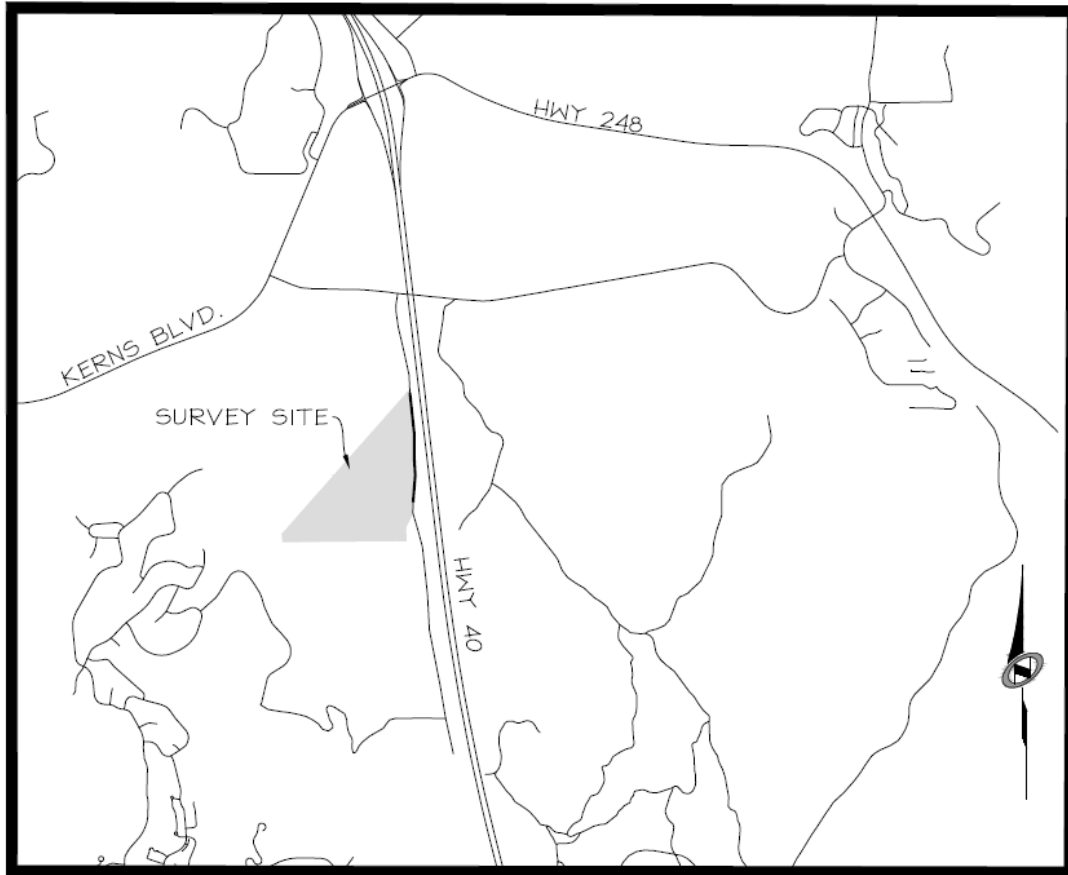


Figure 3: The Vicinity Map excerpt from the Applicant's survey of the proposed Clark Ranch Subdivision.



Figure 4: The area proposed within the Clark Ranch property for the affordable housing development.

The Clark Ranch property was in unincorporated Summit County when on December 17, 2014, the City purchased the property from the Florence J. Gillmor Estate.

On March 3, 2016, the Citizens Open Space Advisory Committee (“COSAC”) recommended to City Council parameters and values of the proposed preservation of the Clark Ranch property ([Packet, Work Session Item 4, p. 78](#); [Minutes p. 4](#)). The Committee unanimously recommended that up to ten acres in the northwest corner of the parcel adjacent to Park City Heights be excluded from the proposed conservation easement for senior or affordable housing and/or essential services, such as a fire station.

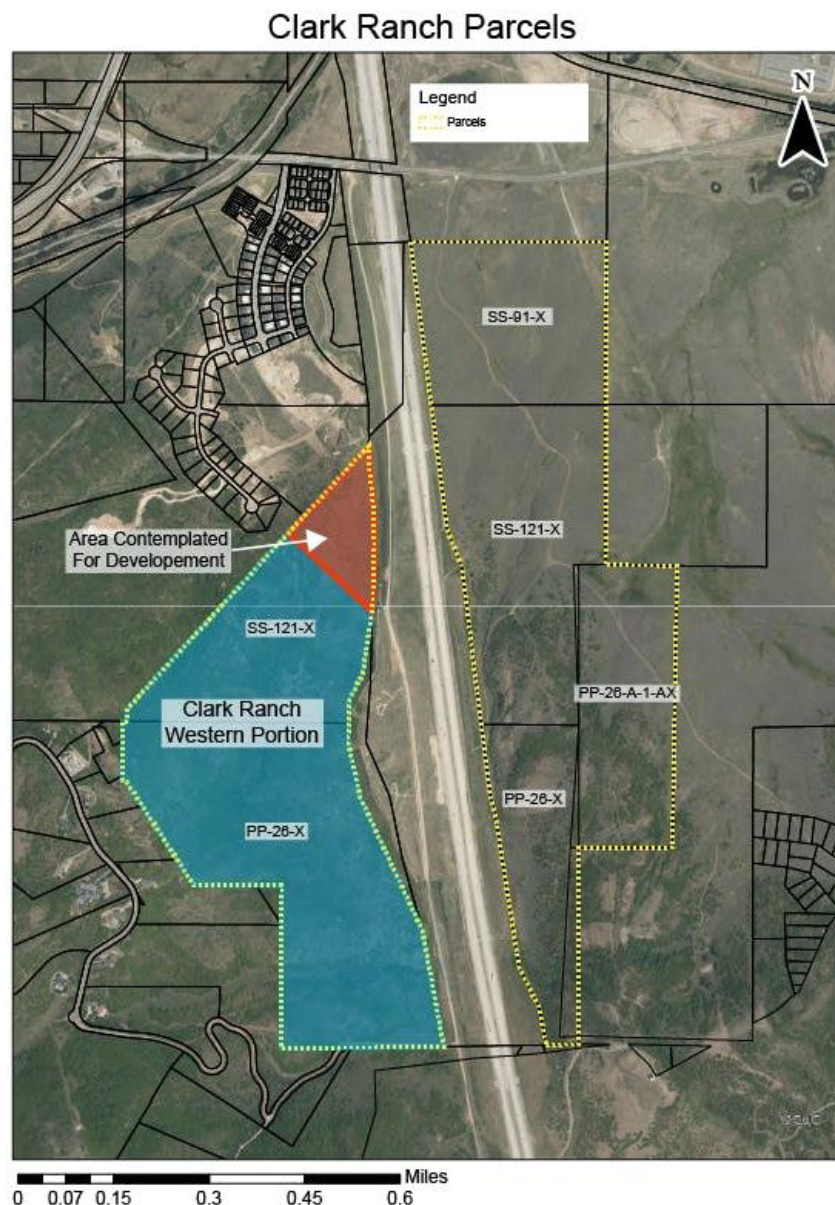


Figure 5: Map displaying the Clark Ranch parcels outlined in yellow, the western portion of Clark Ranch in blue, and the area proposed to be developed for affordable housing in red. This map was presented to the City Council in 2020.

On June 16, 2022, the City Council approved [Ordinance No. 2022-18](#) annexing the property into Park City ([Staff Report p. 195](#), [Minutes p.10](#)). Ordinance No. 2022-18 acknowledged the City purchased the Clark Ranch property with Resort Communities Tax open space funds with plans for a conservation easement and potential for limited non-open space uses. The annexation staff report included the following:

The Clark Ranch property is owned by the City and the majority of the 344 acres will be protected open space pursuant to a conservation easement. Public trails are under construction with future expansion planned into 2023 to enhance the City's trail system and to interconnect with regional trails. Limited acreage may be designated by the City Council for non-open space uses, subject to future rezoning for uses beyond those outlined in the Recreation and Open Space Zoning District. The City Council directed the Housing Department to evaluate the feasibility and suitability of affordable housing on limited acreage in the Clark Ranch area. Any proposed uses beyond those outlined in the Recreation and Open Space Zoning District regulations will trigger public notice, a Planning Commission public hearing and recommendation to City Council, and a City Council public hearing and action.

In 2022, the City conducted a Feasibility Study prepared by Stereotomic to evaluate infrastructure, site suitability, and community needs for the ten acres within Clark Ranch. The [Feasibility Study](#) was presented to the City Council on November 2, 2023 ([Staff Report](#), [Minutes p. 2](#)) and was continued to December 5, 2023 for additional discussion ([Staff Report](#), [Minutes p. 2](#)). The Feasibility Study outlined low, medium, and high-density concepts for affordable housing. Concept 2, the medium density option, preferred by the City Council, proposed the development of 150-200 units, incorporating a mix of townhomes and Multi-Unit Dwellings with Open Space to balance housing development with open areas and green spaces. At City Council's direction, the City issued a Request for Proposals (RFP) to identify a development partner and selected The Alexander Company on January 9, 2025 ([Staff Report](#), [Minutes p. 1](#)).



Figure 6: Concept 2 rendering reviewed by City Council on January 9, 2023 from the Feasibility Study.

On July 10, 2025, The Alexander Company presented three schematic design options to the City Council ([Staff Report](#), [Minutes, p. 14](#)). The City Council directed the developer to proceed with the planning process based on their recommended design option.

On August 8, 2025, The Alexander Company submitted applications for a Zone Change, Subdivision, MPD, and CUP for Planning Commission review. The Applicant proposes three Multi-Unit Dwellings each with a first-level shared garage structure and two levels of residential units above (Phase I) and 34 two-story townhomes (Phase II).

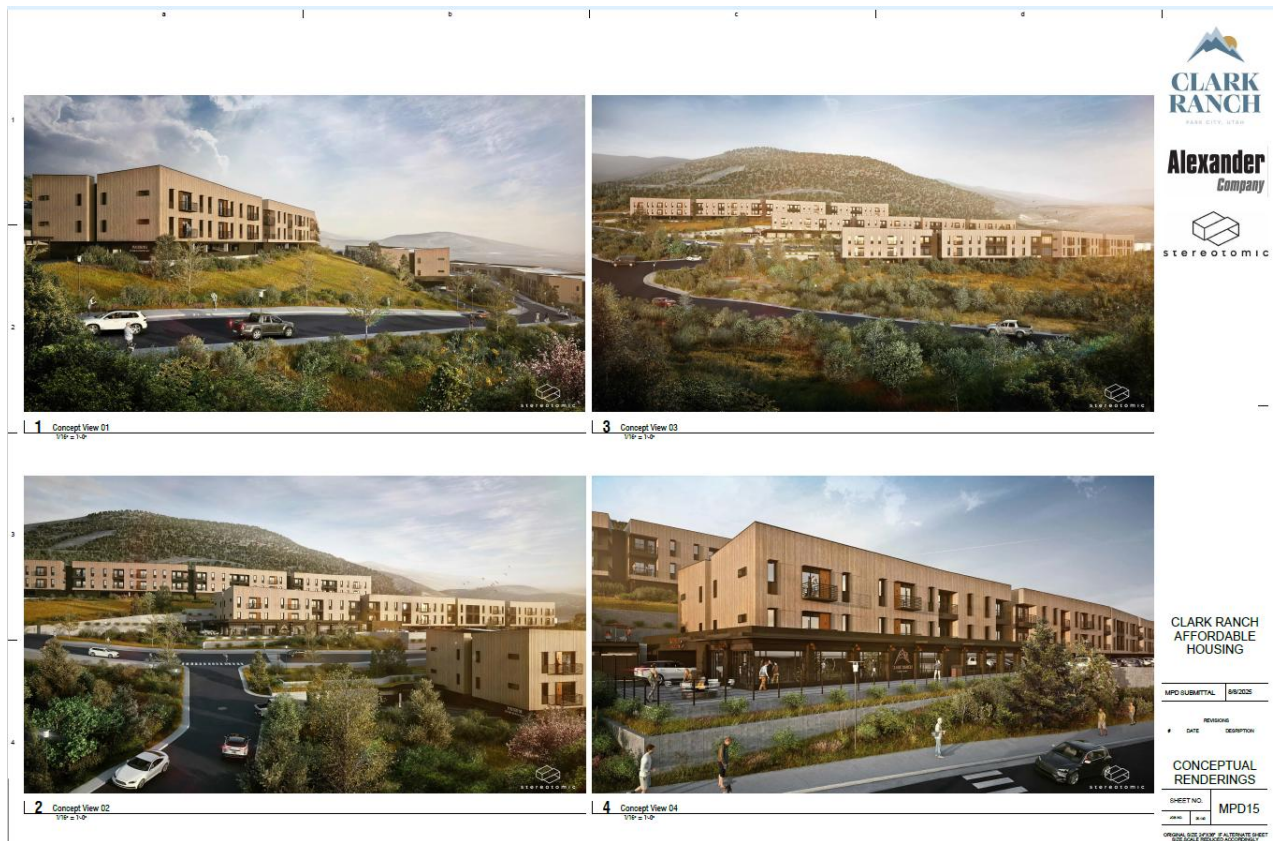


Figure 7: Conceptual Renderings of Multi-Unit Dwellings

On September 4, 2025, the City Council discussed the unit mix with The Alexander Company ([Staff Report](#); [Audio](#)).



Figure 8: Proposed development viewed across HWY 40 provided by the Applicant.

The Alexander Company will provide a project overview for the Planning Commission. Staff requests Planning Commission input on the items outlined below in the Analysis Section related to the Sensitive Land Overlay and Subdivision.

An initial public hearing on the proposed zoning is scheduled for the Planning Commission's September 24, 2025 meeting, with additional public hearings scheduled for project review on October 8, 2025 and November 12, 2025. The Alexander Company requests the Planning Commission consider forwarding a recommendation to the City Council on the proposed rezone and taking final action on the Subdivision this year, with detailed review of the MPD and CUP applications for the Multi-Unit Dwellings (Phase I) and townhomes (Phase II) reviewed by the Planning Commission later.

Analysis

(I) The Applicant proposes an affordable housing project south of the Park City Heights neighborhood and west of HWY 40 within a limited development area not to exceed ten acres. The acreage surrounding the development areas is proposed to be protected through a conservation easement that encompasses the remaining Clark Ranch property.

The Clark Ranch property was within Summit County when the [2014 General Plan](#) was adopted. However, the 2014 General Plan establishes the following for the neighborhood:

- Clustered residential development will occur in the Park City Heights area.
- The 2004 Quinn's Junction Joint Planning Commission Principles established in coordination with Summit County, which are not formal land use plans, modifications to the General Plan or development codes, but rather guidance, informed the General Plan recommendations for the area, including:
 - Clustering development around existing development and maintaining consistency among uses.
 - Preserving open space and recreation as the predominant land use.
 - Preserving view sheds and passive open space areas.
 - Preserving a substantial open space corridor through the area.
 - Requiring significant public benefits for density that promotes Park City's resort, recreation, tourism and resort-based, second home economy ([Volume II, Neighborhoods 3](#), p. 262 - 265).

[The 2025 Update to the 2022 Moderate Income Housing Plan](#), the Housing Element of the General Plan, establishes the following:

GOAL II: Enact zoning changes and amend the Land Management Code to incentivize the development of affordable housing.

State Strategy A: Rezone for densities necessary to facilitate production of moderate income housing.³

³ Utah Code [Section 10-9a-403\(2\)\(b\)\(iii\)\(A\)](#).

- Rezone the City-owned land at Clark Ranch and Bonanza Park to provide higher density and reduced parking for the development of affordable and attainable housing.

The 2025 Draft General Plan proposes to incorporate the 2025 Update to the 2022 Moderate Income Housing Plan and outlines the updated recommendations for the neighborhood, including:

- Preserving and defining the eastern entry corridor identity.
- Encouraging community gathering spaces and events.
- Establishing design guidelines to unify the look and feel of new development in the neighborhood.
- Proposing context-appropriate infill, including medium density housing and workforce housing.

According to the Applicant, “[t]he Clark Ranch redevelopment aligns with Park City’s updated General Plan by advancing its goals for sustainable, compact, and walkable community design that reduces sprawl and preserves surrounding open space. The project incorporates a diverse mix of housing types, including affordable options, to support the city’s commitment to socioeconomic diversity and local workforce retention. Additionally, it intends to integrate multimodal transportation connections, energy-efficient building practices, and accessible amenities, directly supporting the City’s priorities for mobility, environmental stewardship, and community livability” (Exhibit A, Applicant’s Narrative).

Staff is working with the Applicant on the proposed zone for discussion during the Planning Commission’s September 24, 2025 meeting.

(II) The Applicant proposes rezoning acreage within the Sensitive Land Overlay and (a) does not propose development on Very Steep Slopes, (b) does not propose development near a Ridge Line Area, and (c) provided visual analysis from Designated Vantage Points.

Staff recommends retaining the Sensitive Land Overlay (SLO) in the zoning designation for the project. LMC [Section 15-2.21-1](#) outlines the purposes of the SLO:

- Require dedicated Open Space in aesthetically and environmentally sensitive areas.
- Encourage preservation of large expanses of Open Space and wildlife habitat.
- Cluster development while allowing a reasonable use of property.
- Prohibit development on Ridge Line Areas, Steep Slopes, and wetlands.
- Protect and preserve environmentally sensitive land.

LMC [Section 15-2.21-2\(A\)](#) requires the Applicant to submit a Sensitive Land Analysis identifying Steep Slopes (Exhibit D), Ridge Line Areas and Crest of Hills (Exhibit E), wetlands, Stream Corridors, Wildland interface, and wildlife habitat areas. LMC [Section 15-2.21-3](#) requires a visual assessment from designated vantage points (Exhibit C,

page 17). Staff may also request a fire protection report, which the Applicant submitted. LMC [Section 15-2.21-2\(C\)](#) requires staff to review the Sensitive Land Analysis and prepare a report to the Planning Commission identifying those areas suitable for development, outlined below regarding Steep Slopes, Ridge Line Areas, and Vantage Points. The Applicant's wildlife habitat, vegetation analysis, and fire protection report will be reviewed at a later meeting.

(a) The Applicant created a site plan that does not disturb Very Steep Slopes. Staff recommends the Applicant work with the Engineering Department on road alignments and grading.

LMC [Section 15-15-1](#) defines "Steep Slope" as a slope greater than 15% and "Very Steep Slope" as a slope greater than 40%. LMC [Section 15-2.21-4](#) prohibits development on or within 50 feet of Very Steep Slopes, unless the Planning Commission grants an exception.

The Applicant proposes development areas outside of Very Steep Slopes except for a Frontage Road connection outside the property boundary. The Applicant is coordinating off-site right-of-way connections and grading with the Engineering Department.

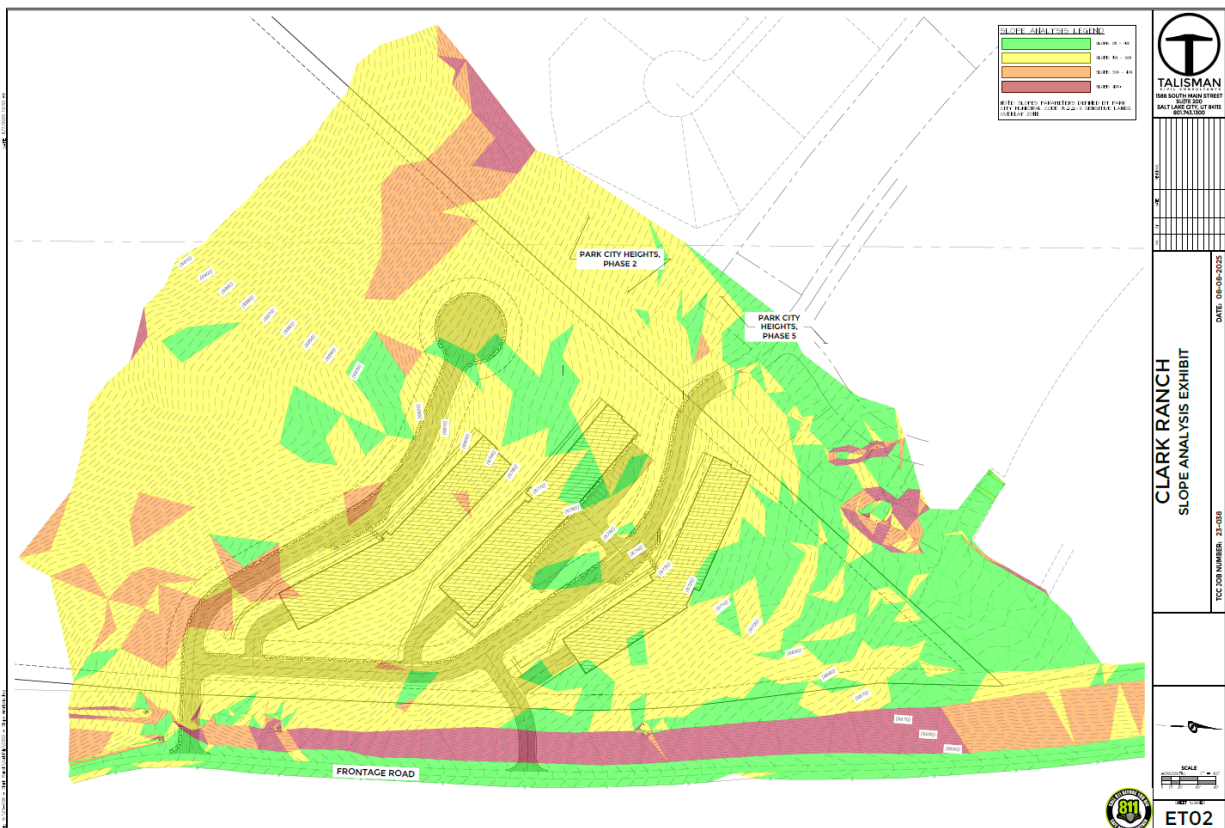


Figure 9: Applicant's Slope Analysis Exhibit.

LMC [Section 15-2.21-4\(B\)](#) requires the Applicant to minimize proposed cuts and fills and to recontour to graded slopes to the natural, varied contour of the surrounding terrain and [Section 15-2.21-4\(E\)](#) requires the use, design, and construction of retaining

walls to be compatible with surrounding terrain and vegetation. Staff recommends the Applicant address these items in the upcoming meetings.

LMC [Section 15-2.21-4\(C\)](#) prohibits benching or terracing on Slopes to provide additional or larger building sites. According to the Applicant, the project “groups the Multi-Unit Dwellings low on the site, minimizing site disturbance while maximizing housing opportunities for working families, teachers, and essential service providers who are being priced out of Park City” and the “upper portion of the developable area, and potentially the most visible portion of the site, provides the area for the townhome’s typology with an increase in massing variability. This portion of the project allows for a more standard transition between similar single-family development types at a higher vantage point.”

***Is additional information needed for Planning Commission
review of Steep Slopes?***

(b) The Applicant does not propose development near Ridge Line Areas.

LMC [Section 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 [City’s Ridge Line Map](#) and Applicant’s submitted Ridge Line shows the proposed development area is far from any Ridge Line Area (Exhibit E).

(c) The Applicant submitted a visual assessment from Designated Vantage Points. Staff recommends the Applicant address the site design and massing in a future Planning Commission meeting.

When the Planning Commission evaluates the CUP and MPD applications, the Commission considers the following:

- A site plan that is designed to take into consideration the characteristics of the site – the project should be designed to fit the site.
- Units must be clustered on the most developable portions of the site to preserve open space and significant vegetation.
- The building mass, orientation, location, scale, style, architectural detailing, and must be compatible with surroundings.

The Applicant submitted a visual analysis from the following Vantage Points (Exhibit C, p. 17):

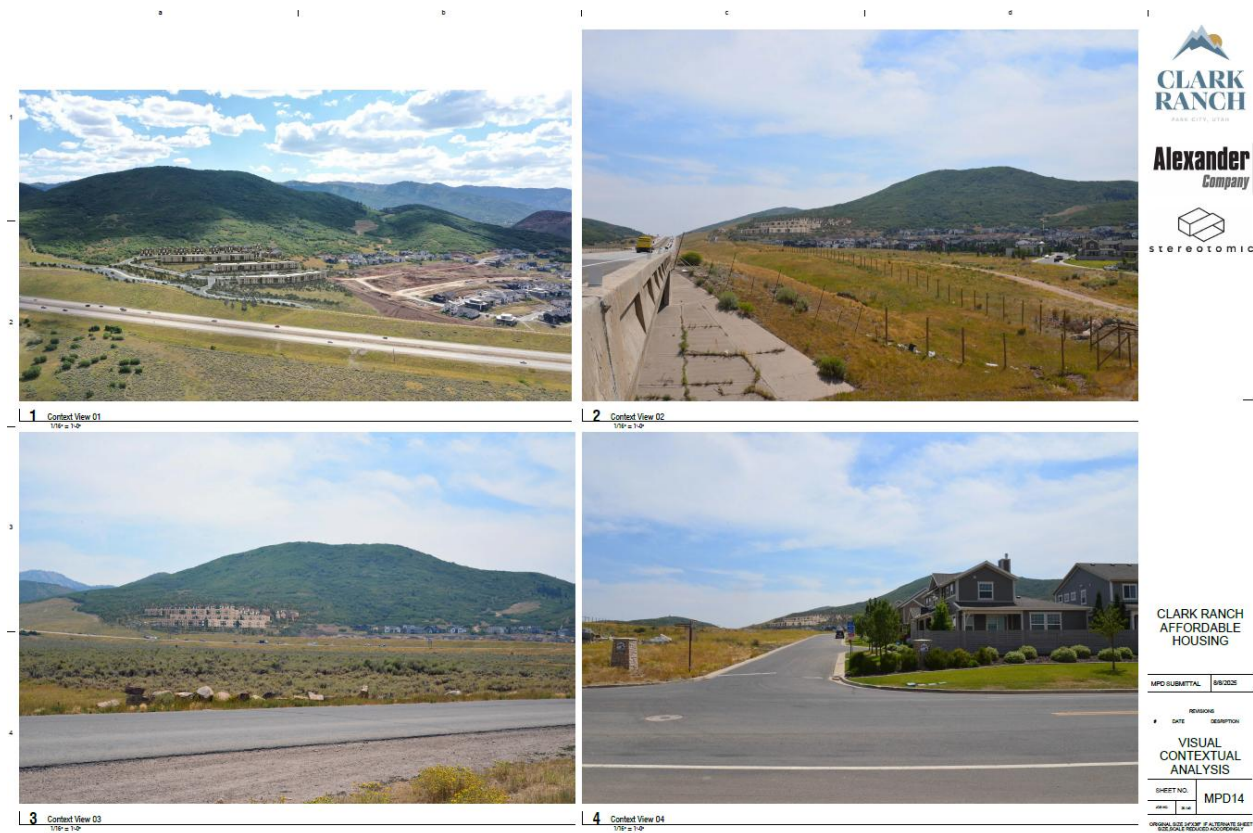


Figure 10: Applicant's Visual Contextual Analysis.

Staff recommends the Applicant provide information in a future meeting on the proposed site design and the characteristics of the site, the clustering of units and preservation of Open Space, and the building mass, orientation, location, scale, style, architectural detailing compatibility, including proposed roof types and variations and building heights.

Are there additional materials needed for the Planning Commission's review of the site design and massing?

(III) The Applicant proposes the creation of three developable lots and two Open Space Parcels for the affordable housing project. Staff recommends the Planning Commission (a) consider waiving the preliminary plat, (b) consider waiving inclusion of all contiguous City-owned property, (c) require platted development pods, and (d) consider whether a park, playground, or recreation area is required.

The Applicant proposes three Lots and two Open Space Parcels for the Clark Ranch Subdivision:

- A 4.36-acre Lot 1.
- A 4.59-acre Lot 2.
- A 5.13-acre Lot 3.
- A 0.38-acre Open Space Parcel A.

- A 40.16-acre Open Space Parcel B (Exhibit B).

The Applicant proposes primary access to the affordable housing development from the Frontage Road parallel to HWY 40, with the creation of three new roads within the Subdivision to access Lots 1, 2, and 3. Road 2 is proposed to connect to the Park City Heights Phase 5 Subdivision for secondary emergency access.

(a) Consider waiving the preliminary plat requirement.

The Planning Commission reviews Subdivisions pursuant to LMC Chapter 15-7.1 *Subdivision Procedures*. LMC [Section 15-7.1-3\(A\)\(1\)](#) establishes a Subdivision proposing a new Street to be a Major Subdivision, requiring Planning Commission review of a preliminary plat and a final plat, unless the Planning Commission waives the preliminary plat review and allows the Applicant to combine the requirements of the preliminary and final Subdivision. Staff recommends the preliminary and final Subdivision review be combined because the Applicant has already been coordinating with City Departments, Districts, and utilities.

LMC [Section 15-7.1-5\(C\)](#) requires Development Review Committee consideration of the proposed Subdivision, providing Park City Fire District, Snyderville Basin Water Reclamation District, interdepartmental, and utility review and comments. On August 19, 2025, the Development Review Committee evaluated the Clark Ranch Subdivision and provided the following comments for the Applicant to address:

- The Applicant has coordinated with the Park City Fire District on the proposed plans and obtained preliminary approval. The Road 2 connection to Park City Heights is for secondary emergency access only and must be gated.
 - Snow removal between the subdivisions around the gate must be coordinated and the Roads to the gates must remain clear of snow.
- LMC [Section 15-7.3-4](#) establishes road requirements for Subdivisions and [Section 15-7.3-2\(F\)](#) requires roads and utility lines within a Subdivision be designed to work with Existing Grade to minimize cuts and fill slopes. The Applicant must coordinate with the Engineering Department regarding the grading for the proposed Roads 1, 2, and 3.⁴
- LMC [Section 15-7.3-5](#) outlines drainage and storm water regulations and the Applicant is required to coordinate with the Engineering Department on their plans.
- LMC [Section 15-7.3-9](#) requires utility facilities to be located underground with platted easements. In addition to utility easements, an easement accommodating fiber conduit may be required along Roads 1, 2, and 3.
- Snyderville Basin Water Reclamation District can accommodate the proposed unit count. However, if the unit count increases, a new sewer line along the Frontage Road may be required.

⁴ LMC [Section 15-7.3-4\(B\)](#) requires the Applicant to name roads based on consultation with the local postmaster and Planning Commission and City Council consent. Names must be sufficiently different in sound and in spelling from other road names in Summit County so as not to cause confusion.

- The Applicant is required to continue coordination with the Park City Water Department on water pressure zones.
- LMC [Section 15-7.3-2\(I\)](#) requires trails and sidewalks to be provided within Subdivisions to allow efficient internal circulation and links to adjacent trail systems. The Trails and Open Space team will continue to coordinate with the Applicant to plat public trail access easements on the final Subdivision.

Is the Planning Commission supportive of combining the preliminary and final Subdivision?

(b) Consider waiving inclusion of all contiguous City-owned property.

LMC [Section 15-7.1-5\(B\)](#) states that Subdivisions should include all contiguous holdings of the owner, unless specifically waived by the Planning Department and Planning Commission. Staff recommends the Planning Commission waive this requirement because the Clark Ranch acreage under City ownership that is not within the limited development pods for the affordable housing project is proposed to be preserved Open Space through a conservation easement. Therefore, staff recommends creating Lots for the limited development area only and that the remaining City-owned property be included in a conservation easement to preserve the acreage as Open Space.

Is the Planning Commission supportive of waiving the inclusion of all contiguous City-owned property?

(c) Require platted development pods.

LMC [Section 15-7.3-2\(J\)](#) states that when it is “important to clearly designate future Building locations” the Planning Commission may require the establishment of Limits of Disturbance or Building Pads within a Subdivision to indicate areas that may be disturbed and areas that must be protected. Staff recommends the Applicant establish Development Pods within the proposed three Lots to distinguish disturbance areas from those areas proposed to remain Open Space.

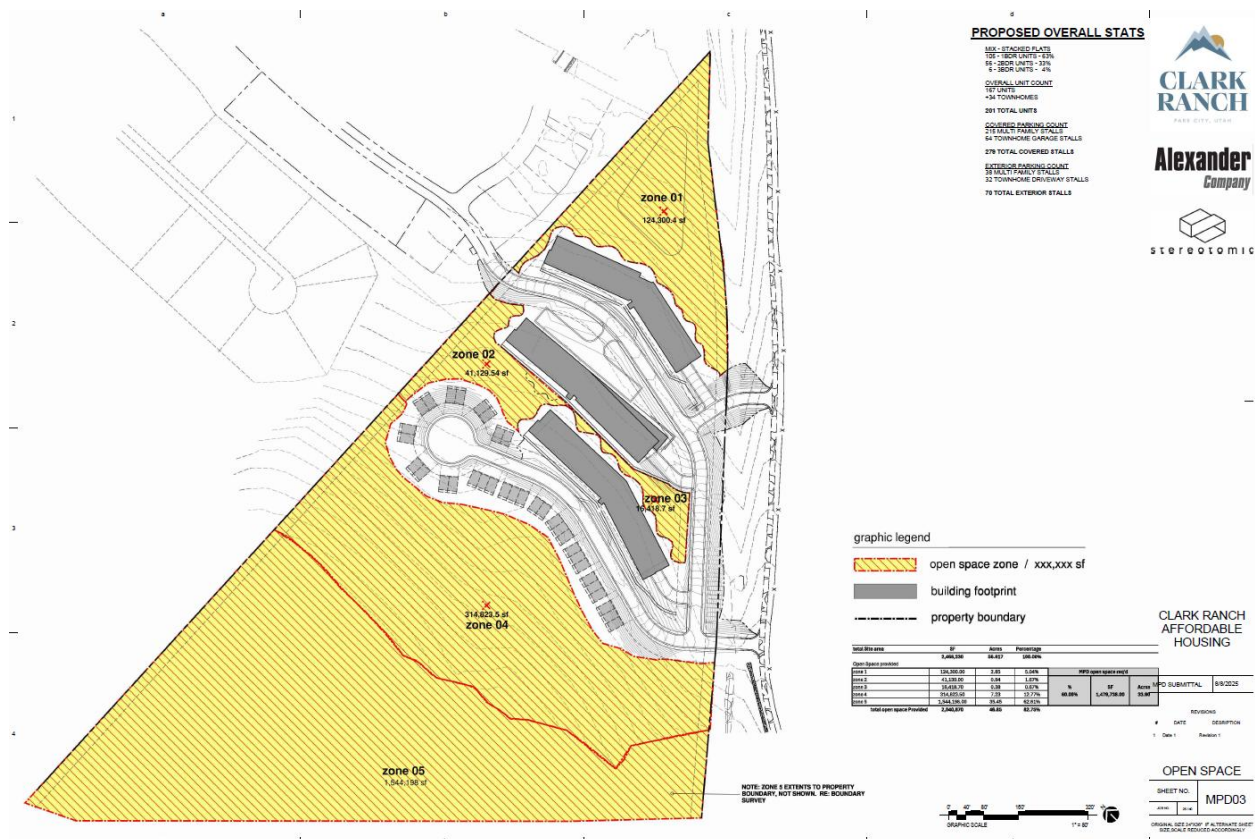


Figure 11: Applicant's Proposed Open Space "Zones"

Is the Planning Commission supportive of platting Development Pods to distinguish areas disturbed for the affordable housing project from those areas preserved as Open Space?

In preparation for the Planning Commission's September 24 discussion on a potential rezone, is there additional information needed to evaluate the ten-acre development area and Open Space preservation?

(d) Consider whether a park, playground, or recreation area is required.

Within Subdivisions, LMC [Section 15-7.3-10\(A\)](#) states the Planning Commission may require a park, playground, or recreation area "of suitable size, dimension, topography, and general character" with adequate access. If the Planning Commission determines a recreation area is required, for Multi-Unit Dwellings, one acre of recreation area for every 200 Multi-Unit Dwellings (218 square feet per Multi-Unit Dwelling) is recommended but may be reduced depending on the site.

In addition to preserving acreage surrounding the development pods as Open Space, the Applicant proposes amenities, including a 68-square-foot dog bath station, a 2,019-square-foot exercise room, and an outdoor gym area and patio.

Does the Planning Commission find a park, playground, or recreation area will be required as part of the Subdivision review?

Exhibits

A: Applicant's Narrative

B: Proposed Plans

C: Applicant's Slope Analysis

D: Applicant's Ridge Line Analysis

Clark Ranch
Park City, Utah

Project Description – Conditional Use Permit (CUP)

General Description

The Alexander Company is proposing a new construction development on the Clark Ranch site. The project will comprise approximately 167 multi-family units and 34 townhome units, totaling 201 dwelling units. Garage and surface parking will be available, providing ample parking stalls for residents and guests.

The anticipated number of units in the Clark Ranch Development surpasses Park City's statutory threshold for the number of residential equivalents. Therefore, the development team is requesting the approval of the Master Plan Development Permit to progress this catalytic development.

How will the proposed use “fit in” with surrounding uses?

The site is bounded to the north by Park City Heights, which is zoned as Community Transition and provides single-family housing. To the west, there are additional single-family structures that are designated under the Estate zoning code. To the south is vacant land that is beyond the municipality's boundaries. To the east is a continuation of the Recreation Open Zoning that is currently established on the applicant's portion of the Clark Ranch site.

As shown in the aerial images, site plans, and perspectives, the project thoughtfully groups 167 units into three distinct buildings, low on the site, minimizing site disturbance while maximizing housing opportunities for working families, teachers, and essential service providers who are being priced out of Park City.

By consolidating units into three volumes, we maintain open space, reduce infrastructure costs, and create a more efficient development footprint—without sprawl or unnecessary density clustering.

The upper portion of the developable area, and potentially the most visible portion of the site, provides the area for the townhome's typology with an increase in massing variability. This portion of the project allows for a more standard transition between similar single-family development types at a higher vantage point.

What type of service will it provide to Park City?

The redevelopment of the Clark Ranch site will provide vital housing resources that the city needs to continue to support its current and future workforce and broader communities.

The additional units will also provide the city with an increased tax base to better support its established services.

Is the proposed use consistent with the current zoning district and with the General Plan?

The development team is simultaneously submitting a Zone Change Application in conjunction with this Conditional Use Permit. The team is requesting a rezone from the project site's current status as Recreational Open Space to the Residential – Medium Density (RM) District. Under that district, multi-family development is an allowed use under conditional approval.

The Clark Ranch redevelopment aligns with Park City's updated General Plan by advancing its goals for sustainable, compact, and walkable community design that reduces sprawl and preserves surrounding open space. The project incorporates a diverse mix of housing types, including affordable options, to support the city's commitment to socioeconomic diversity and local workforce retention. Additionally, it intends to integrate multimodal transportation connections, energy-efficient building practices, and accessible amenities, directly supporting the City's priorities for mobility, environmental stewardship, and community livability.

Is the proposed use similar or compatible with other uses in the same area?

The focus of this redevelopment is to provide housing to the Park City community. The development site is bordered by housing on two sides and a highway on the third. With proximity to open space and existing community resources, the redevelopment team believes that this use is compatible with its adjacent parcels.

Is the proposed use suitable for the proposed site?

The development team believes that the proposed site is suitable for the proposed multi-family and single-family development types. The design of this development intentionally avoids areas of steep slopes and conforms to the natural topography of the land.

Each of the three buildings is designed as a bent bar, conforming to the natural topography, as seen in the site plans and exterior elevations. This form eliminates the need for excessive retaining walls or extensive soil cutting, preserving the site's geological integrity and reducing construction costs. Rather than imposing onto the hillside, the buildings adapt to it—an act of restraint and respect that helps this project the landscape rather than atop it.

The townhome typology situates the lowest level on grade with the access road, with the main living occurring on the second level, providing on-grade patios as they match the existing topography.

Will the proposed use emit noise, glare, dust, pollutants, and odor?

In images provided in the exhibits, specifically with the perspectives and exterior elevations, you'll notice the clean roof lines and calm material palette. The facades are purposefully minimal, crafted with muted tones and natural textures to blend seamlessly into the surrounding high desert landscape.

By keeping the massing low and the architectural expression subdued, we strive to reduce Clark Ranch's impact on the expansive views and natural open spaces that define Park City's identity

The Clark Ranch redevelopment will help mitigate odor and pollution impacts in Park City by incorporating modern infrastructure and environmentally conscious design that reduces renters' reliance on older, higher-emission systems that are provided in older housing stock. By integrating green building standards, enhanced stormwater management, and strategic landscaping buffers, the project will improve local air quality and minimize nuisance odors for surrounding neighborhoods.

What will be the hours of operation, and how many people will be employed?

The leasing office is expected to be open during normal business hours (9:00 a.m. - 5:00 p.m.) on weekdays. There will be no other commercial activity on the property, except for emergency maintenance requests. The anticipated staff will range between two (2) to four (4) people, consisting of site management and site maintenance personnel.

Are there other special issues that need to be mitigated?

None that the development team is currently aware of. Thank you.

PLAT NOTES:

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD
C1	120.00	48.62	23°12'43"	S66°40'21"E	48.28
C3	300.00	232.93	44°29'10"	S56°02'08"E	227.12
C4	150.00	27.51	10°30'34"	N61°27'44"E	27.48
C5	175.00	110.53	36°11'20"	S15°41'53"E	108.70
C7	120.00	121.13	57°49'59"	N58°41'13"W	116.05
C8	250.00	165.62	37°57'30"	N48°44'59"W	162.61
C9	100.00	37.88	21°42'11"	S67°25'37"E	37.65
C11	320.00	248.46	44°29'10"	S56°02'08"E	242.26
C13	170.00	40.68	13°42'33"	N63°03'43"E	40.58
C14	140.00	59.34	24°17'12"	N66°08'07"W	58.90
C15	280.00	217.40	44°29'10"	N56°02'08"W	211.98
C16	155.00	97.90	36°11'20"	N15°41'53"W	96.28
C17	100.00	100.94	57°49'59"	S58°41'13"E	96.71
C18	270.00	178.87	37°57'30"	S48°44'59"E	175.62
C19	19.50	20.56	60°24'46"	S37°31'21"E	19.62
C20	60.50	317.65	300°49'31"	N22°16'16"E	59.74
C21	19.50	20.56	60°24'46"	S82°03'54"W	19.62
C22	230.00	152.37	37°57'30"	N48°44'59"W	149.60
C23	140.00	141.31	57°49'59"	N58°41'13"W	135.39

LINE TABLE		
LINE	LENGTH	BEARING
L1	53.55	S78°16'43"E
L3	232.96	S33°47'33"E
L4	10.00	S33°47'33"E
L5	81.90	N56°12'27"E
L6	74.59	N87°36'13"W
L7	50.00	N87°36'13"W
L8	24.59	N87°36'13"W
L11	61.90	N56°12'27"E
L13	4.59	S87°36'13"E

LEGEND

- BOUNDARY LINE
- SECTION LINE
- ADJOINER DEED LINES
- RIGHT-OF-WAY LINE
- ROAD CENTERLINE

- SECTION CORNER AS NOTED
- SET CL MONUMENT
- FOUND CL MONUMENT
- SET NO.5 X 24" LONG REBAR WITH PLASTIC CAP STAMPED "TALISMAN"

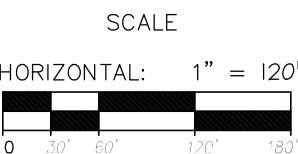
PARCEL NUMBER: PCH-2-D
IVORY DEVELOPMENT LLC

OPEN SPACE B
1,749,493 S.F.
40.163 AC.

N02°12'01"E 5325.74'
BASIS OF BEARING

SOUTH QUARTER CORNER
SECTION II, TOWNSHIP 25
RANGE 4E, S.L.B.#11.

PARCEL NUMBER: PC-PP-26-A-X
(HIGHWAY 40) OF
UT TRANSPORTATION



SURVEYOR'S CERTIFICATE

I, NATHAN CHRISTENSEN, DO HEREBY CERTIFY THAT I AM A REGISTERED PROFESSIONAL LAND SURVEYOR AND HOLD A LICENSE IN THE STATE OF UTAH IN ACCORDANCE WITH TITLE 58, CHAPTER 22, PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS ACT, I FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS I HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THIS SUBDIVISION PLAT IN ACCORDANCE WITH SECTION 17-23-17 OF UTAH STATE CODE AND HAVE VERIFIED ALL MEASUREMENTS; AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS, STREETS AND EASEMENTS, HEREAFTER TO BE KNOW AS:

CLARK RANCH SUBDIVISION

AND THAT THE SAME HAS BEEN CORRECTLY SURVEYED AND MONUMENTED ON THE GROUND

NATHAN CHRISTENSEN
PROFESSIONAL LAND SURVEYOR
UTAH CERTIFICATE NO. 10175991

LEGAL DESCRIPTION

THE BASIS OF BEARING IS NORTH 0°21'20" EAST, 5325.74 FEET WAS MEASURED SOUTH QUARTER CORNER OF SECTION II AND THE SOUTH QUARTER CORNER OF SECTION 2, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN.

BEGINNING AT A POINT BEING NORTH 0°21'20" EAST, 2699.95 FEET, AND NORTH 89°30'49" WEST, 1278.61 FEET, FROM THE FOUND SOUTH QUARTER CORNER OF SECTION II, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN.

AND RUNNING THENCE, THENCE NORTH 0°29'11" EAST, 116.70 FEET; THENCE ALONG THE SOUTHEASTERLY LINE OF THE PARK CITY HEIGHTS PHASE 2, 5, AND 4 SUBDIVISIONS, NORTH 42°25'16" EAST, 2,998.43 FEET, TO THE WESTERLY ROW LINE OF HWY 40; THENCE ALONG SAID WESTERLY ROW LINE, SOUTH 7°03'22" EAST, 6.45 FEET; THENCE SOUTH 1°27'54" WEST, 202.24 FEET; THENCE SOUTH 7°03'57" EAST, 258.36 FEET; THENCE SOUTHERLY ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 1,799.86 FEET, (CHORD BEARS SOUTH 2°20'05" EAST, 296.90 FEET), THROUGH A CENTRAL ANGLE OF 9°27'44", FOR AN ARC DISTANCE OF 297.24 FEET; THENCE SOUTH 2°23'47" WEST, 592.30 FEET, LEAVING THE SAID WESTERLY ROW LINE OF HWY 40; THENCE SOUTH 4°48'59" WEST, 572.68 FEET; THENCE SOUTH 27°30'11" WEST, 241.36 FEET; THENCE SOUTH 2°36'03" WEST, 208.09 FEET TO THE QUARTER SECTION OF SAID SECTION II; THENCE ALONG SAID QUARTER SECTION LINE, NORTH 89°30'49" WEST, 1,869.47 FEET TO THE POINT OF BEGINNING;

LOCATED IN THE NORTH HALF OF SECTION II, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN.

CONTAINING: 2,466,230 S.F. OR 56.617 ACRES, MORE OR LESS.

OWNER'S DEDICATION:

I/WE, THE UNDERSIGNED OWNER(S) OF THE HEREIN DESCRIBED TRACT OF LAND, DO HEREBY SET APART AND SUBDIVIDE THE SAME INTO LOTS, TOGETHER WITH EASEMENTS AS SHOW HEREON TO BE HERE AFTER KNOWN AS: CLARK RANCH SUBDIVISION AND DO HEREBY DEDICATE TO PARK CITY MUNICIPAL CORPORATION ALL THESE TRACTS OF LAND DESIGNATED AS STREETS, THE SAME TO BE USED AS PUBLIC THOROUGHFARES FOREVER. THE UNDERSIGNED OWNERS ALSO CONVEY TO PARK CITY MUNICIPAL CORPORATION AND SNYDERVILLE BASIN WATER RECLAMATION DISTRICT, AND TO ANY AND ALL PUBLIC UTILITY COMPANIES A PERPETUAL, NON-EXCLUSIVE EASEMENT OVER THE PUBLIC UTILITY AND DRAINAGE EASEMENTS SHOWN ON THIS PLAT, THE SAME TO BE USED FOR DRAINAGE AND THE INSTALLATION OF MAINTENANCE AND OPERATION OF UTILITY LINES AND FACILITIES

NAME: _____
TITLE: _____
COMPANY: _____

ACKNOWLEDGEMENT:

IN WITNESS WHEREOF, DECLARANT HAS EXECUTED THIS OWNER'S DEDICATION AS OF THE
DAY OF _____, 20____
PARK CITY MUNICIPAL CORPORATION

BY: _____
NAME: _____
TITLE: _____

STATE OF UTAH
COUNTY OF SALT LAKE } S.S.

ON THIS _____ DAY OF _____, 20____ BEFORE ME _____ A NOTARY PUBLIC, PERSONALLY APPEARED AS THE AUTHORIZED SIGNATORY OF PARK CITY MUNICIPAL CORPORATION, PROVED ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO IN THIS INSTRUMENT, AND DULY ACKNOWLEDGED THAT HE/SHE EXECUTED THIS INSTRUMENT IN HIS/HER AUTHORIZED CAPACITY ON BEHALF OF SAID COMPANY, INTENDING TO BE LEGALLY BOUND. WITNESS MY HAND AND OFFICIAL SEAL.

NOTARY PUBLIC SIGNATURE: _____
RESIDING IN: _____
COMMISSION #: _____
MY COMMISSION EXPIRES: _____

CLARK RANCH SUBDIVISION

LOCATED IN THE NORTH HALF OF SECTION II, TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

Sheet 1 of 1

OWNER/DEVELOPER
PARK CITY MUNICIPAL
CORPORATION
445 MARSAC AVE,
PARK CITY, UT 84060

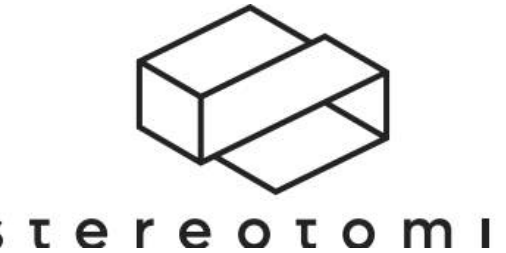


RECORDED #

STATE OF UTAH, COUNTY OF SALT LAKE
RECORDED AND FILED AT THE

RECORDED NO: _____
REQUEST OF: _____
DATE: _____ TIME: _____
BOOK: _____ PAGE: _____
FEE \$ _____

SALT LAKE COUNTY RECORDER



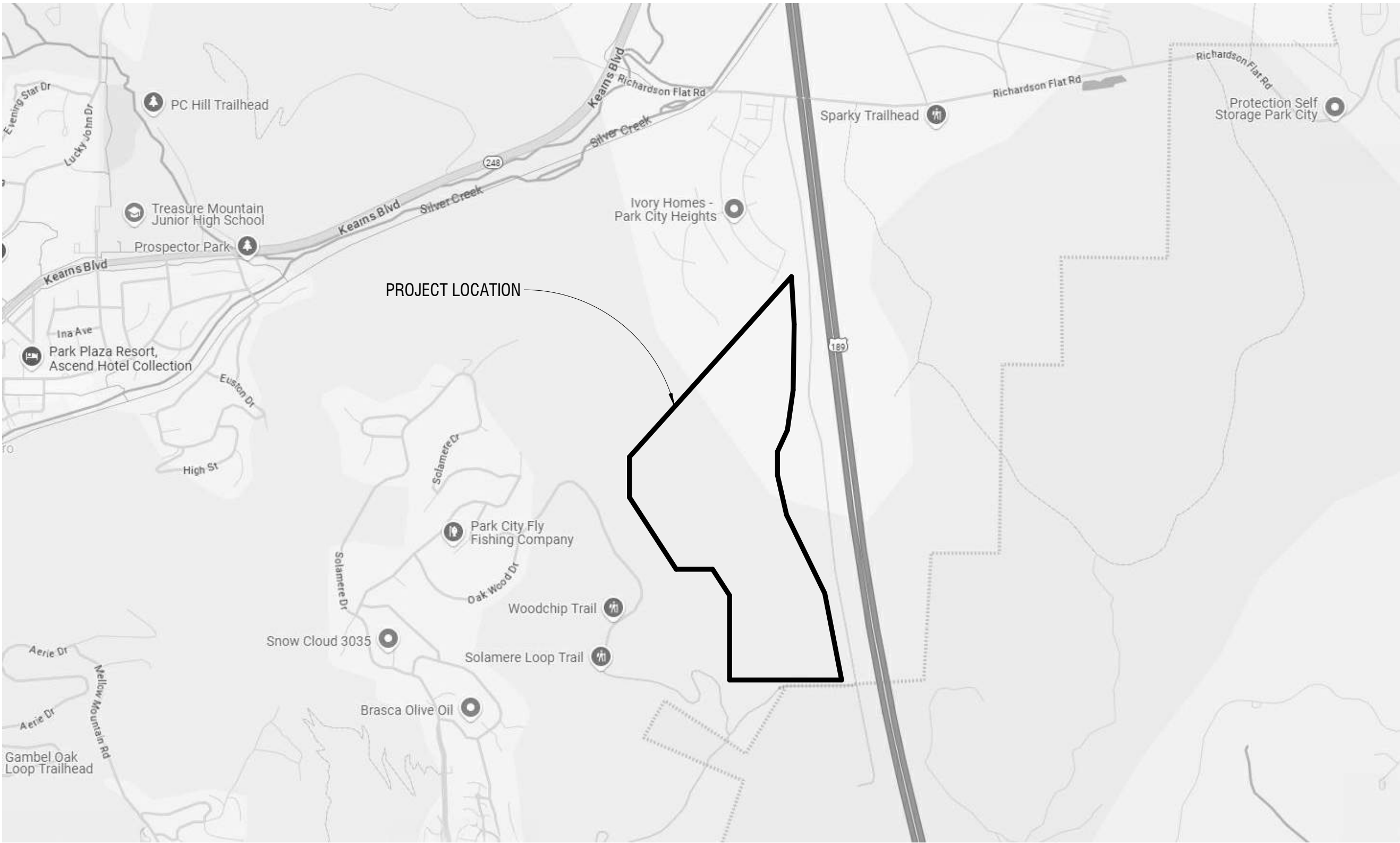
CLARK RANCH AFFORDABLE HOUSING - PHASE I

owner
The Alexander Company
2450 Rimrock Rd. Ste. 100
Madison, WI 53713
(608) 268-8105
contact: Chris Day

architect
Stereotomic
1526 W Ute Blvd STE 111
Park City, UT 84098
(801) 435-640-6850
contact: Jarrett Moe

civil
Talisman
1588 S Main St #200
Salt Lake City, UT 84115
(801) 743-1300
contact: Dan Barque

landscape
Langvardt Design Group
336 W Broadway Ste. 110
Salt Lake City, UT 84101
(801) 362-2339
contact: Adam Castor



Vicinity Map



MPD DRAWING INDEX	
Sheet Number	Sheet Name
Entitlements	
MPD00	COVER SHEET
MPD01	PROJECT STATISTICS
MPD02	ARCH SITE PLAN
MPD02.1	ROOF OVER TOPO PLAN
MPD03	OPEN SPACE
MPD04	BLDG A-FLOOR PLAN
MPD05	BLDG B-FLOOR PLANS
MPD06	BLDG C-FLOOR PLANS
MPD07	TYP UNIT PLANS
MPD08	TYP UNIT PLANS
MPD09	BLDG A - EXT. ELEV.
MPD10	BLDG B - EXT. ELEV.
MPD11	BLDG C - EXT. ELEV.
MPD12	BLDG & SITE SECT.
MPD13	VISUAL CONTEXTUAL ANALYSIS
MPD13.1	VISUAL CONTEXTUAL ANALYSIS
MPD14	VISUAL CONTEXTUAL ANALYSIS
MPD15	CONCEPTUAL RENDERINGS
MPD16	CONCEPTUAL RENDERINGS

CLARK RANCH AFFORDABLE HOUSING

MPD SUBMITTAL	8/8/2025
---------------	----------

REVISIONS		
#	DATE	DESCRIPTION

COVER SHEET

SHEET NO.		MPD00
JOB NO.	25.140	

1

2

3

4

CLARK RANCH - GENERAL DEVELOPMENT STATISTICS						
Density	Unit size (SF)	# of units		Units per acre		3.55
Parcels		acre			R.U.E. per acre	1.77
	PC-SS-121-X	2466230	56.62			
		0				
	Open Space		46.85		82.7%	
	Developed area		9.77		17.3%	
	2,466,230	56.62			56.617	
Units total						201
Parking total (req'd)						253
Parking Total (provided)						
Total F/A/R						0.08
Open Space						
Unit distribution						*PARKING PER MPD
MF / stacked flat Units		PC R.U.E.		SF subtotal		
1 bdr	619	105	32.4975	64995	63%	105.0
2 bdr	936	56	26.208	52416	34%	56.0
3 bdr	1129	6	3.387	6774	4%	9.0
bldg units		167	62.0925	124185		
bldg park required						170
bldg park provided						195
Surf park provided						34
Total Parking Provided						229
Parking Ratio (per unit)						1.37
Townhome / Duplex units (potential market rate)						
3+ bdr	2300	17	19.55	39100	50%	34
	0	0	0	0	0%	0
2 bdr	2200	17	18.7	37400	50%	34
Single Family Home	0	0	0	0	0%	0
bldg units		34	38.25	76500		
bldg park required						68
bldg park provided						72
Parking Ratio (per unit)						2.12
Total Residential	LOT 1	167	62.0925	124,185.00 SF	170	
	LOT 1+2	201	100.3425	76,500.00	68	
Commercial				5,000 SF	15	
Total SF				205,685		
Max F/A/R				site area	2,466,230	
				building area	0.083	
Total Parking, Req'd						253
Total Parking, Provided						349
Total Parking Ratio						1.74
Total F/A/R						0.08

total Site area	SF	Acres	Percentage
	2,466,230	56.617	100.00%
Open Space provided			
zone 1	124,300.00	2.85	5.04%
zone 2	41,130.00	0.94	1.67%
zone 3	16,418.70	0.38	0.67%
zone 4	314,823.50	7.23	12.77%
zone 5	1,544,198.00	35.45	62.61%
total open space Provided	2,040,870	46.85	82.75%

CLARK RANCH - ENTITLEMENT PARKING/BIKE										
Unit Distribution	Unit Size	Unit #'s	Min. Req'mnts		EV Chargers		Bike Parking			
			RM zone	MPD	Pre Wire	Install	Outdoor	1% large spaces (3'x10')	Indoor	5% Large spaces (3'x10')
1 Bdr	619	105	105	105	57.65	12.65	25	1	67	3
2 Bdr	936	56	56	56						
3 Bdr	1129	6	9	9						
Townhomes - 2 bdr	2180	17	34	34						
Townhomes - 3 bdr	2230	17	34	34						
Amenities/comm.	5000	1	15	15						
total required		201	253	253	58	13	25	1	67	3
Current Design										
Provided		349								
parking Ratio		1.7								
Delta			96	96						
* needs to qualify based on AMPD 15.6.1.-9d										

PROPOSED OVERALL STATS

MIX - STACKED FLATS
105 - 1BDR UNITS - 63%
56 - 2BDR UNITS - 33%
6 - 3BDR UNITS - 4%

OVERALL UNIT COUNT
167 UNITS
+34 TOWNHOMES

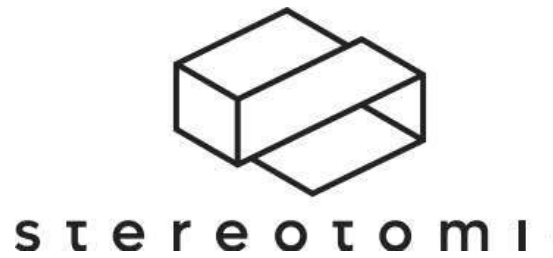
201 TOTAL UNITS

COVERED PARKING COUNT
215 MULTI FAMILY STALLS
64 TOWNHOME GARAGE STALLS

279 TOTAL COVERED STALLS

EXTERIOR PARKING COUNT
38 MULTI FAMILY STALLS
32 TOWNHOME DRIVEWAY STALLS

70 TOTAL EXTERIOR STALLS

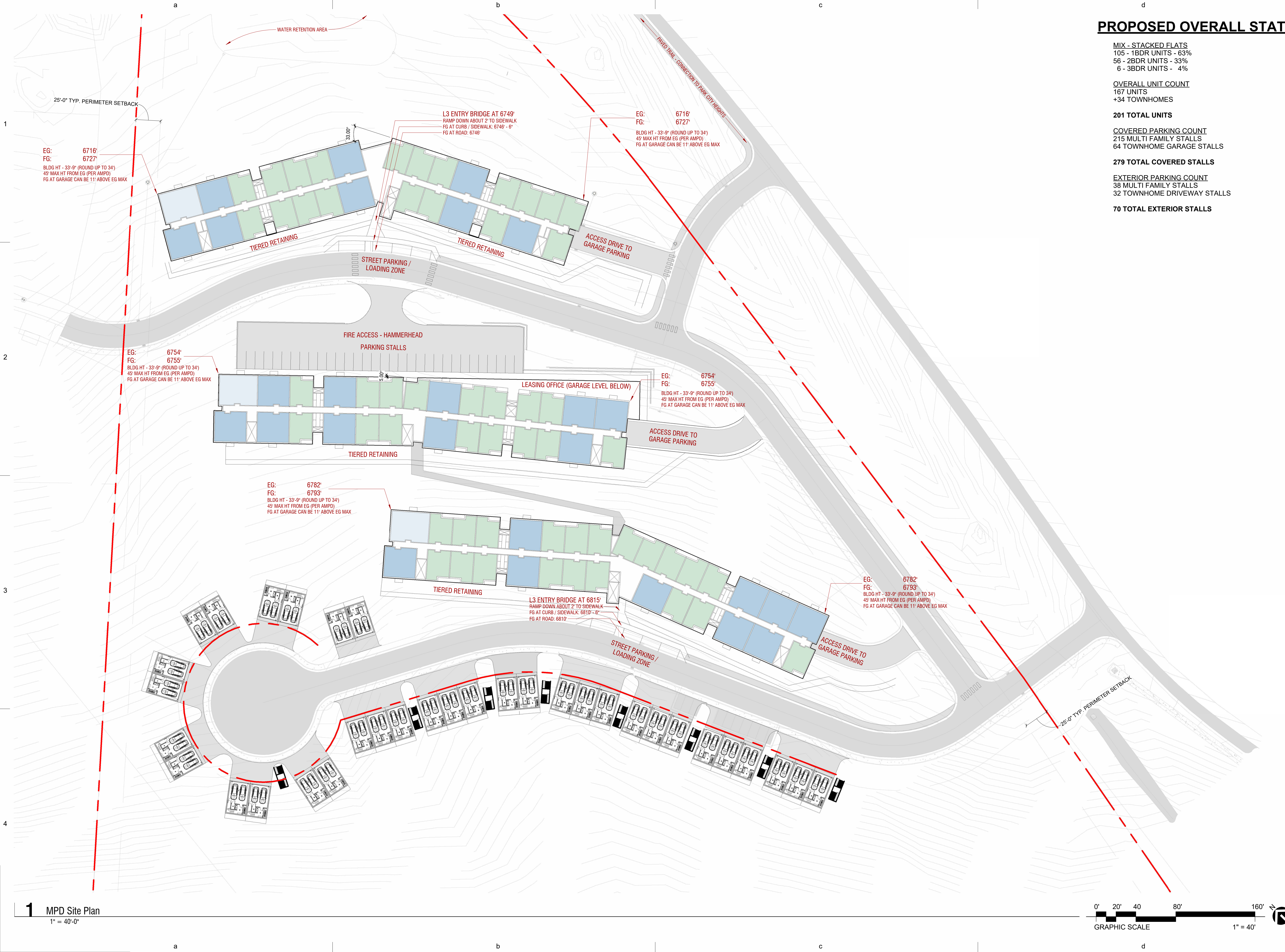


CLARK RANCH
AFFORDABLE
HOUSING

MPD SUBMITTAL	8/8/2025
---------------	----------

REVISIONS		
#	DATE	DESCRIPTION
1	Date 1	Revision 1

PROJECT STATISTICS		
SHEET NO.		MPD01
JOB NO.	25.140	



PROPOSED OVERALL STATS

MIX - STACKED FLATS
105 - 1BDR UNITS - 63%
56 - 2BDR UNITS - 33%
6 - 3BDR UNITS - 4%

OVERALL UNIT COUNT
167 UNITS
+34 TOWNHOMES

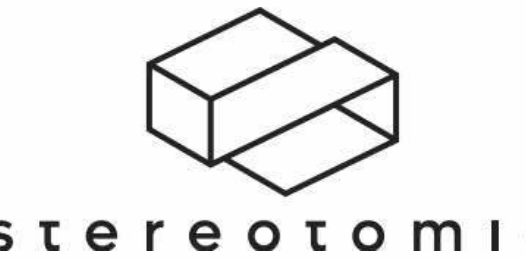
201 TOTAL UNITS

COVERED PARKING COUNT
215 MULTI FAMILY STALLS
64 TOWNHOME GARAGE STALLS

279 TOTAL COVERED STALLS

EXTERIOR PARKING COUNT
38 MULTI FAMILY STALLS
32 TOWNHOME DRIVEWAY STALLS

70 TOTAL EXTERIOR STALLS



CLARK RANCH
AFFORDABLE
HOUSING

MPD SUBMITTAL 8/8/2025

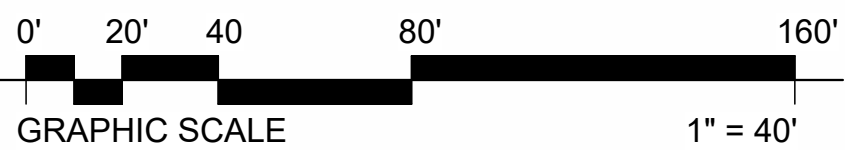
REVISIONS		
#	DATE	DESCRIPTION
1	Date 1	Revision 1

ARCH SITE
PLAN

SHEET NO. MPD02

JOB NO. 25.140

ORIGINAL SIZE 24"X36" IF ALTERNATE SHEET
SIZE, SCALE REDUCED ACCORDINGLY



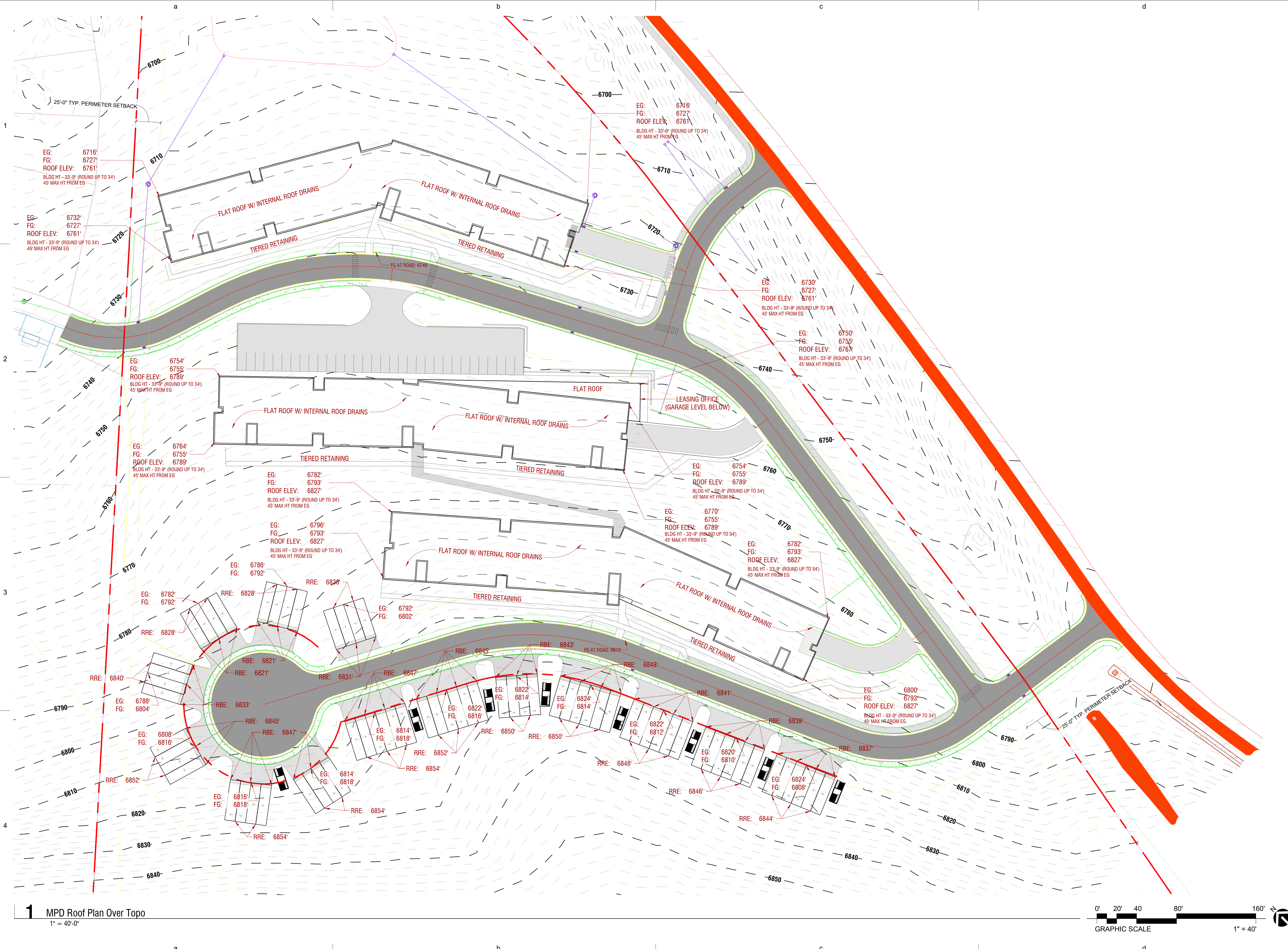
**CLARK RANCH
AFFORDABLE
HOUSING**

MPD SUBMITTAL 8/8/2025

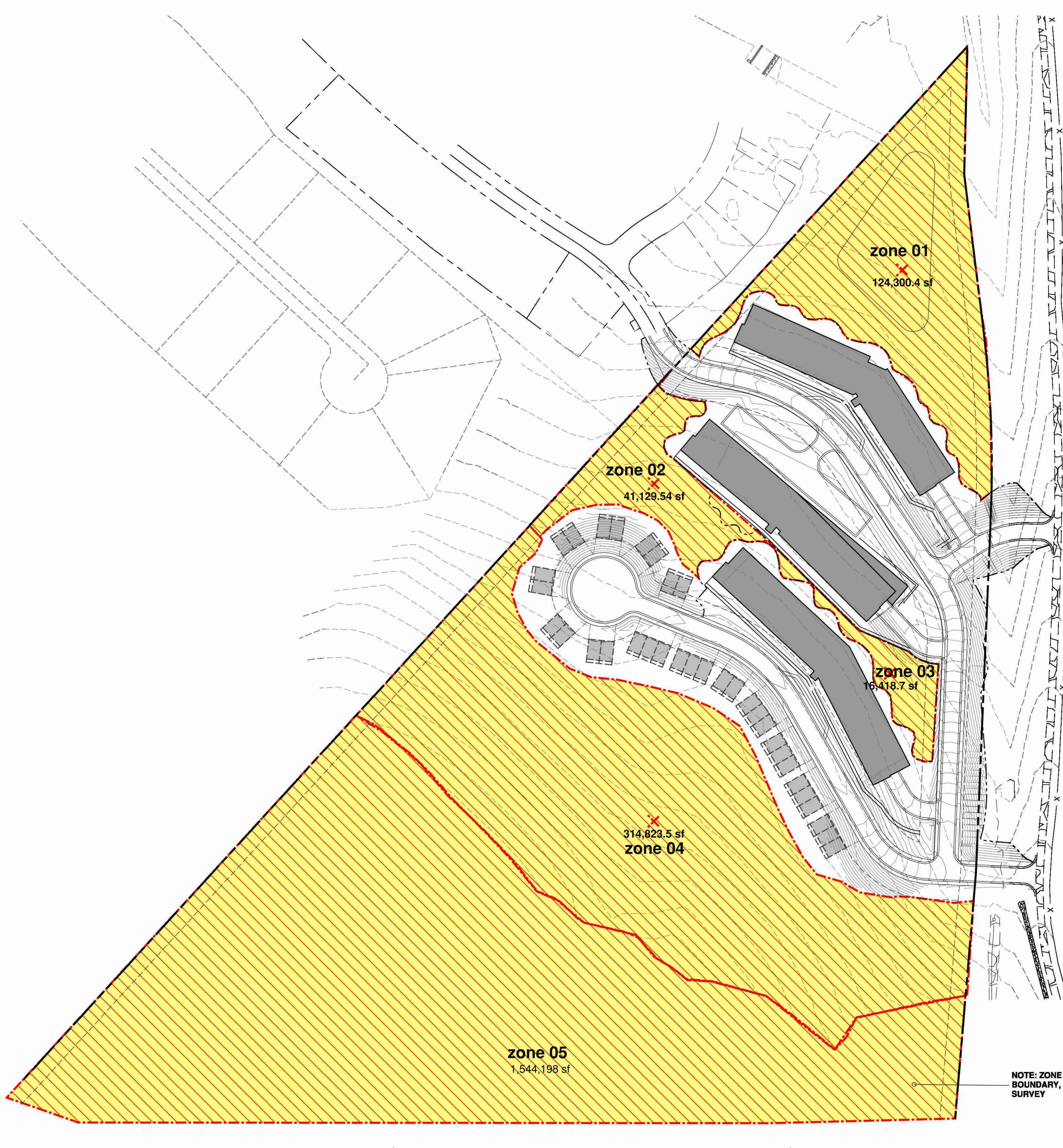
REVISIONS		
#	DATE	DESCRIPTION
1	Date 1	Revision 1

**ROOF OVER
TOPO PLAN**

SHEET NO.		MPD02.1
JOB NO.	25.140	



1 MPD Roof Plan Over Topo
1" = 40'-0"



PROPOSED OVERALL STATS

MIX - STACKED FLATS
105 - 1BDR UNITS - 63%
56 - 2BDR UNITS - 33%
6 - 3BDR UNITS - 4%

OVERALL UNIT COUNT
167 UNITS
+34 TOWNHOMES

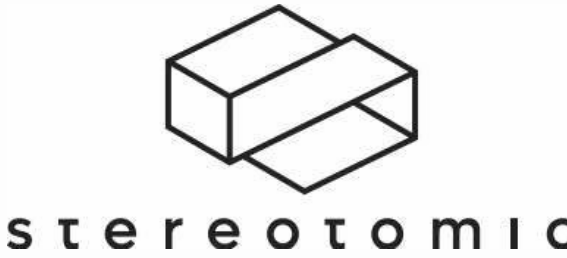
201 TOTAL UNITS

COVERED PARKING COUNT
215 MULTI FAMILY STALLS
64 TOWNHOME GARAGE STALLS

279 TOTAL COVERED STALLS

EXTERIOR PARKING COUNT
38 MULTI FAMILY STALLS
32 TOWNHOME DRIVEWAY STALLS

70 TOTAL EXTERIOR STALLS



graphic legend

- open space zone / xxx,xxx sf
- building footprint
- property boundary

total Site area		SF	Acres	Percentage
		2,466,230	56.617	100.00%
Open Space provided				
zone 1	124,300.00	2.85	5.04%	MPD open space req'd %60.00% SF1,479,738.00 Acres33.90
zone 2	41,130.00	0.94	1.67%	
zone 3	16,418.70	0.38	0.67%	
zone 4	314,823.50	7.23	12.77%	
zone 5	1,544,198.00	35.45	62.61%	
total open space Provided		2,040,870	46.85	82.75%

CLARK RANCH AFFORDABLE HOUSING

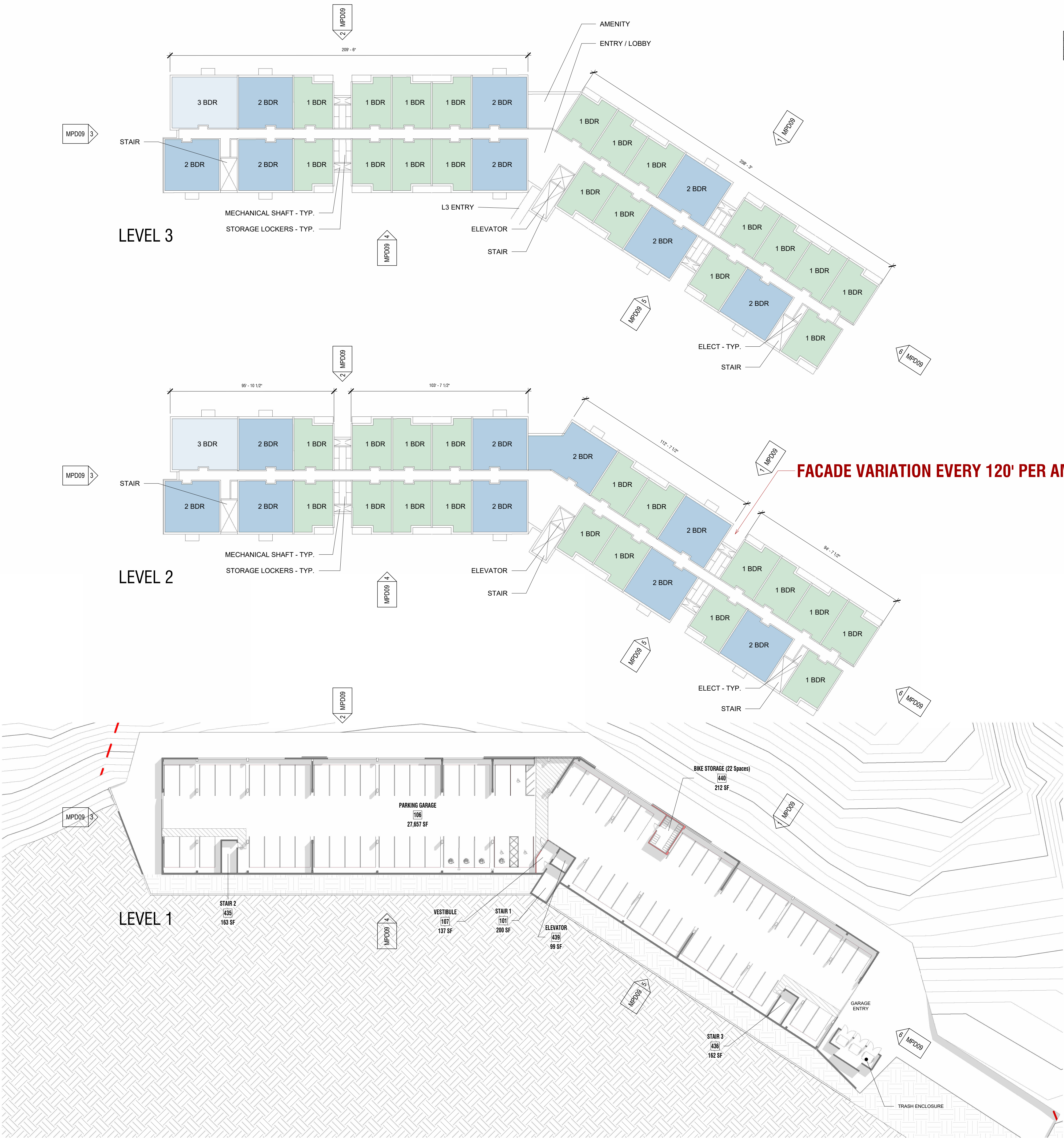
MPD SUBMITTAL 8/8/2025

REVISIONS		
#	DATE	DESCRIPTION
1	Date 1	Revision 1

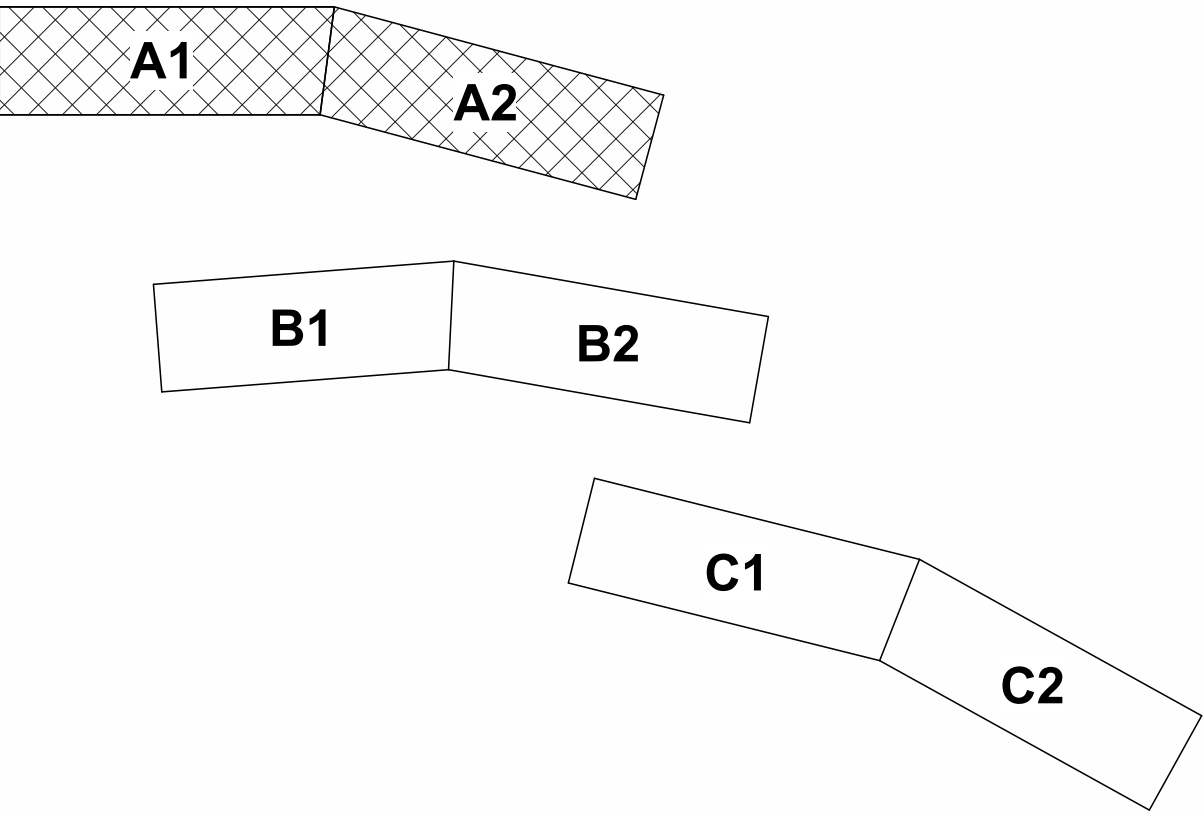
OPEN SPACE

SHEET NO.		MPD03
JOB NO.	25.140	





KEY PLAN



BLDG A

MIX

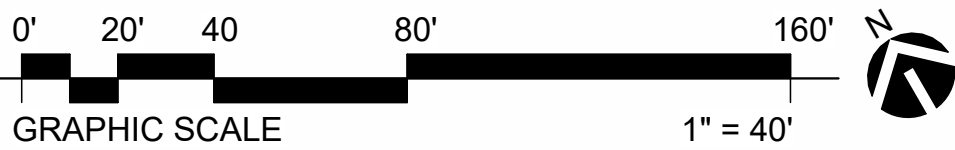
37 - 1BDR UNITS - 66%
17 - 2BDR UNITS - 30%
2 - 3BDR UNITS - 4%

OVERALL UNIT COUNT

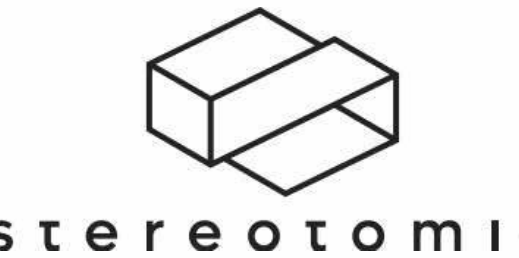
56 UNITS - BUILDING A

Parking Schedule		
Level	Parking Type	Count
A - Level 01	Parking Space	75
A - Level 01	Parking Space - ADA	3
A - Level 01: 78		78
A - Level 03	Exterior Parking Space	4
A - Level 03: 4		4
B - Level 01 - Floor Plan	Exterior Parking Space	30
B - Level 01 - Floor Plan	Parking Space	55
B - Level 01 - Floor Plan	Parking Space - ADA	3
B - Level 01 - Floor Plan: 88		88
B - Level 01: 88	32 BIKE PARKING SPACES PROVIDED	
C - Level 01 - Floor Plan	Parking Space	76
C - Level 01 - Floor Plan	Parking Space - ADA	3
C - Level 01 - Floor Plan: 79		79
C - Level 03 - Floor Plan	Exterior Parking Space	4
C - Level 03 - Floor Plan: 4		4
Grand Total		253

14 TOTAL EV CHARGERS PROVIDED 78 TOTAL BIKE PARKING SPACES PROVIDED



Alexander
Company



CLARK RANCH
AFFORDABLE
HOUSING

MPD SUBMITTAL 8/8/2025

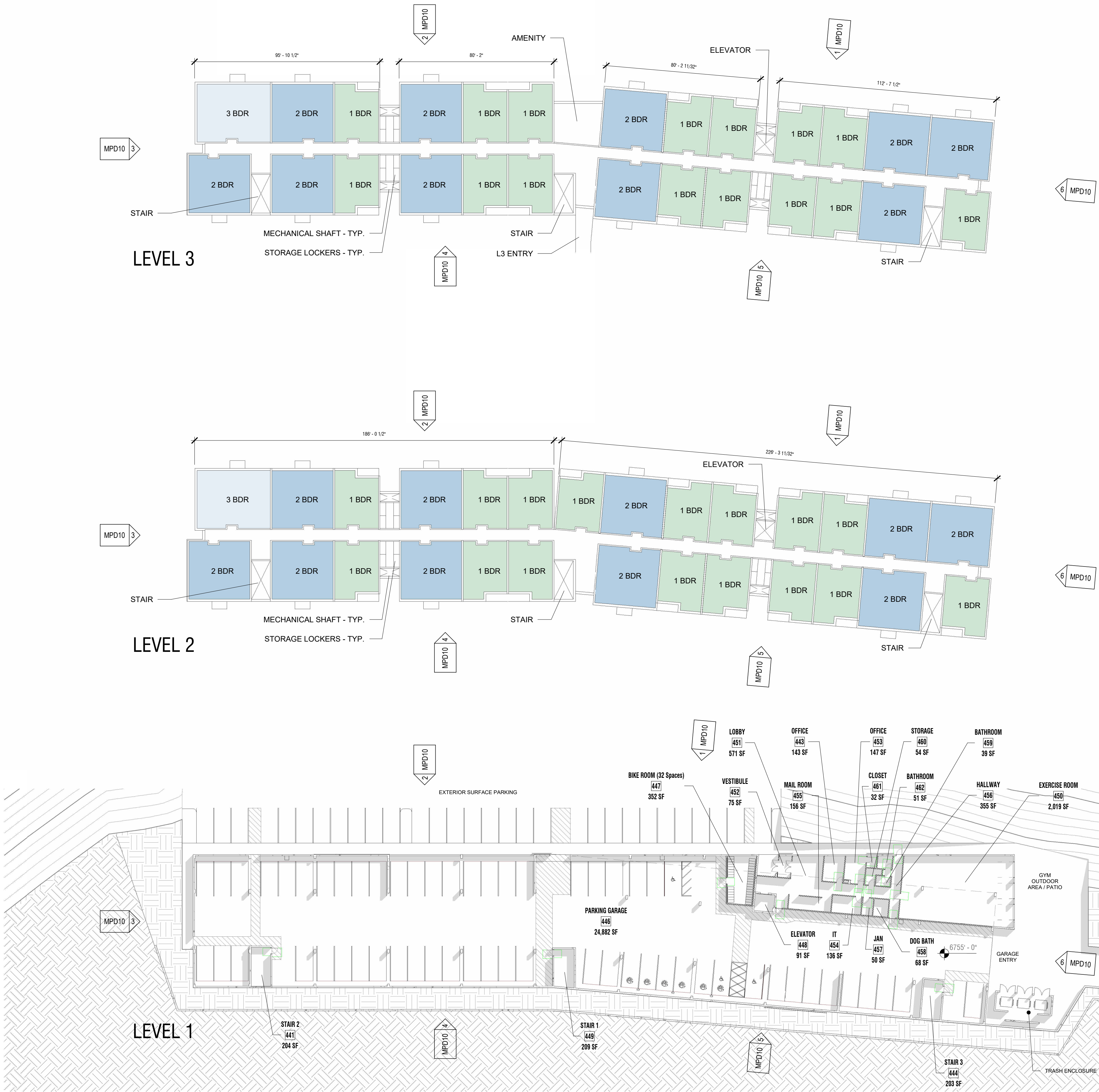
REVISIONS
DATE DESCRIPTION

BLDG A-FLOOR
PLAN

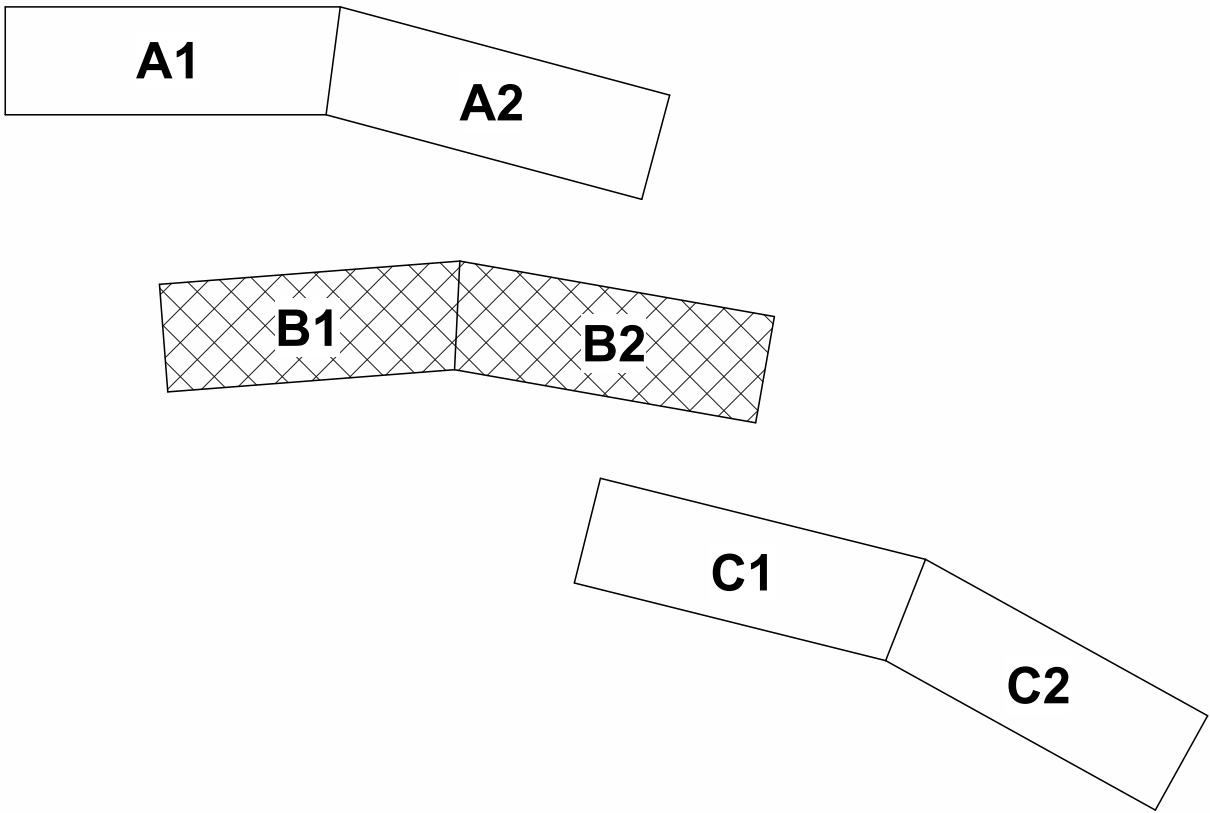
SHEET NO. MPD04

JOB NO. 25.140

ORIGINAL SIZE 24"X36" IF ALTERNATE SHEET
SIZE, SCALE REDUCED ACCORDINGLY



KEY PLAN

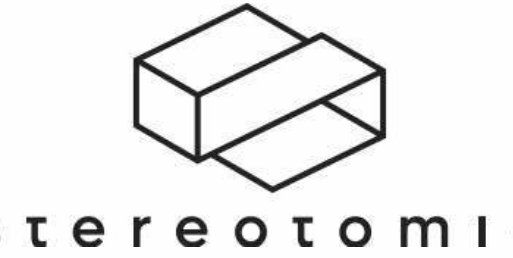


BLDG B
MIX

31 - 1BDR UNITS - 58%
20 - 2BDR UNITS - 38%
2 - 3BDR UNITS - 4%

OVERALL UNIT COUNT
53 UNITS - BUILDING B

Parking Schedule		
Level	Parking Type	Count
A - Level 01	Parking Space	75
A - Level 01	Parking Space - ADA	3
A - Level 01: 78	4 EV CHARGERS PROVIDED	22 BIKE PARKING SPACES PROVIDED
A - Level 03	Exterior Parking Space	4
A - Level 03: 4		4
B - Level 01 - Floor Plan	Exterior Parking Space	30
B - Level 01 - Floor Plan	Parking Space	55
B - Level 01 - Floor Plan	Parking Space - ADA	3
B - Level 01 - Floor Plan: 38	6 EV CHARGERS PROVIDED	32 BIKE PARKING SPACES PROVIDED
C - Level 01 - Floor Plan	Parking Space	75
C - Level 01 - Floor Plan	Parking Space - ADA	3
C - Level 01 - Floor Plan: 78	4 EV CHARGERS PROVIDED	22 BIKE PARKING SPACES PROVIDED
C - Level 03 - Floor Plan	Exterior Parking Space	4
C - Level 03 - Floor Plan: 4		4
Grand Total		253
14 TOTAL EV CHARGERS PROVIDED		76 TOTAL BIKE PARKING SPACES PROVIDED



CLARK RANCH
AFFORDABLE
HOUSING

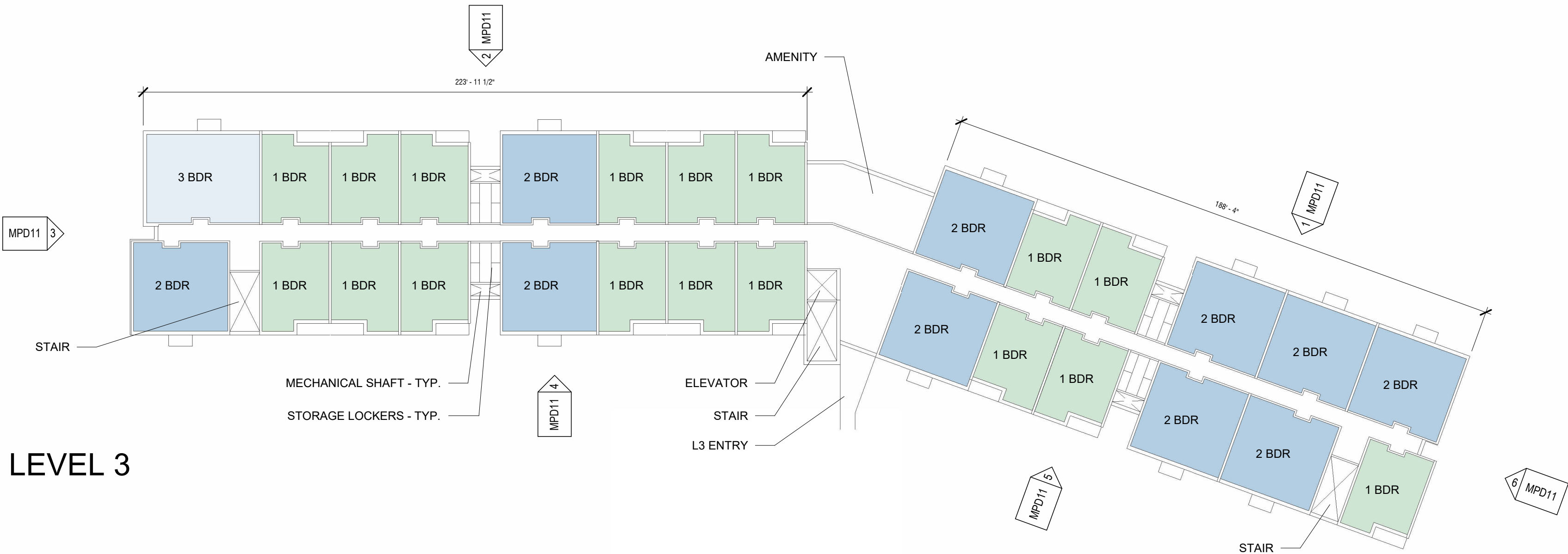
MPD SUBMITTAL 8/8/2025

REVISIONS		
#	DATE	DESCRIPTION

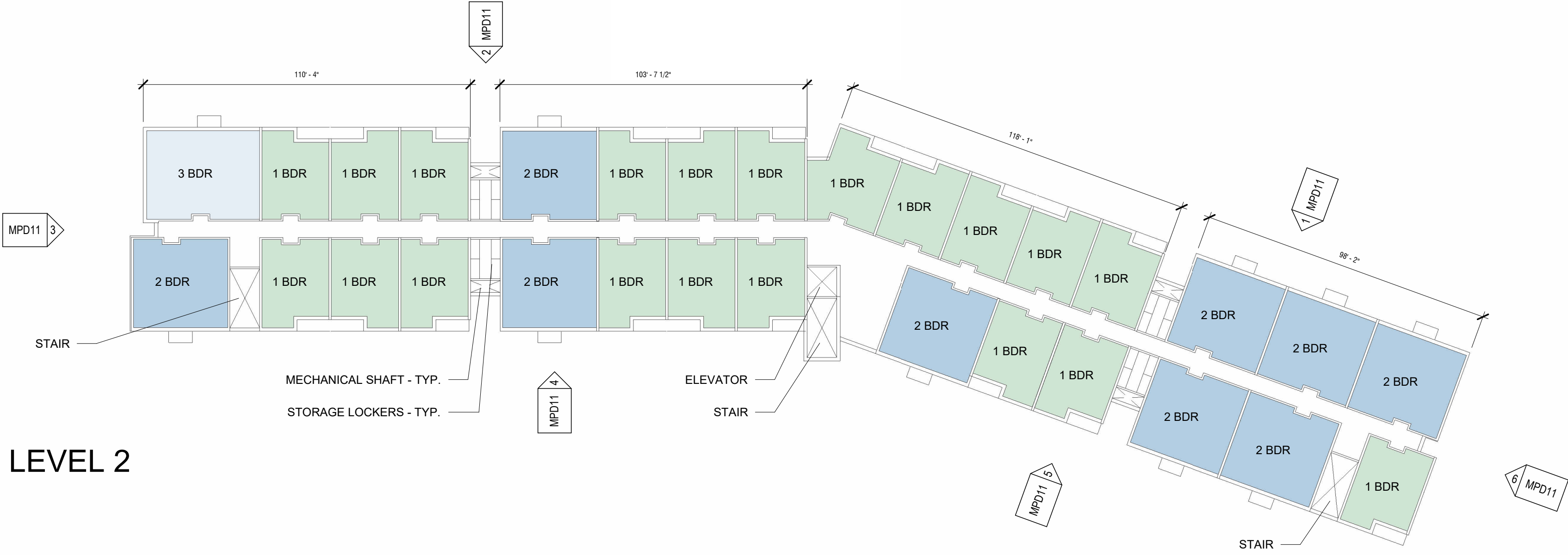
BLDG B-FLOOR
PLANS

SHEET NO.		MPD05
JOB NO.	25.140	

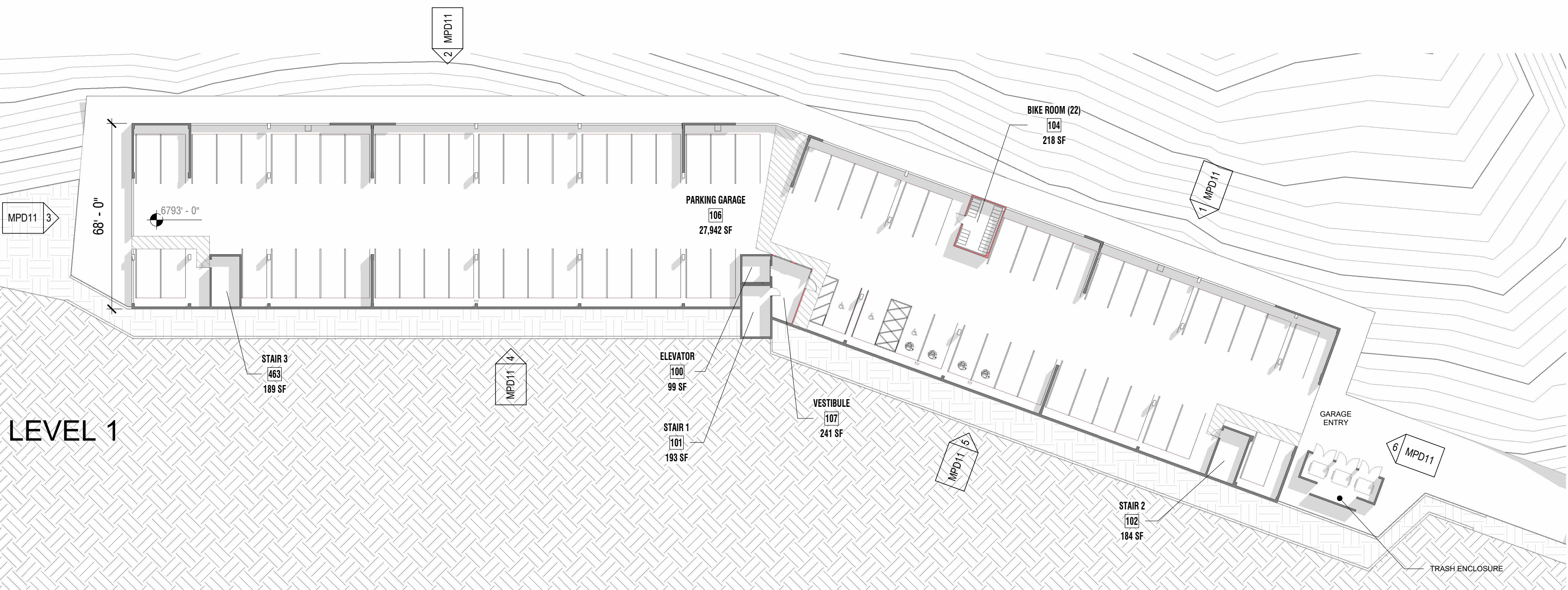




LEVEL 3

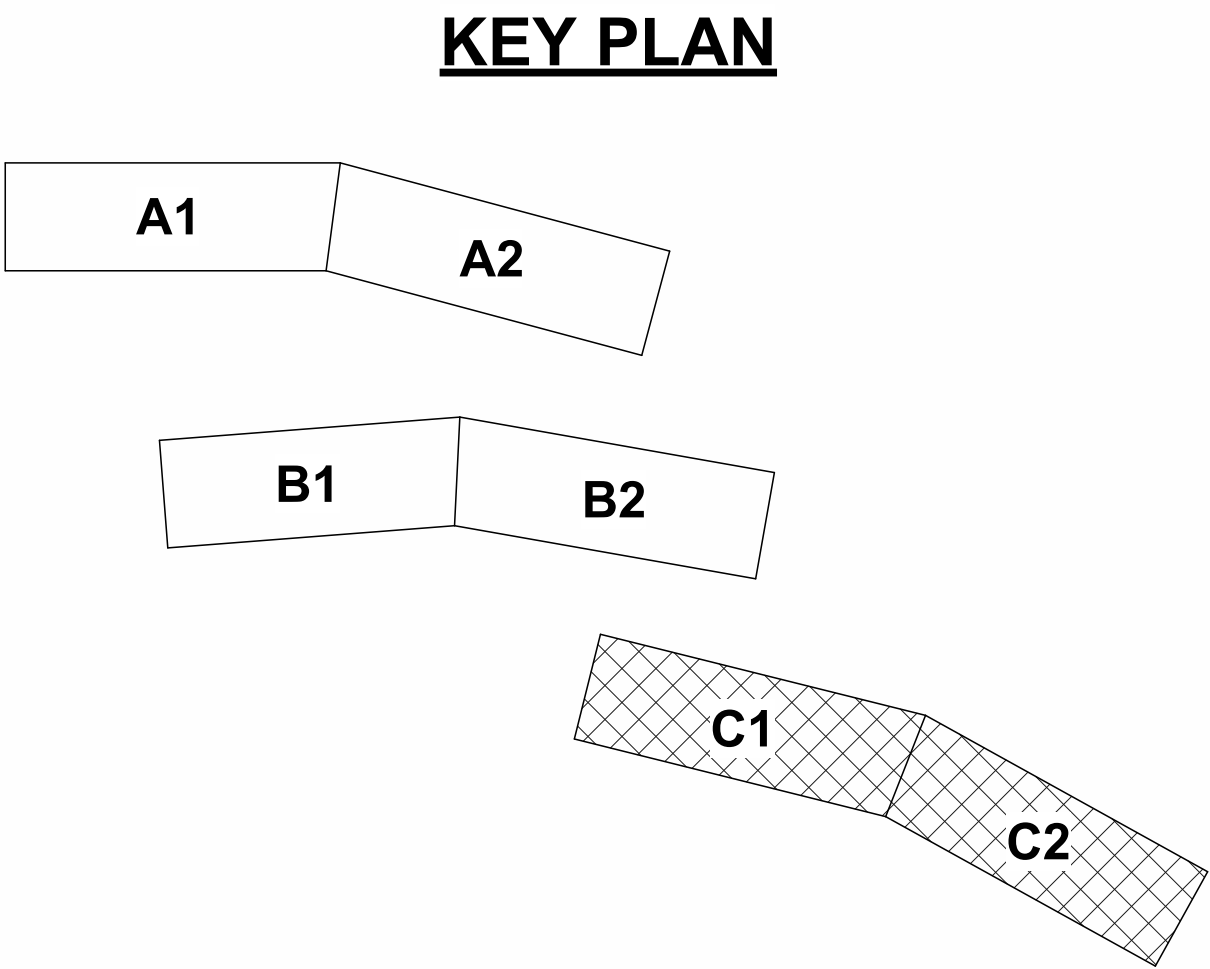


LEVEL 2



LEVEL 1

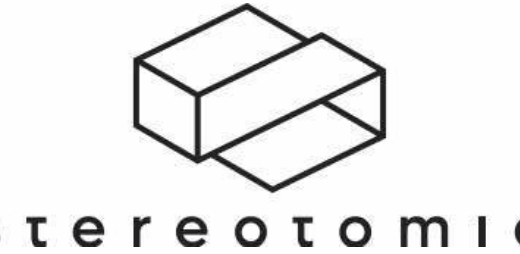
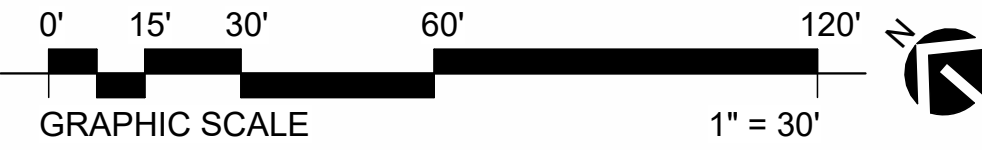
1 MPD Building C - Overall Floor Plans
1" = 30'-0"



BLDG C MIX
37 - 1BDR UNITS - 64%
19 - 2BDR UNITS - 33%
2 - 3BDR UNITS - 3%

OVERALL UNIT COUNT
58 UNITS - BUILDING C

Parking Schedule		
Level	Parking Type	Count
A - Level 01	Parking Space	75
A - Level 01	Parking Space - ADA	3
A - Level 01: 76	EV CHARGERS PROVIDED	78
A - Level 02	Exterior Parking Space	4
A - Level 02: 4		4
B - Level 01 - Floor Plan	Exterior Parking Space	30
B - Level 01 - Floor Plan	Parking Space	55
B - Level 01 - Floor Plan	Parking Space - ADA	3
B - Level 01 - Floor Plan: 88	EV CHARGERS PROVIDED	88
B - Level 01 - Floor Plan: 88	EV CHARGERS PROVIDED	32 BIKE PARKING SPACES PROVIDED
C - Level 01 - Floor Plan	Parking Space	76
C - Level 01 - Floor Plan	Parking Space - ADA	3
C - Level 01 - Floor Plan: 79	EV CHARGERS PROVIDED	79
C - Level 01 - Floor Plan: 79	EV CHARGERS PROVIDED	22 BIKE PARKING SPACES PROVIDED
C - Level 03 - Floor Plan	Exterior Parking Space	4
C - Level 03 - Floor Plan: 4		4
Grand total		253
14 TOTAL EV CHARGERS PROVIDED		76 TOTAL BIKE PARKING SPACES PROVIDED



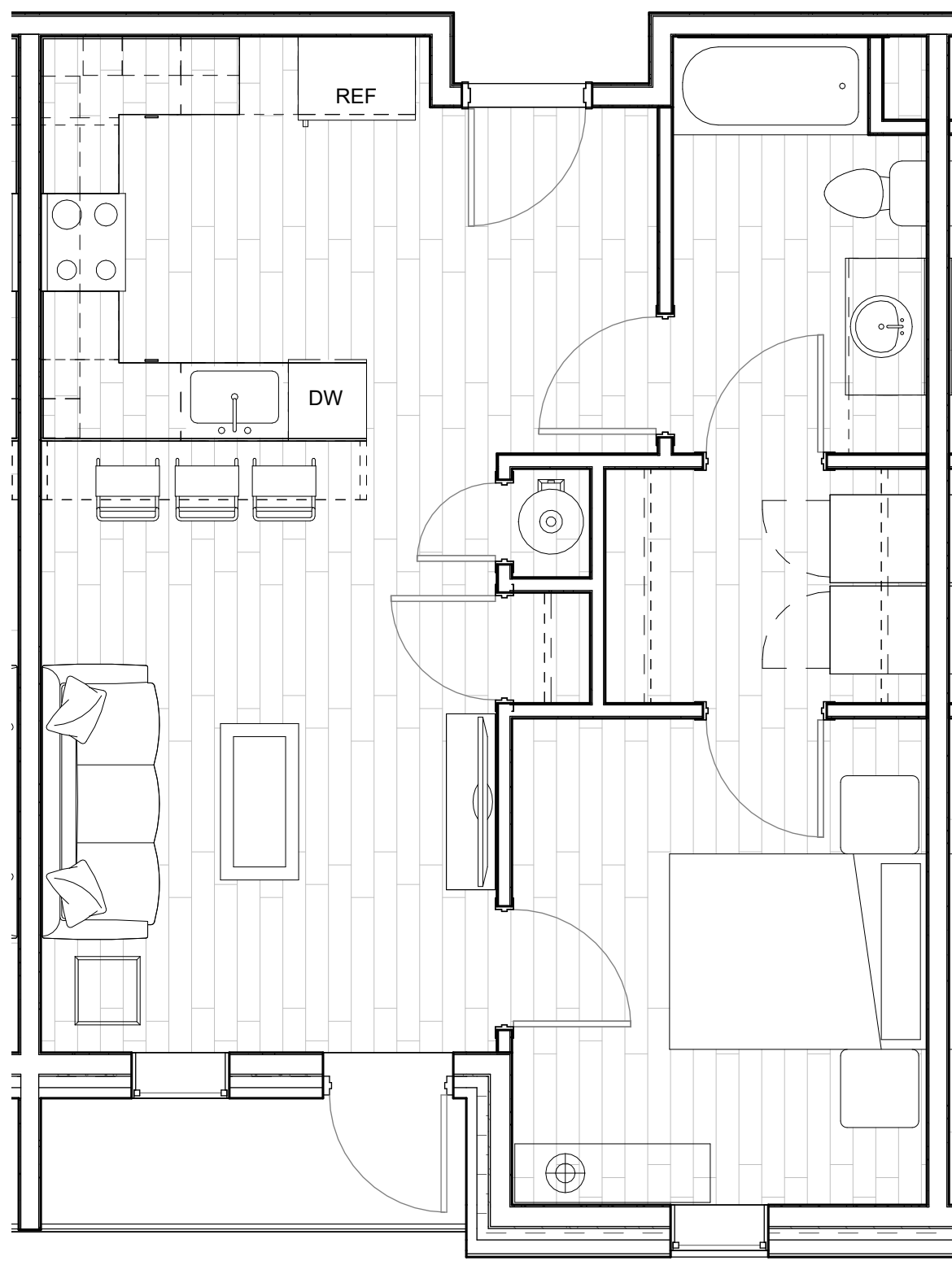
CLARK RANCH
AFFORDABLE
HOUSING

MPD SUBMITTAL 8/8/2025

REVISIONS		
#	DATE	DESCRIPTION

BLDG C-FLOOR
PLANS

SHEET NO. MPD06
JOB NO. 25.140



1 Typical Unit Plan - 1 Bedroom (619 SF GROSS / 0.31 PC UE's)
1/4" = 1'-0"



2 Typical Unit Plan - 2 Bedroom (936 SF GROSS / 0.47 PC UE's)
1/4" = 1'-0"



3 Typical Unit Plan - 3 Bedroom (1,129 SF GROSS / 0.56 PC UE's)
1/4" = 1'-0"

**CLARK RANCH
AFFORDABLE
HOUSING**

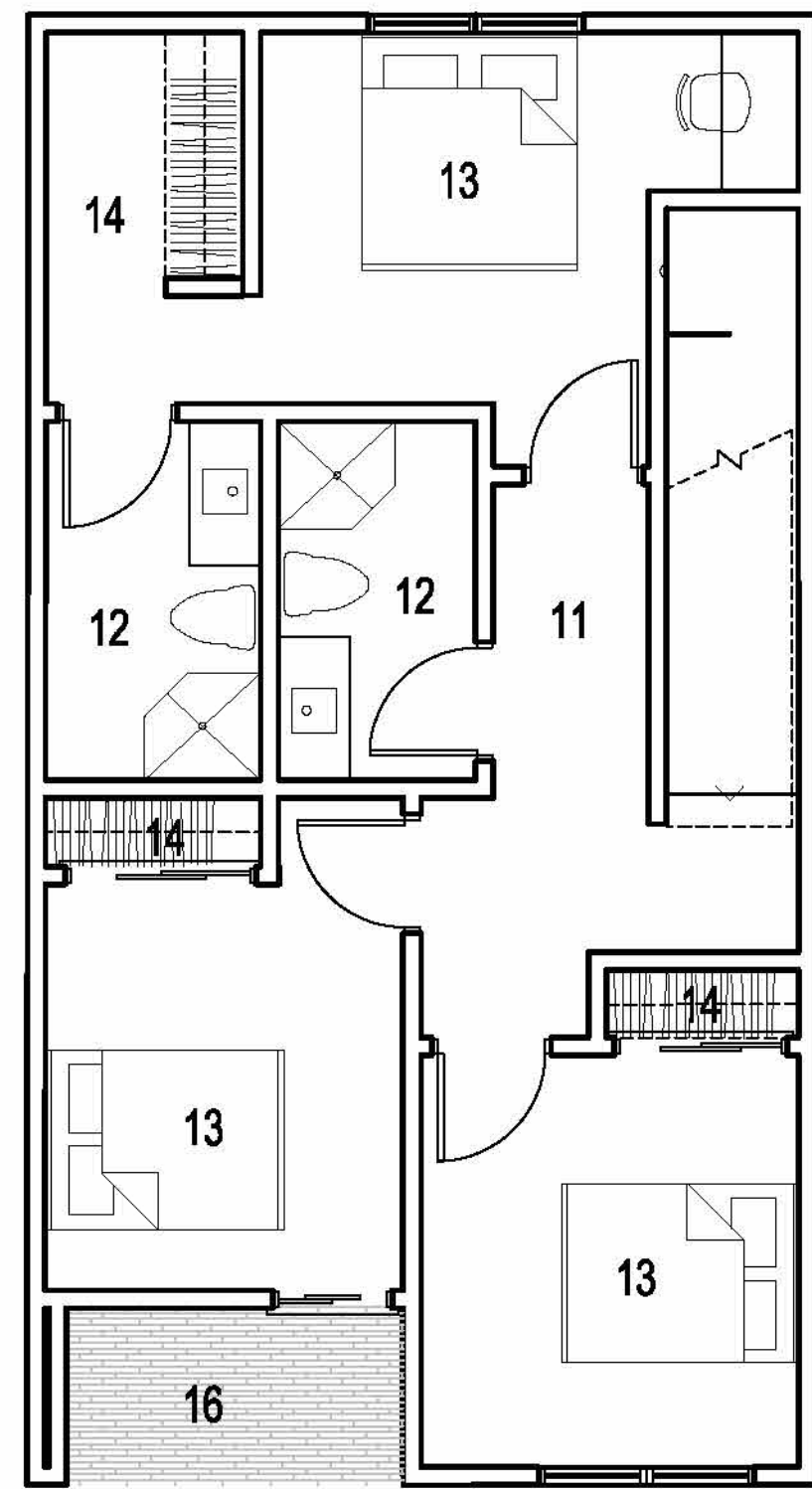
MPD SUBMITTAL	8/8/2025
---------------	----------

REVISIONS		
#	DATE	DESCRIPTION

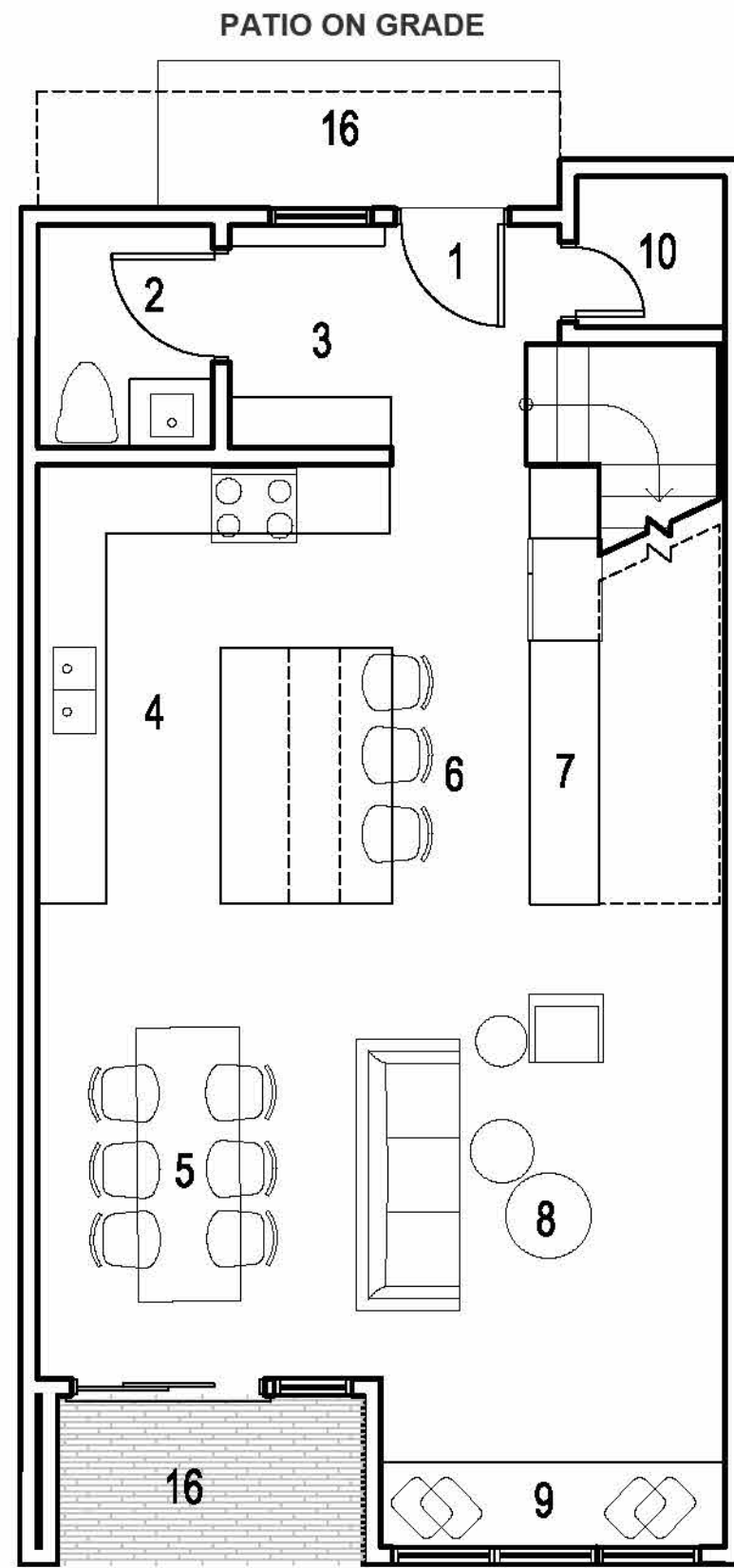
TYP.UNIT PLANS

SHEET NO.		MPD07
JOB NO.	25.140	

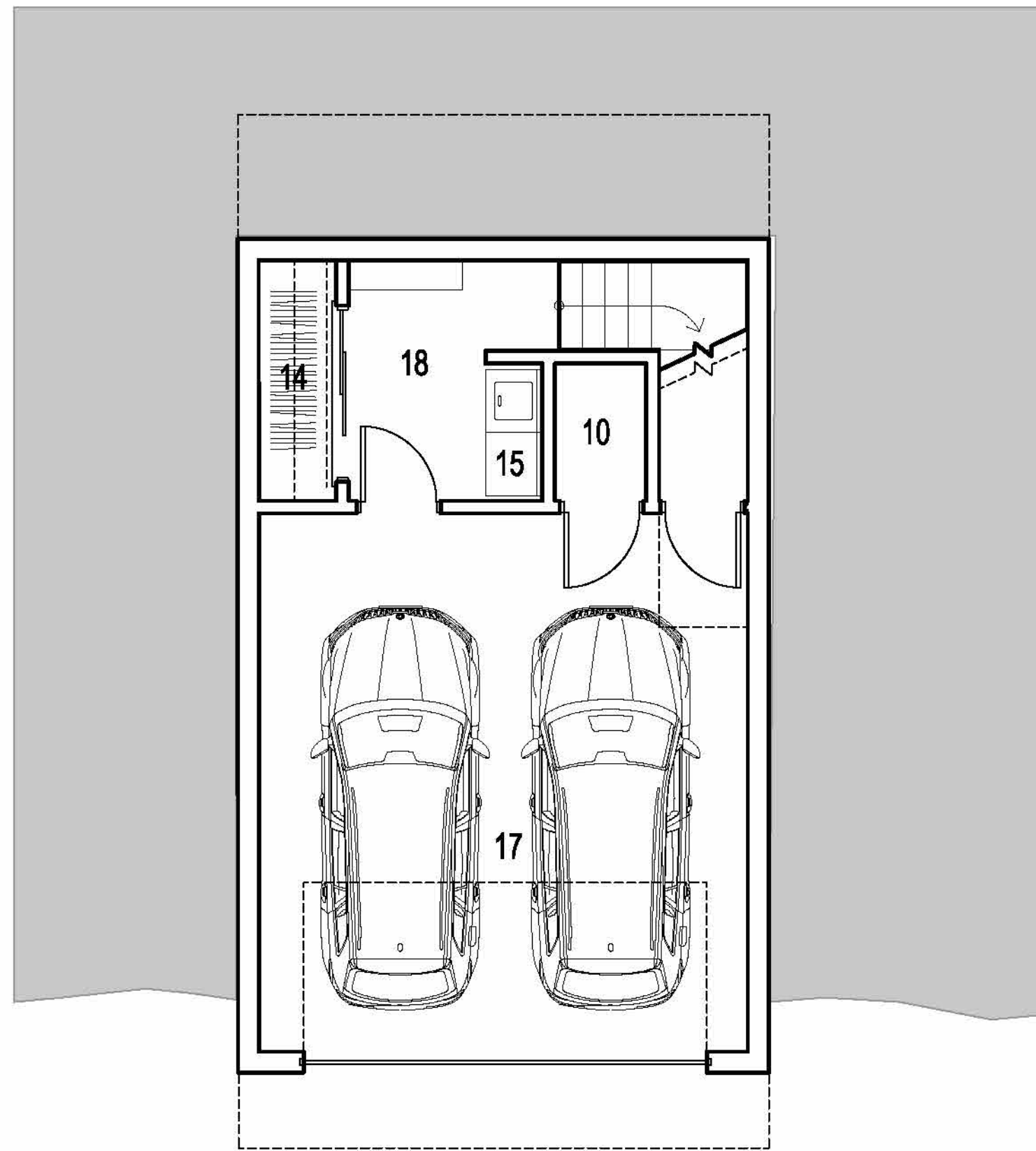
1. ENTRY
2. PDR ROOM
3. COATS
4. KITCHEN
5. DINING
6. BAR/BRKFST
7. PANTRY
8. LIVING ROOM
9. WINDOW SEAT
10. UTILITY/MECH
11. HALL
12. BATH
13. BEDROOM
14. CLOSET
15. LAUNDRY
16. DECK/PATIO
17. GARAGE
18. MUD ROOM



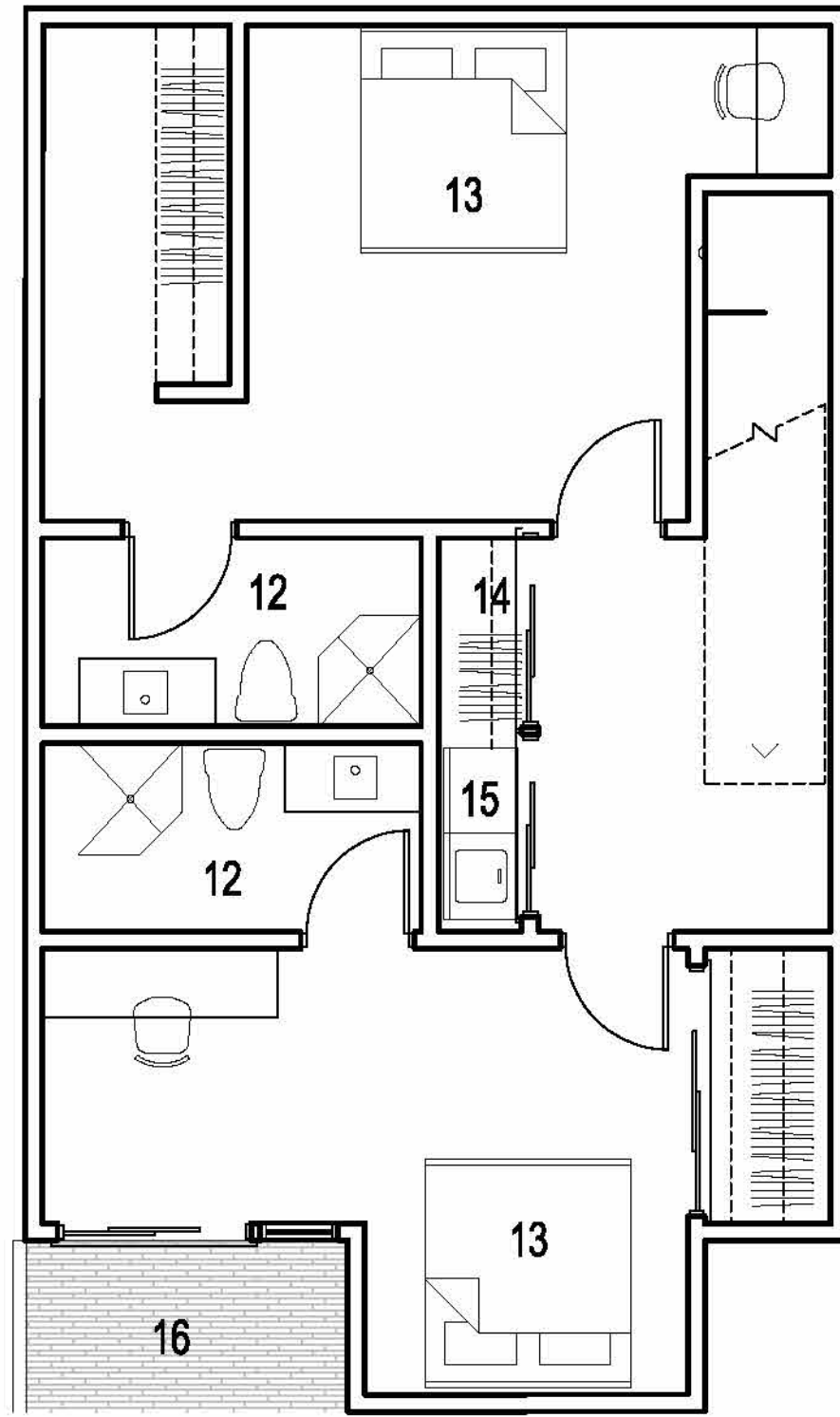
LEVEL 03
3 BEDROOM UNIT EXAMPLE



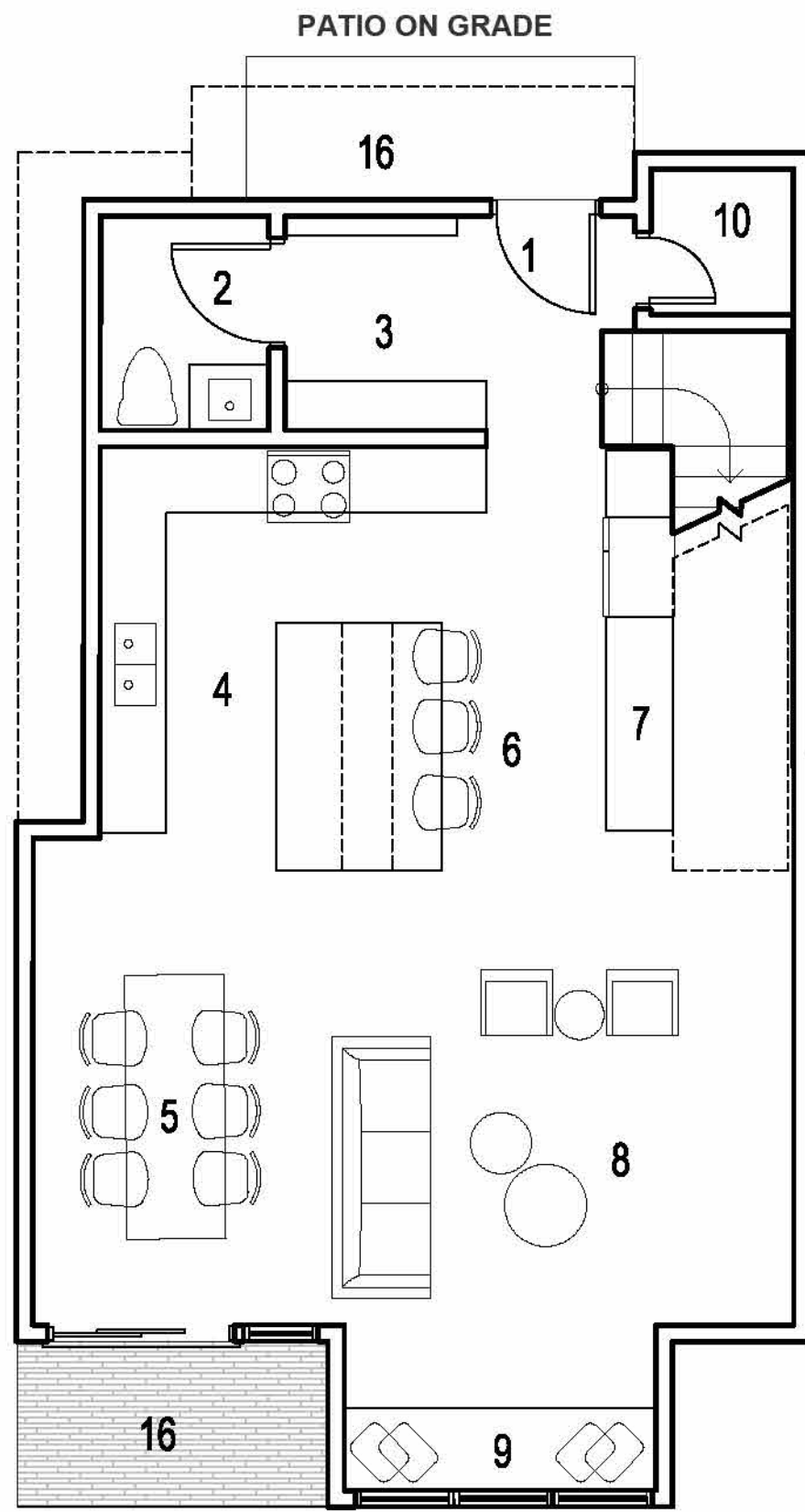
LEVEL 02



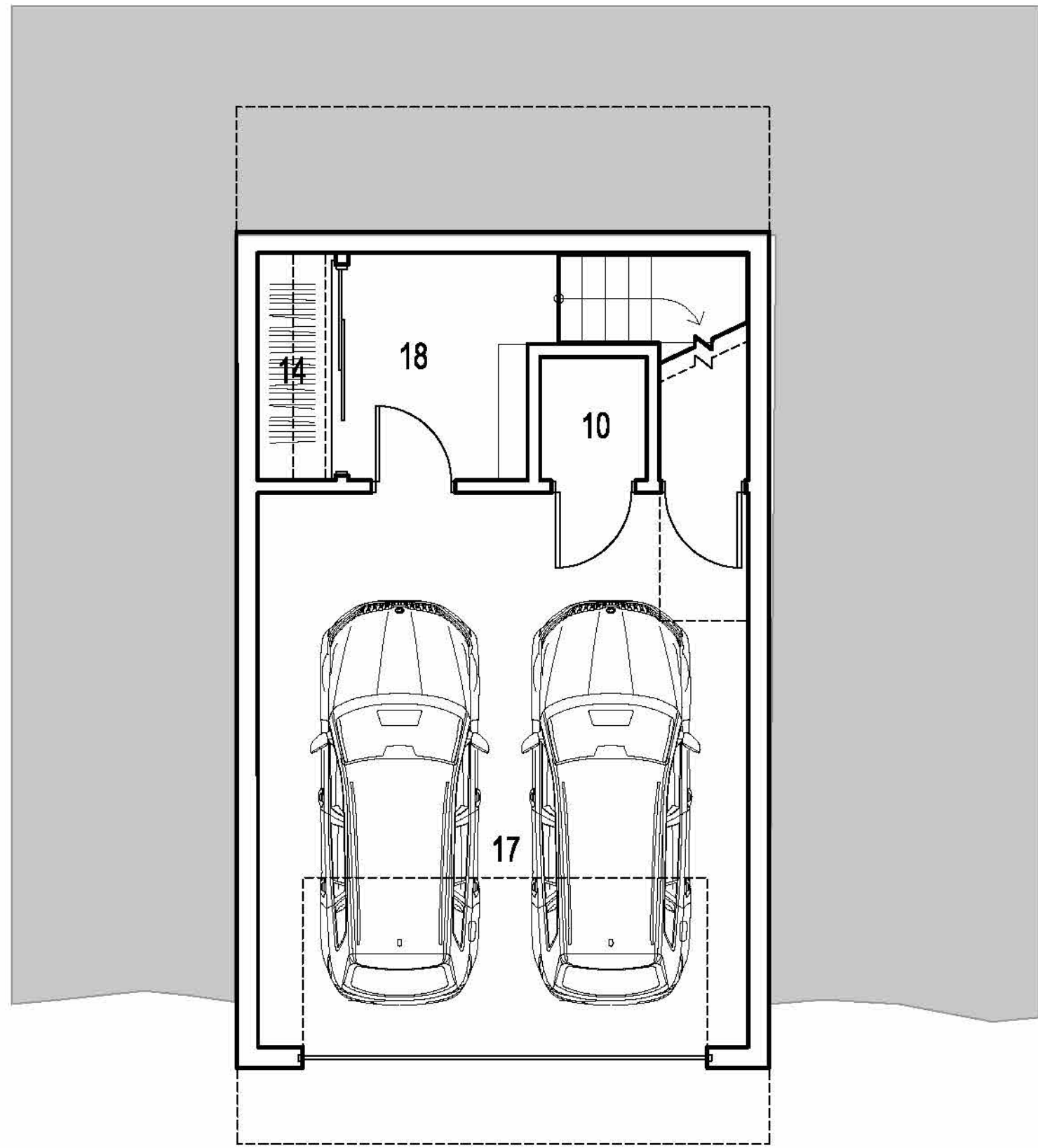
LEVEL 01 - STREET LEVEL
(2,300 SF GROSS / 1.15 PC UE's)



LEVEL 03
2 BEDROOM UNIT EXAMPLE



LEVEL 02



LEVEL 01 - STREET LEVEL
(2,200 SF GROSS / 1.10 PC UE's)

CLARK RANCH
AFFORDABLE
HOUSING

MPD SUBMITTAL	8/8/2025
---------------	----------

#	DATE	REVISIONS DESCRIPTION
---	------	--------------------------

TYP.UNIT PLANS

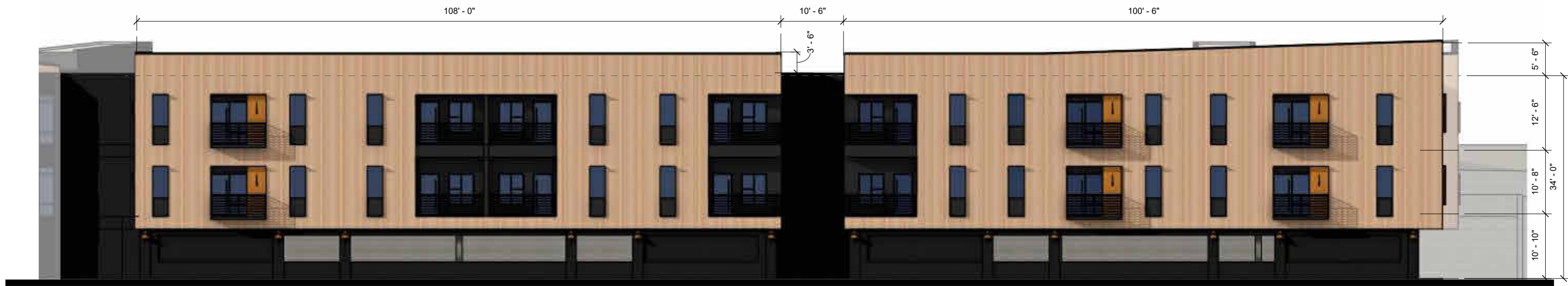
SHEET NO.	MPD08
JOB NO.	25.140

1



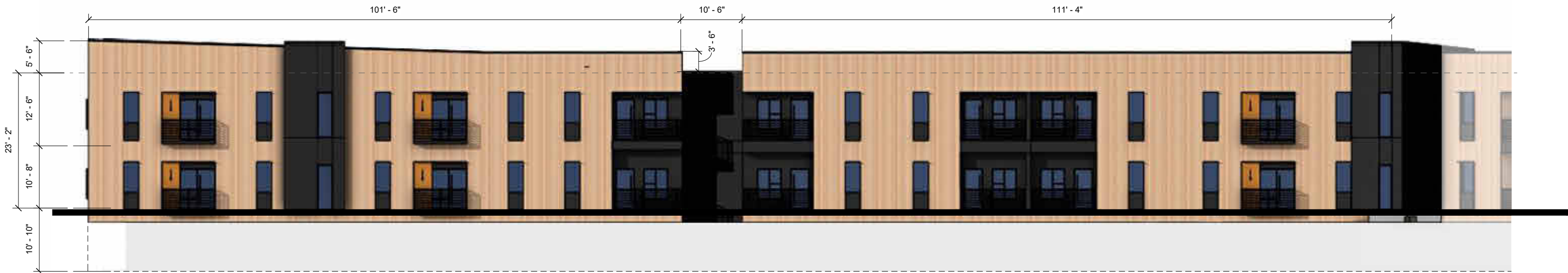
1 MPD - BLDG A Elev 01
1/16" = 1'-0"

2



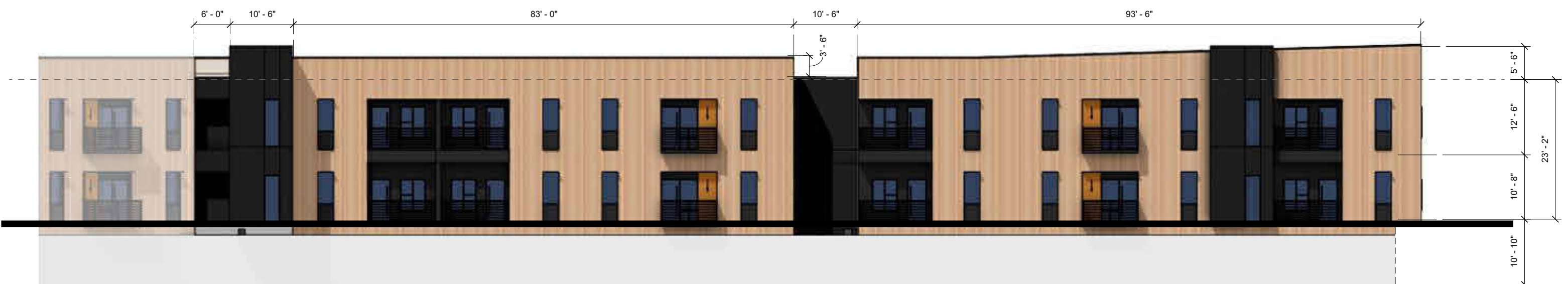
2 MPD - BLDG A Elev 02
1/16" = 1'-0"

3



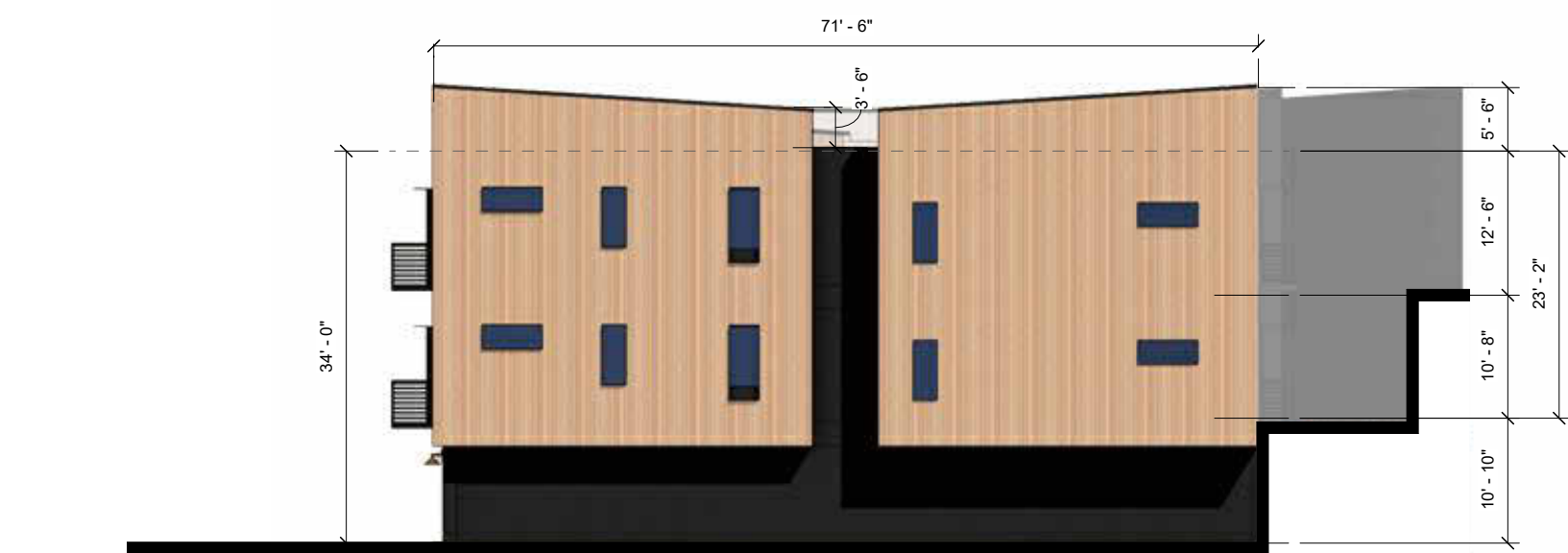
4 MPD - BLDG A Elev 04
1/16" = 1'-0"

4



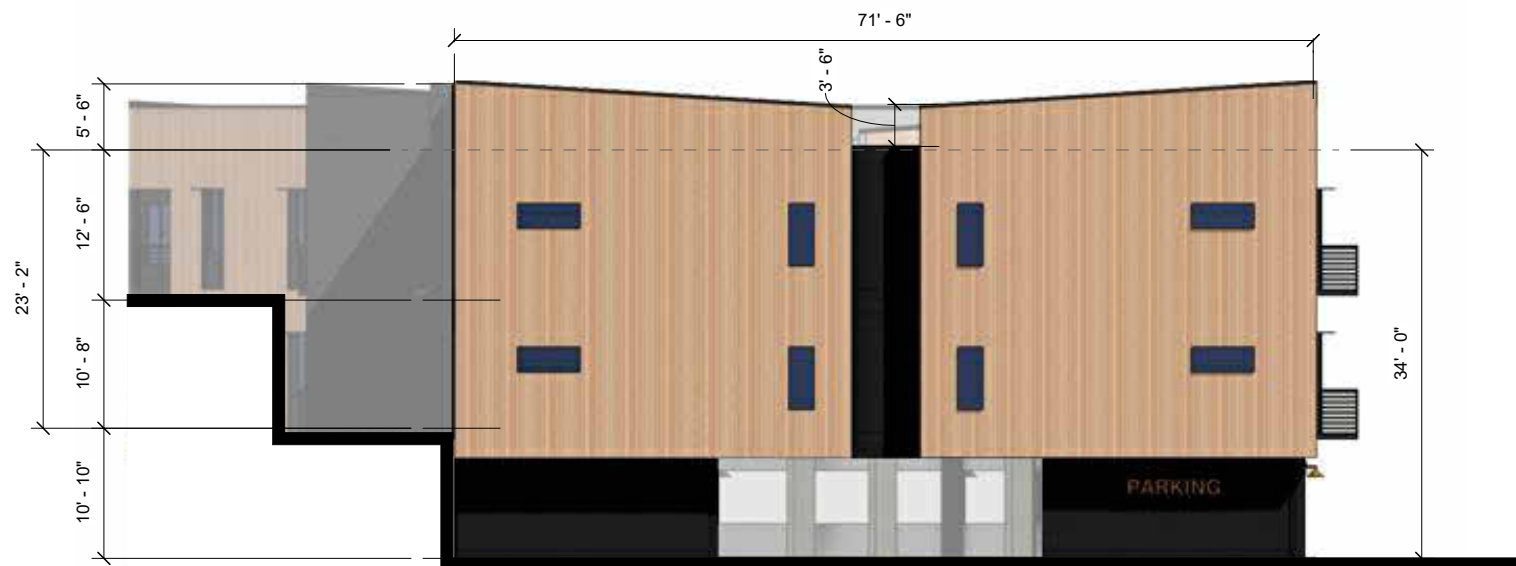
5 MPD - BLDG A Elev 05
1/16" = 1'-0"

c



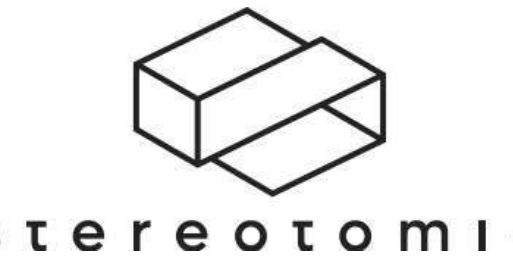
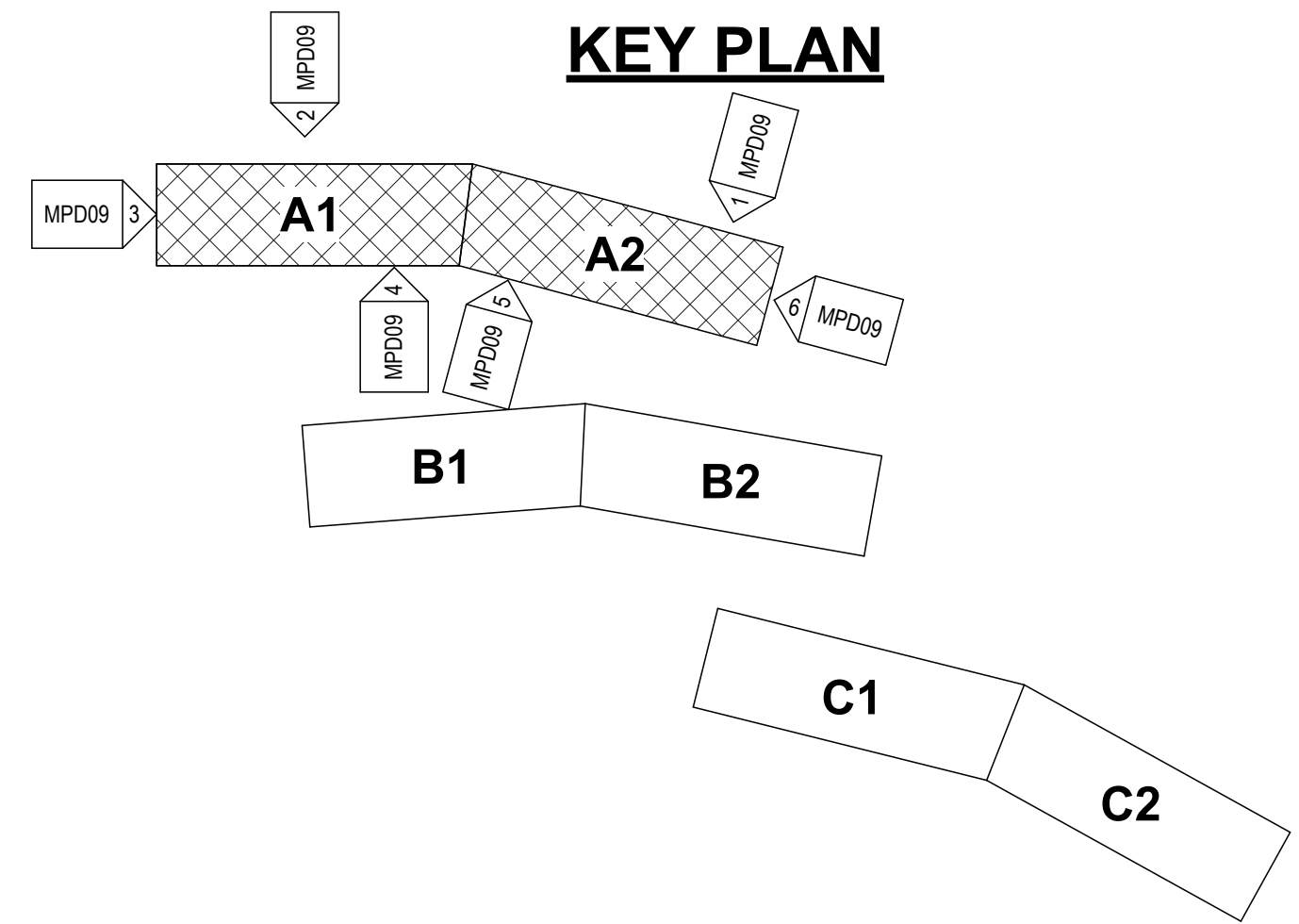
3 MPD - BLDG A Elev 03
1/16" = 1'-0"

c



6 MPD - BLDG A Elev 06
1/16" = 1'-0"

d



CLARK RANCH AFFORDABLE HOUSING

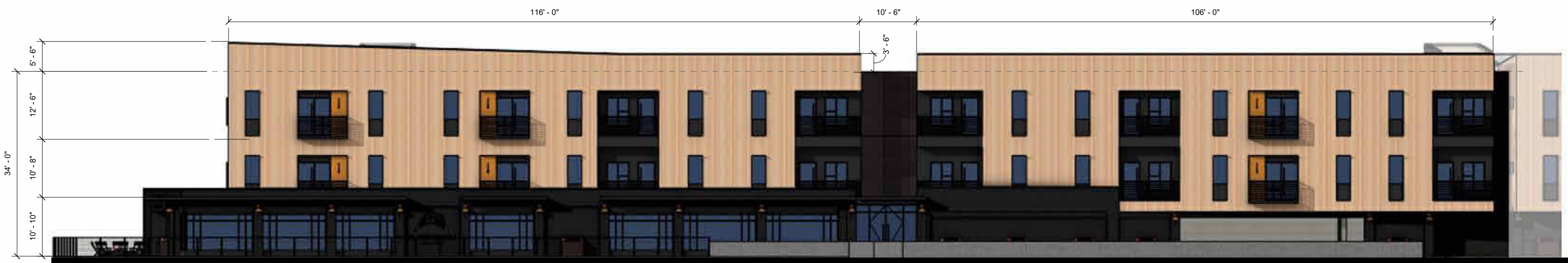
MPD SUBMITTAL 8/8/2025

REVISIONS
DATE DESCRIPTION

BLDG A - EXT. ELEV.

SHEET NO. MPD09
JOB NO. 25.140

1



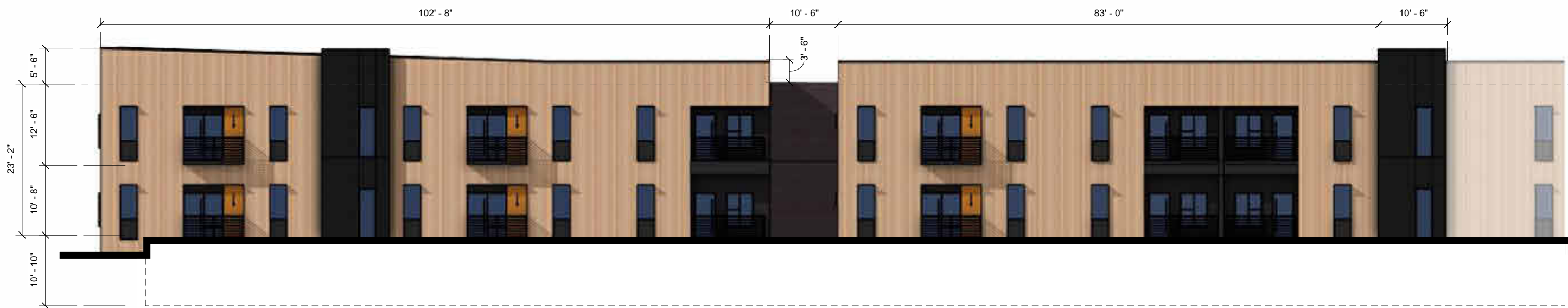
1 MPD - BLDG B Elev 01
1/16" = 1'-0"

2



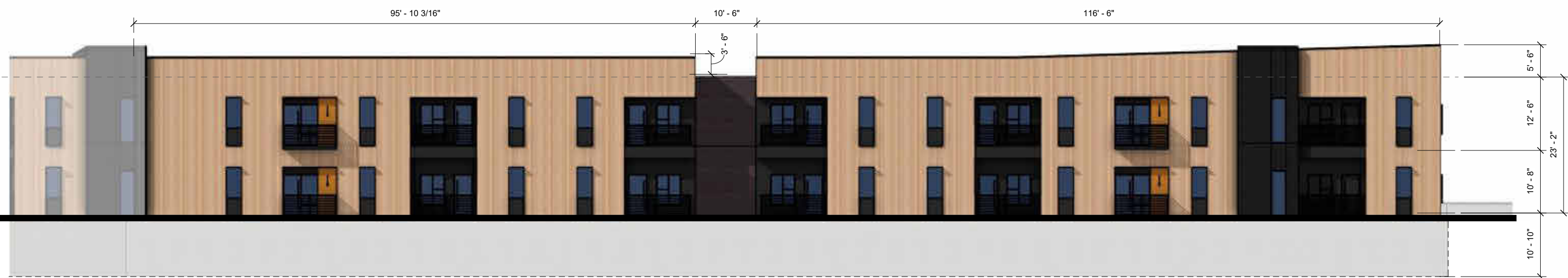
2 MPD - BLDG B Elev 02
1/16" = 1'-0"

3



4 MPD - BLDG B Elev 04
1/16" = 1'-0"

4



5 MPD - BLDG B Elev 05
1/16" = 1'-0"

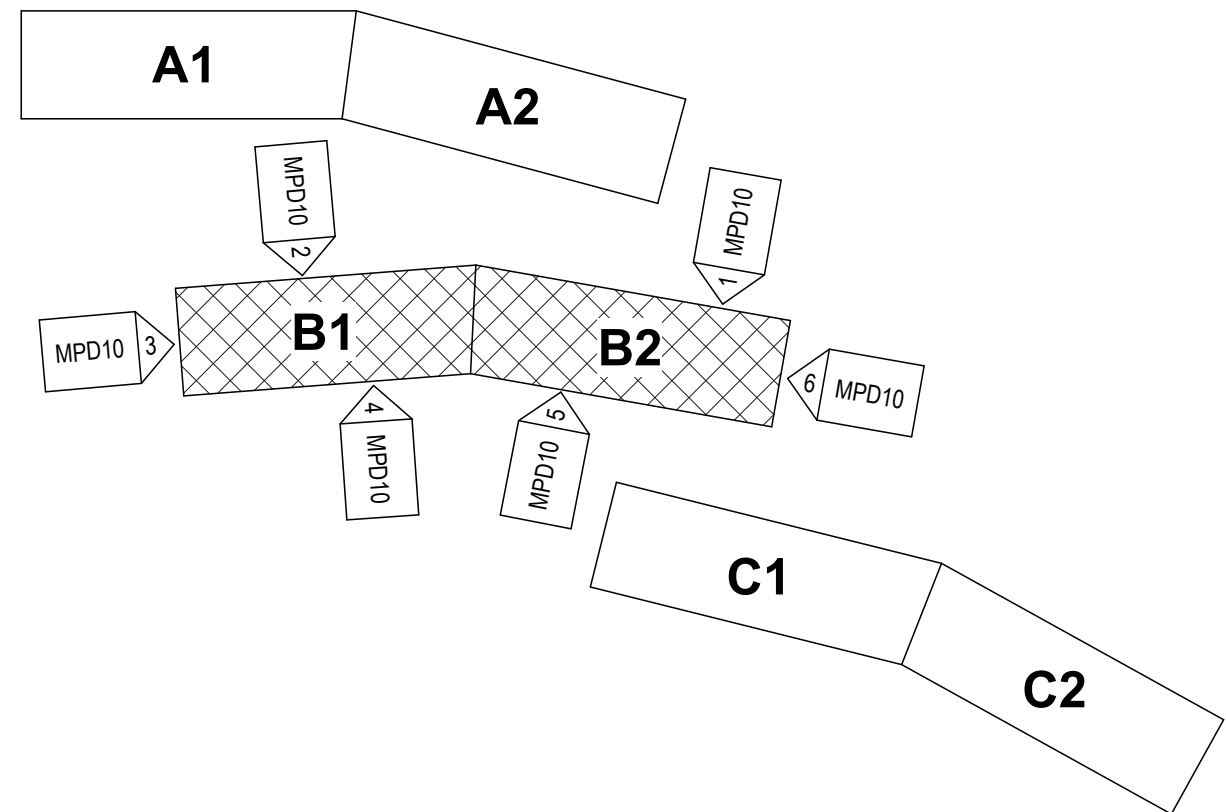
a

b

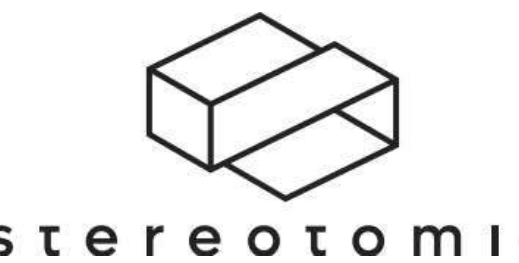
c

d

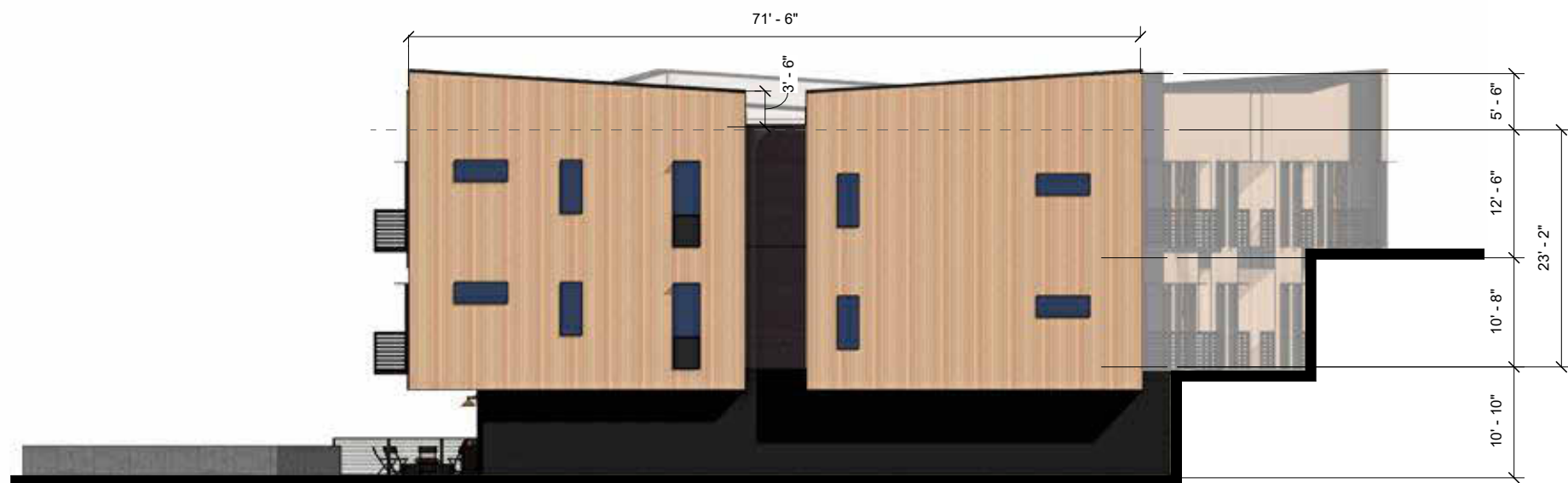
KEY PLAN



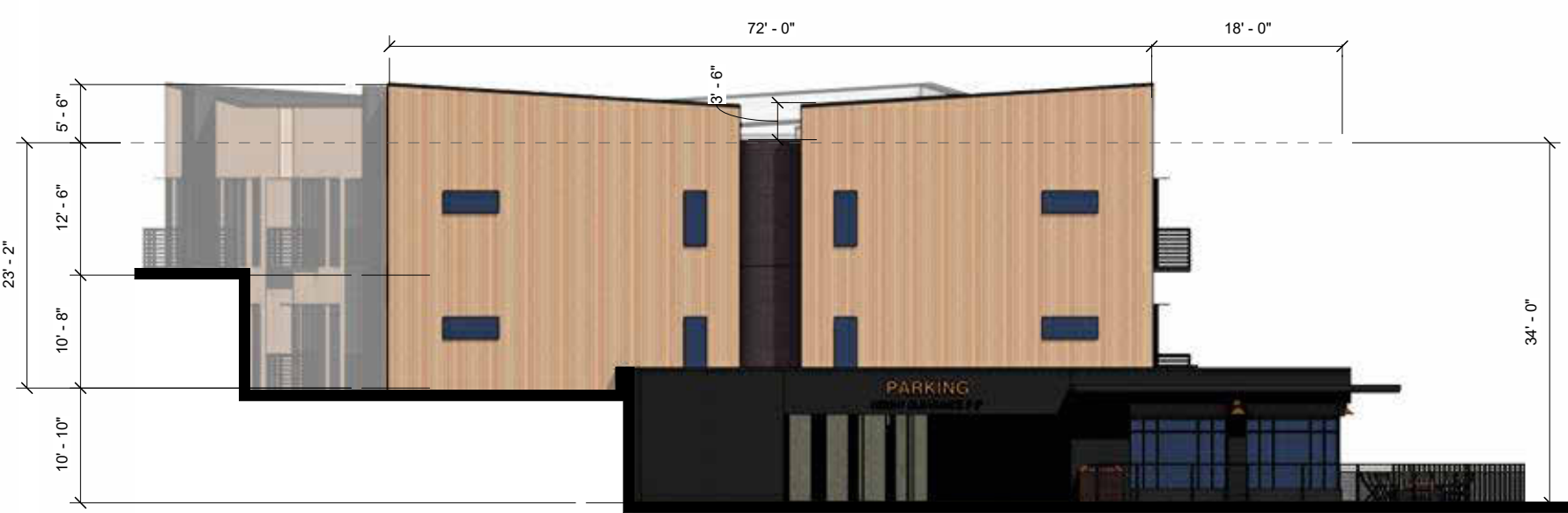
Alexander
Company



3 MPD - BLDG B Elev 03
1/16" = 1'-0"



6 MPD - BLDG B Elev 06
1/16" = 1'-0"



CLARK RANCH AFFORDABLE HOUSING

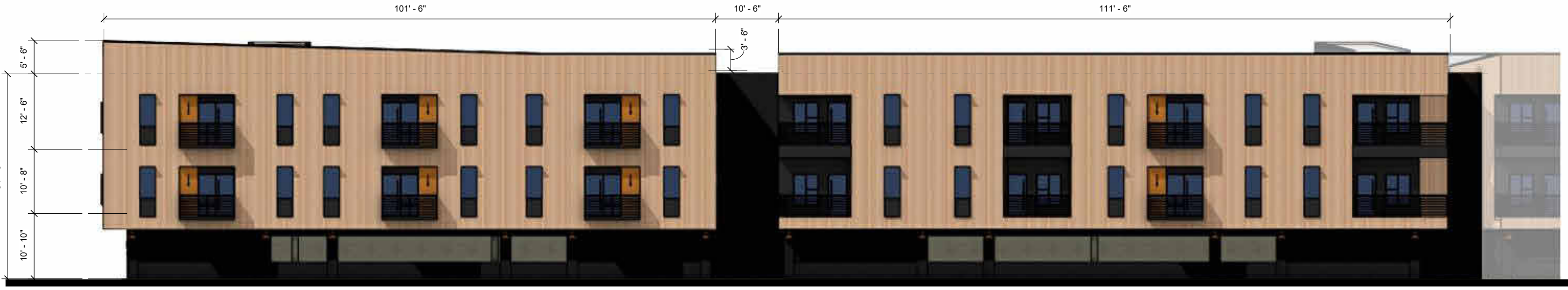
MPD SUBMITTAL 8/8/2025

REVISIONS
DATE DESCRIPTION

BLDG B - EXT. ELEV.

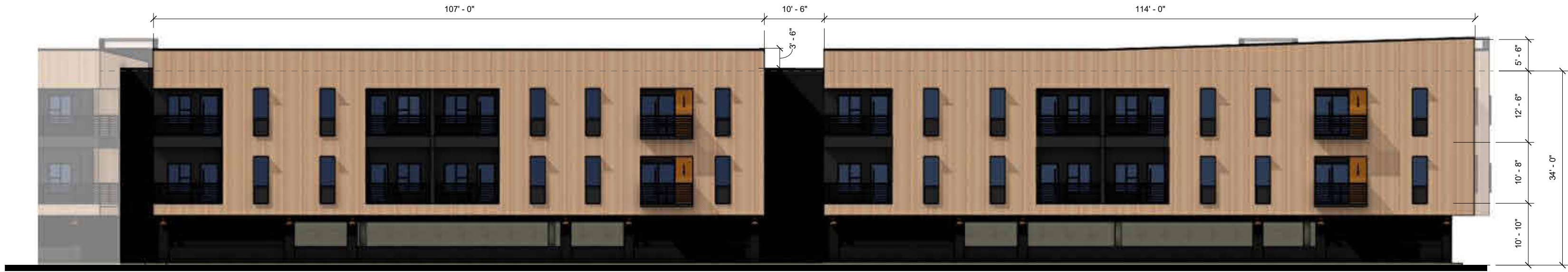
SHEET NO. MPD10
JOB NO. 25.140

1



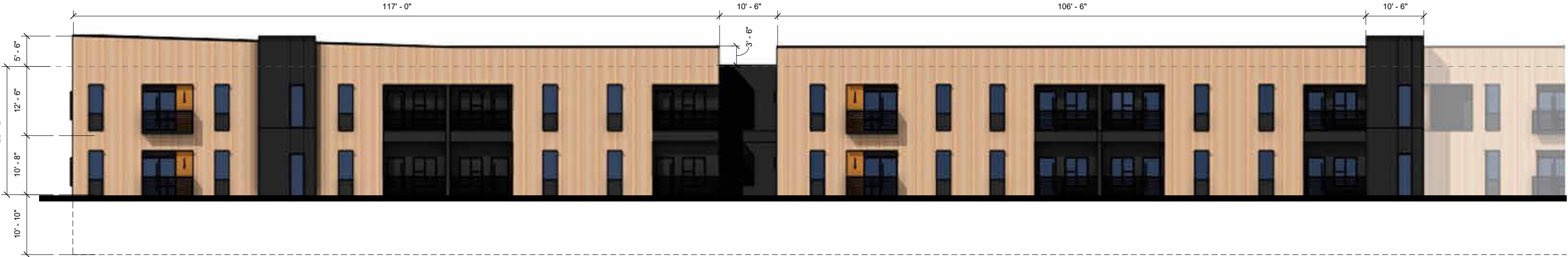
1 MPD - BLDG C Elev 01
1/16" = 1'-0"

2



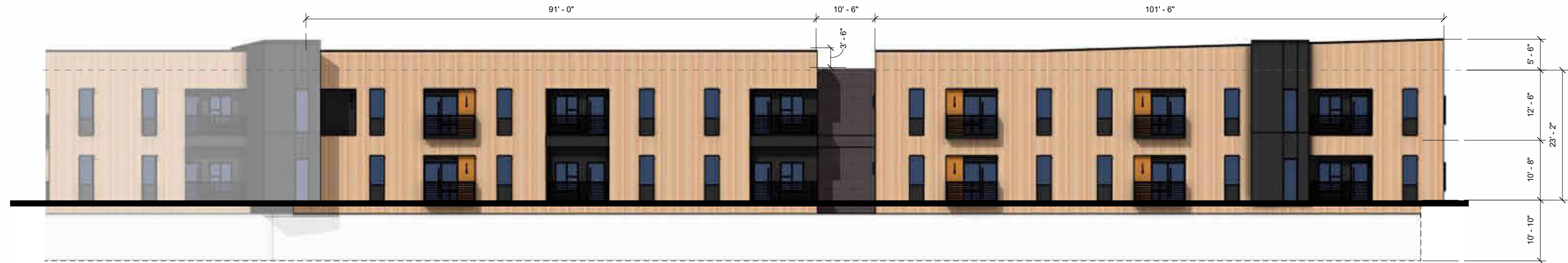
2 MPD - BLDG C Elev 02
1/16" = 1'-0"

3



4 MPD - BLDG C Elev 04
1/16" = 1'-0"

4



5 MPD - BLDG C Elev 05
1/16" = 1'-0"

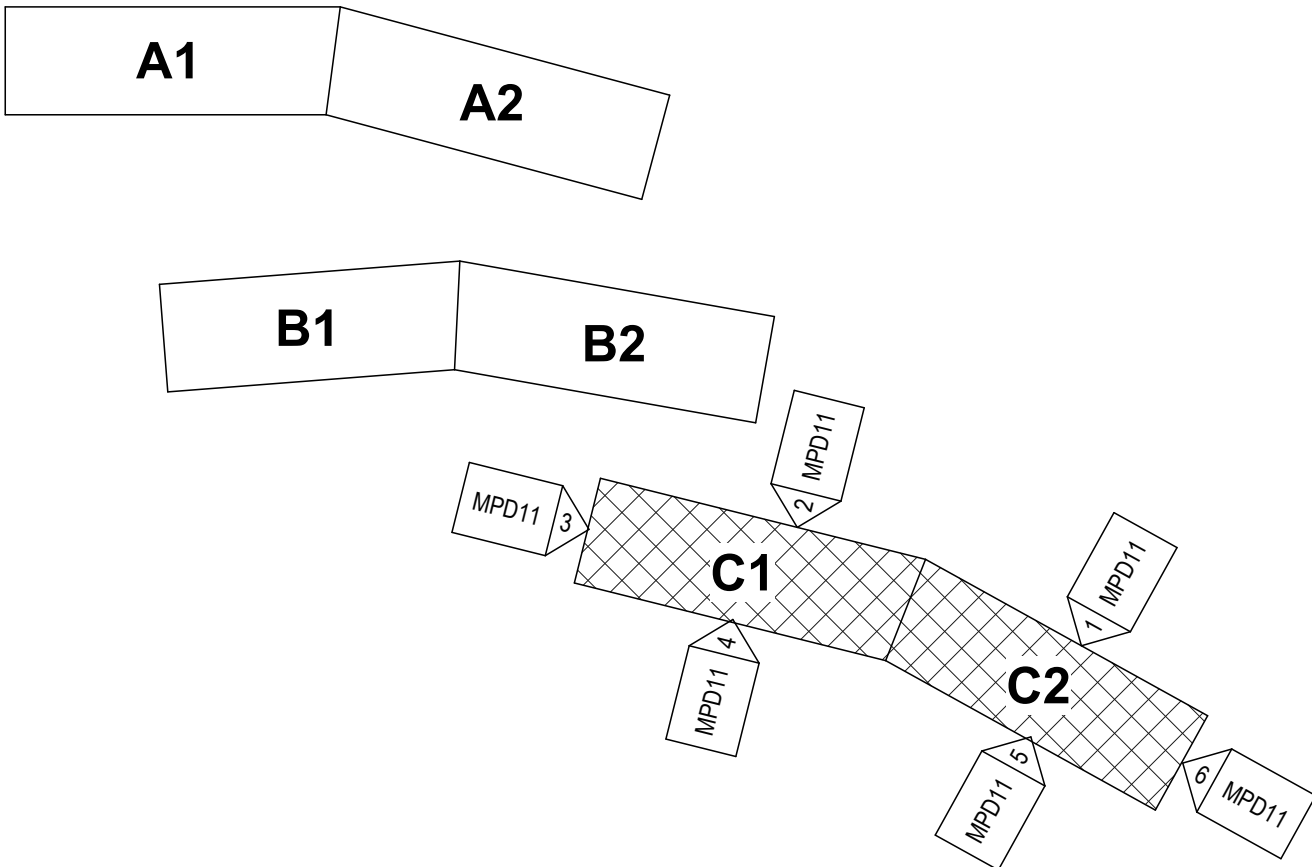
a

b

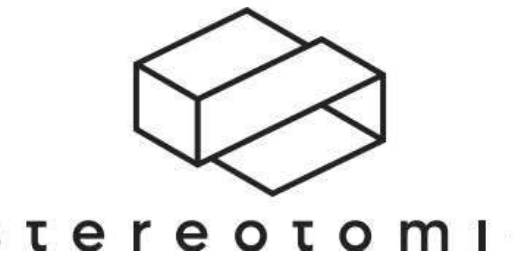
c

d

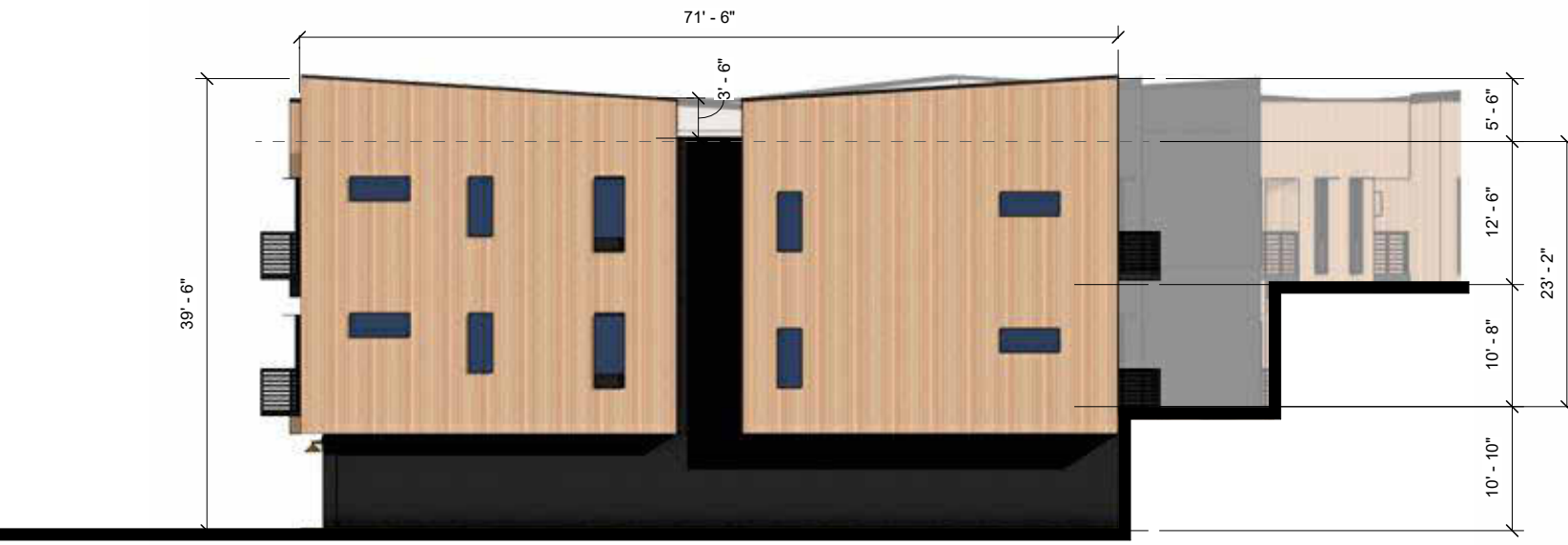
KEY PLAN



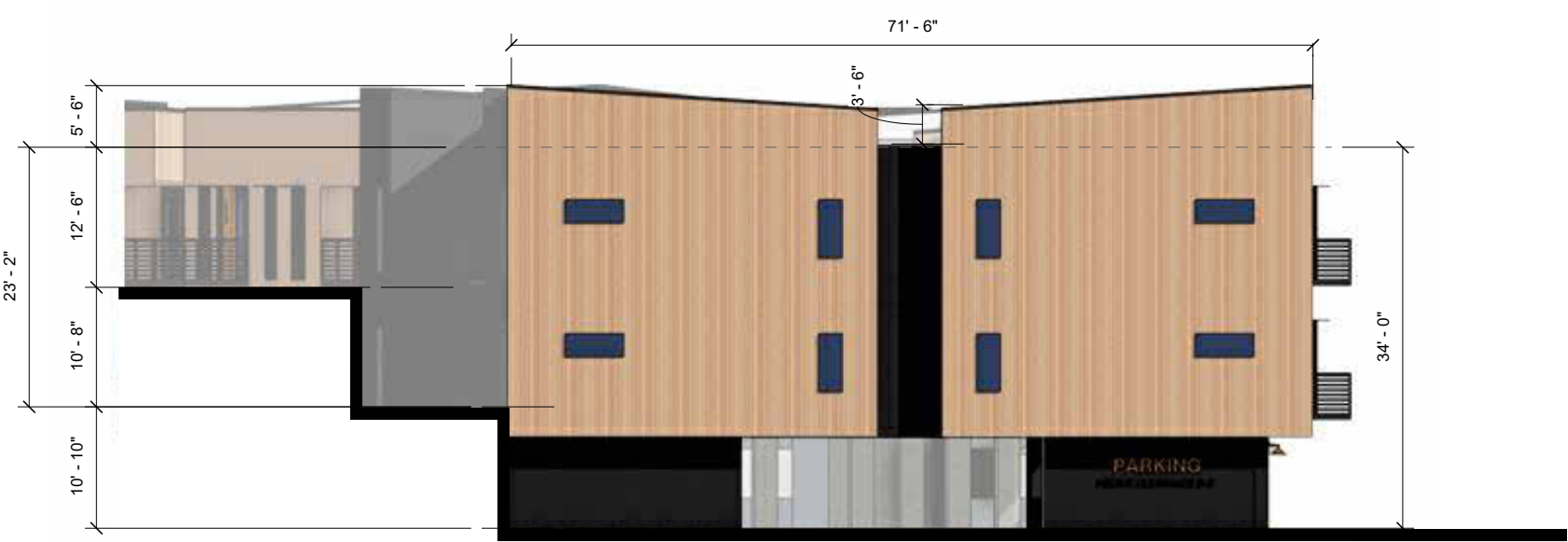
Alexander
Company



3 MPD - BLDG C Elev 03
1/16" = 1'-0"



6 MPD - BLDG C Elev 06
1/16" = 1'-0"



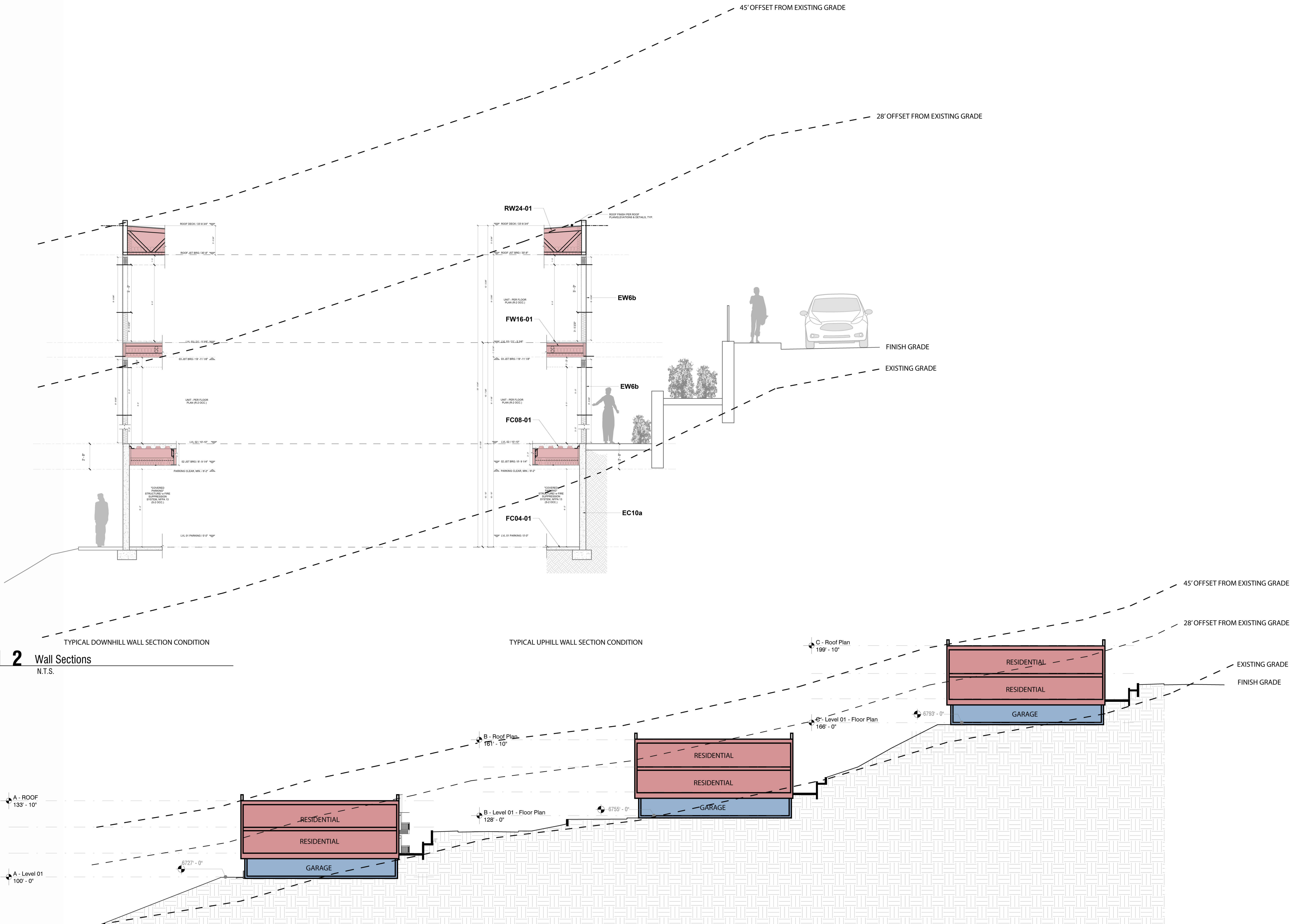
CLARK RANCH
AFFORDABLE
HOUSING

MPD SUBMITTAL	8/8/2025
---------------	----------

REVISIONS		
#	DATE	DESCRIPTION

BLDG C - EXT.
ELEV.

SHEET NO.		MPD11
JOB NO.	25.140	



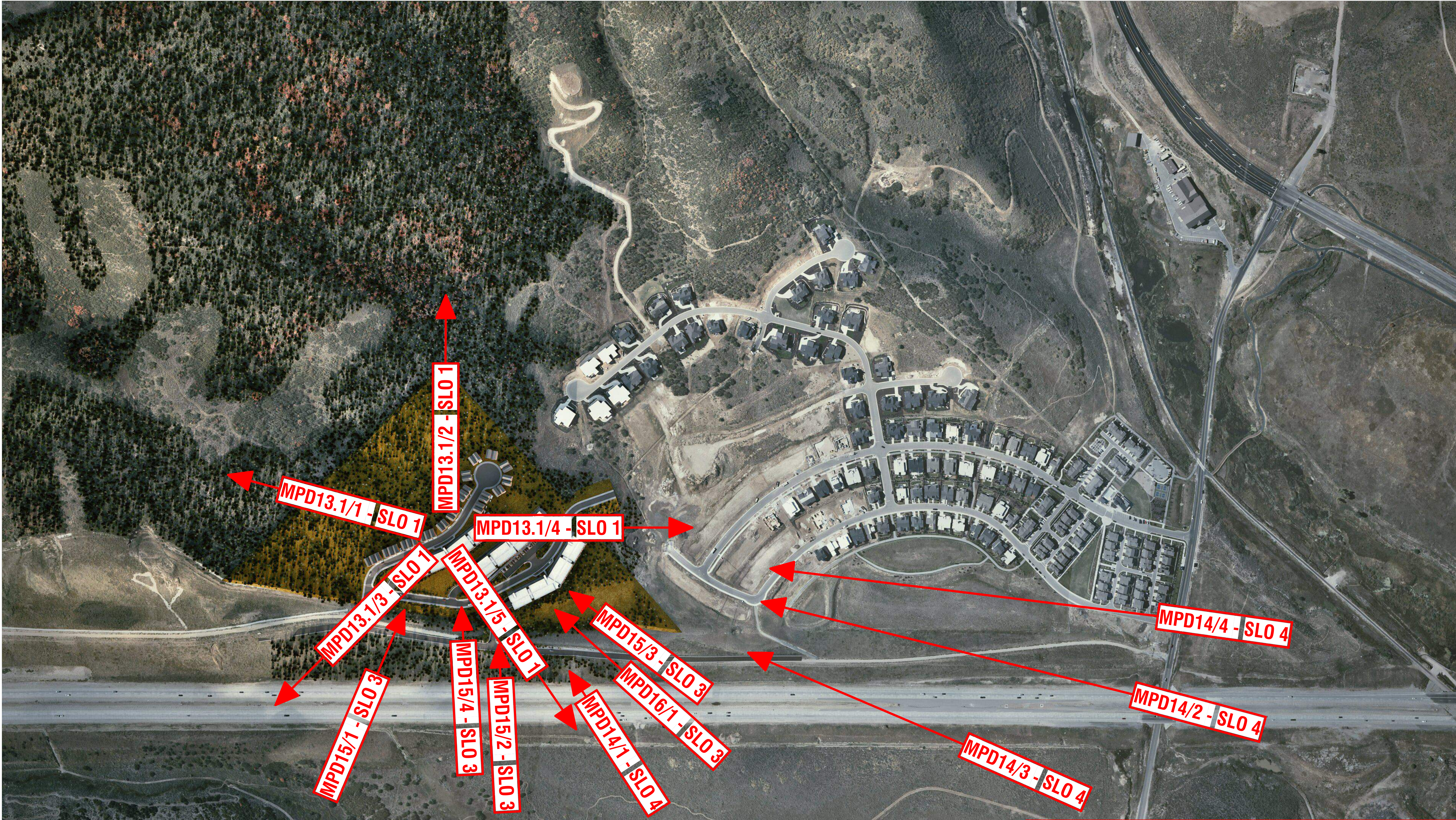
CLARK RANCH
AFFORDABLE
HOUSING

MPD SUBMITTAL	8/8/2025
---------------	----------

#	DATE	REVISIONS DESCRIPTION
---	------	--------------------------

BLDG & SITE
SECT.

SHEET NO.	MPD12
JOB NO.	25.140



***FOR SLO 2 VIEWS SEE ELEVATIONS ON MDP09-MPD11**

1 Context View Map
1/16" = 1'-0"



CLARK RANCH
AFFORDABLE
HOUSING

MPD SUBMITTAL	8/8/2025
---------------	----------

REVISIONS		
#	DATE	DESCRIPTION

VISUAL
CONTEXTUAL
ANALYSIS

SHEET NO.		MPD13
JOB NO.	25.140	



1 SLO 1 - Existing View - Looking Southwest
1/16" = 1'-0"



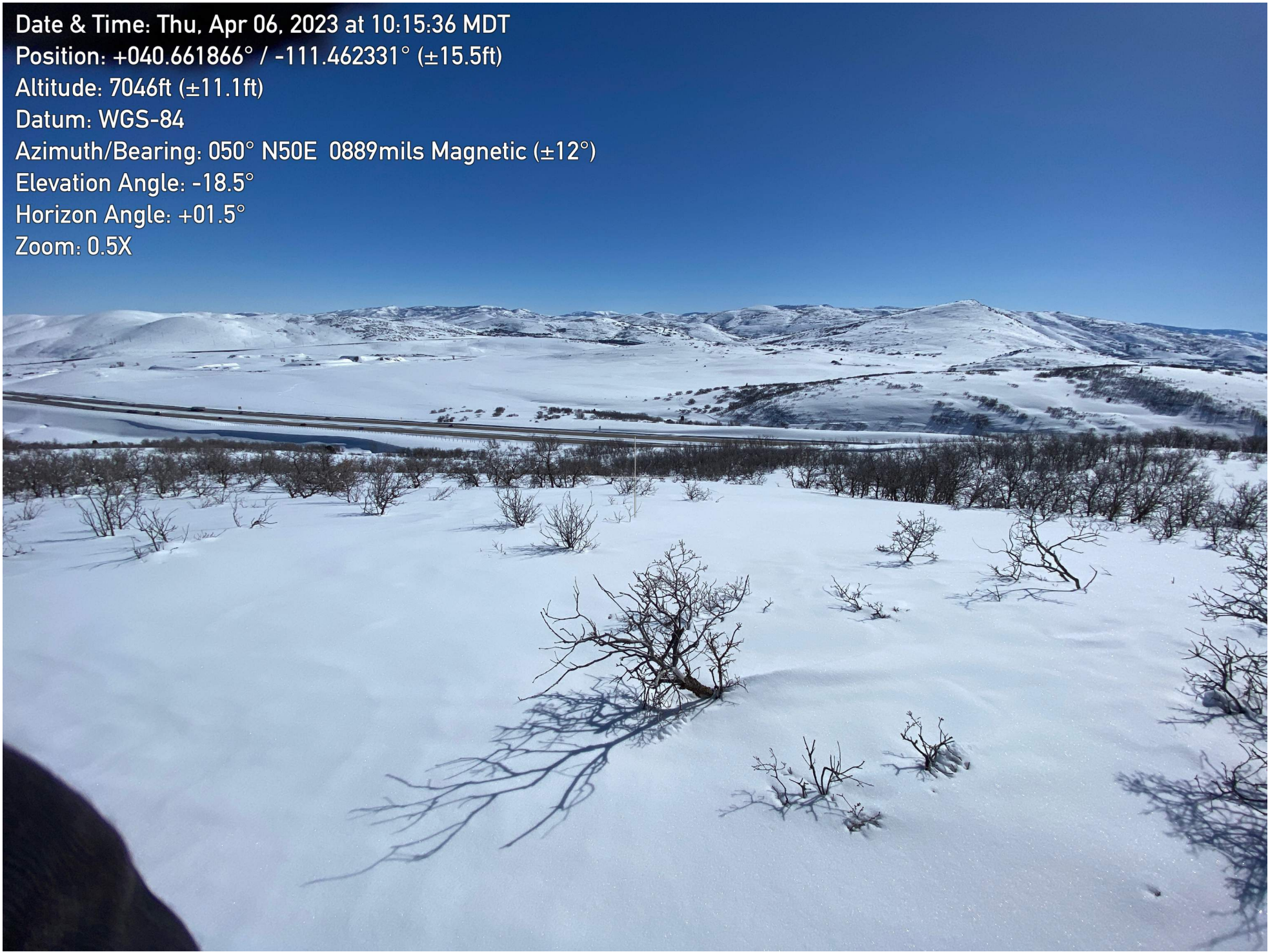
2 SLO 1 - Existing View - Looking West
1/16" = 1'-0"



3 SLO 1 - Existing View - Looking Southeast
1/16" = 1'-0"

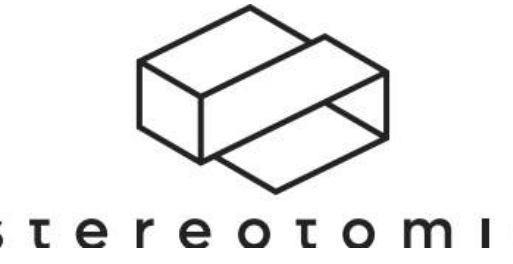


4 SLO 1 - Existing View - Looking North
1/16" = 1'-0"



Date & Time: Thu, Apr 06, 2023 at 10:15:36 MDT
Position: +040.661866° / -111.462331° (±15.5ft)
Altitude: 7046ft (±11.1ft)
Datum: WGS-84
Azimuth/Bearing: 050° N50E 0889mils Magnetic (±12°)
Elevation Angle: -18.5°
Horizon Angle: +01.5°
Zoom: 0.5X

5 SLO Existing View - Looking Northeast
1/16" = 1'-0"



CLARK RANCH AFFORDABLE HOUSING

REVISIONS	
#	DESCRIPTION

VISUAL CONTEXTUAL ANALYSIS

SHEET NO.	
JOB NO.	25.140

MPD13.1



1 Context View 01
1/16" = 1'-0"



2 Context View 02
1/16" = 1'-0"



3 Context View 03
1/16" = 1'-0"



4 Context View 04
1/16" = 1'-0"

CLARK RANCH
AFFORDABLE
HOUSING

MPD SUBMITTAL	8/8/2025
---------------	----------

REVISIONS		
#	DATE	DESCRIPTION

VISUAL
CONTEXTUAL
ANALYSIS

SHEET NO.		MPD14
JOB NO.	25.140	



1 Concept View 01
1/16" = 1'-0"



3 Concept View 03
1/16" = 1'-0"



2 Concept View 02
1/16" = 1'-0"



4 Concept View 04
1/16" = 1'-0"

CLARK RANCH
AFFORDABLE
HOUSING

MPD SUBMITTAL	8/8/2025
---------------	----------

REVISIONS		
#	DATE	DESCRIPTION

CONCEPTUAL
RENDERINGS

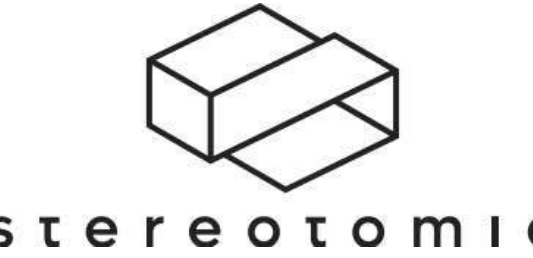
SHEET NO.		MPD15
JOB NO.	25.140	



1 Concept View 05
1/16" = 1'-0"



2 Concept View 06
1/16" = 1'-0"



CLARK RANCH
AFFORDABLE
HOUSING

MPD SUBMITTAL	8/8/2025
---------------	----------

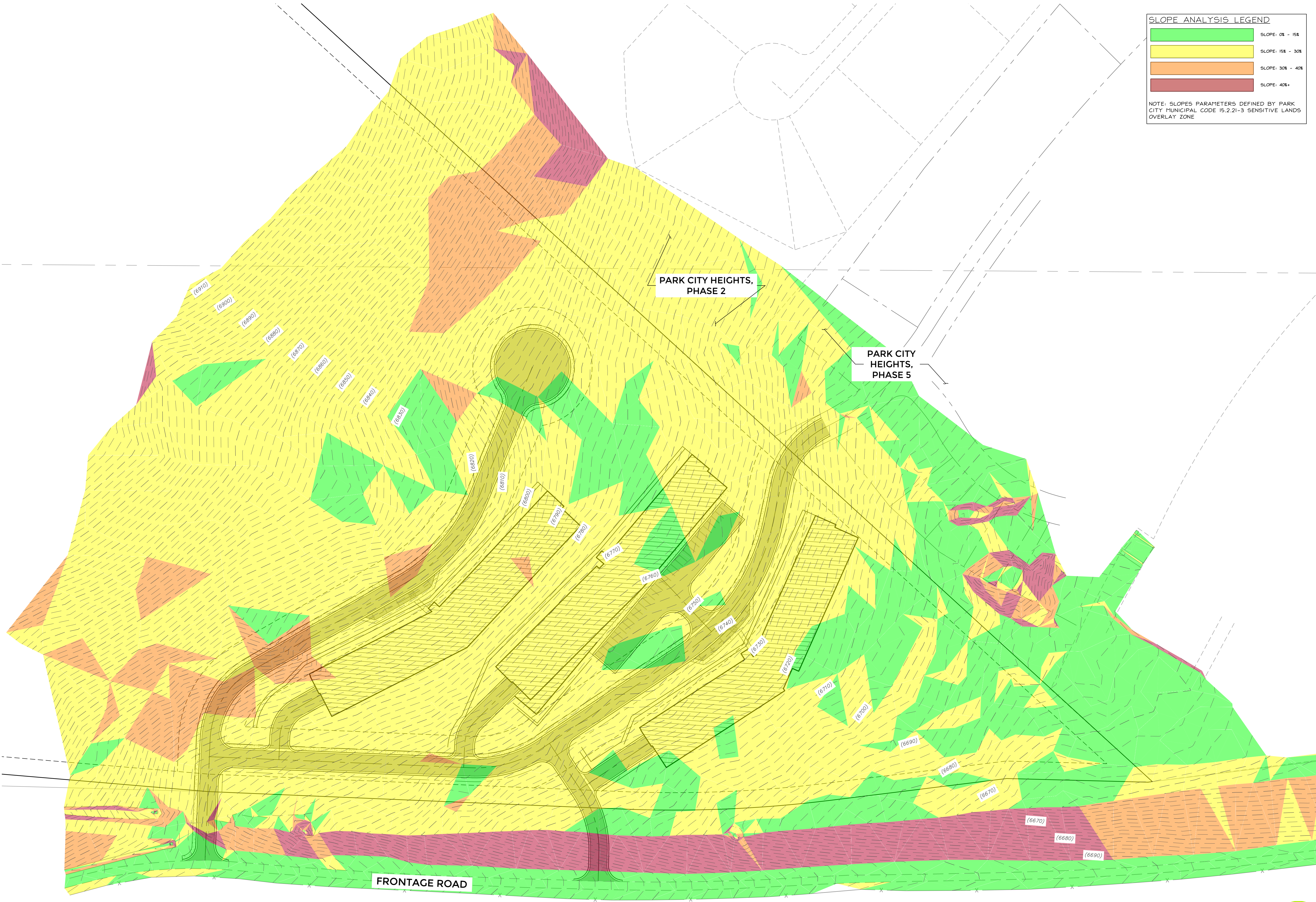
REVISIONS		
#	DATE	DESCRIPTION

CONCEPTUAL
RENDERINGS

SHEET NO.		MPD16
JOB NO.	25.140	

DATE: 8/7/2025 10:53 AM

PATH: N:\23-038 - Clark Ranch\Code\p\CD002 - Slope Analysis.dwg



SLOPE ANALYSIS LEGEND

	SLOPE: 0% - 15%
	SLOPE: 15% - 30%
	SLOPE: 30% - 40%
	SLOPE: 40%+

NOTE: SLOPES PARAMETERS DEFINED BY PARK CITY MUNICIPAL CODE 15.2.21-3 SENSITIVE LANDS OVERLAY ZONE

TALISMAN
CIVIL CONSULTANTS
1588 SOUTH MAIN STREET
SUITE 200
SALT LAKE CITY, UT 84115
801.743.1300

CLARK RANCH
SLOPE ANALYSIS EXHIBIT

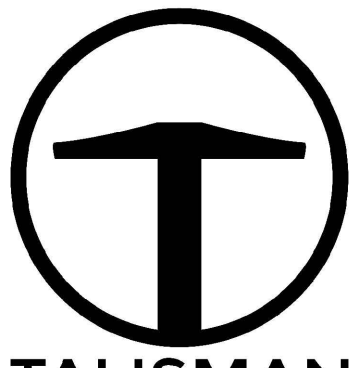
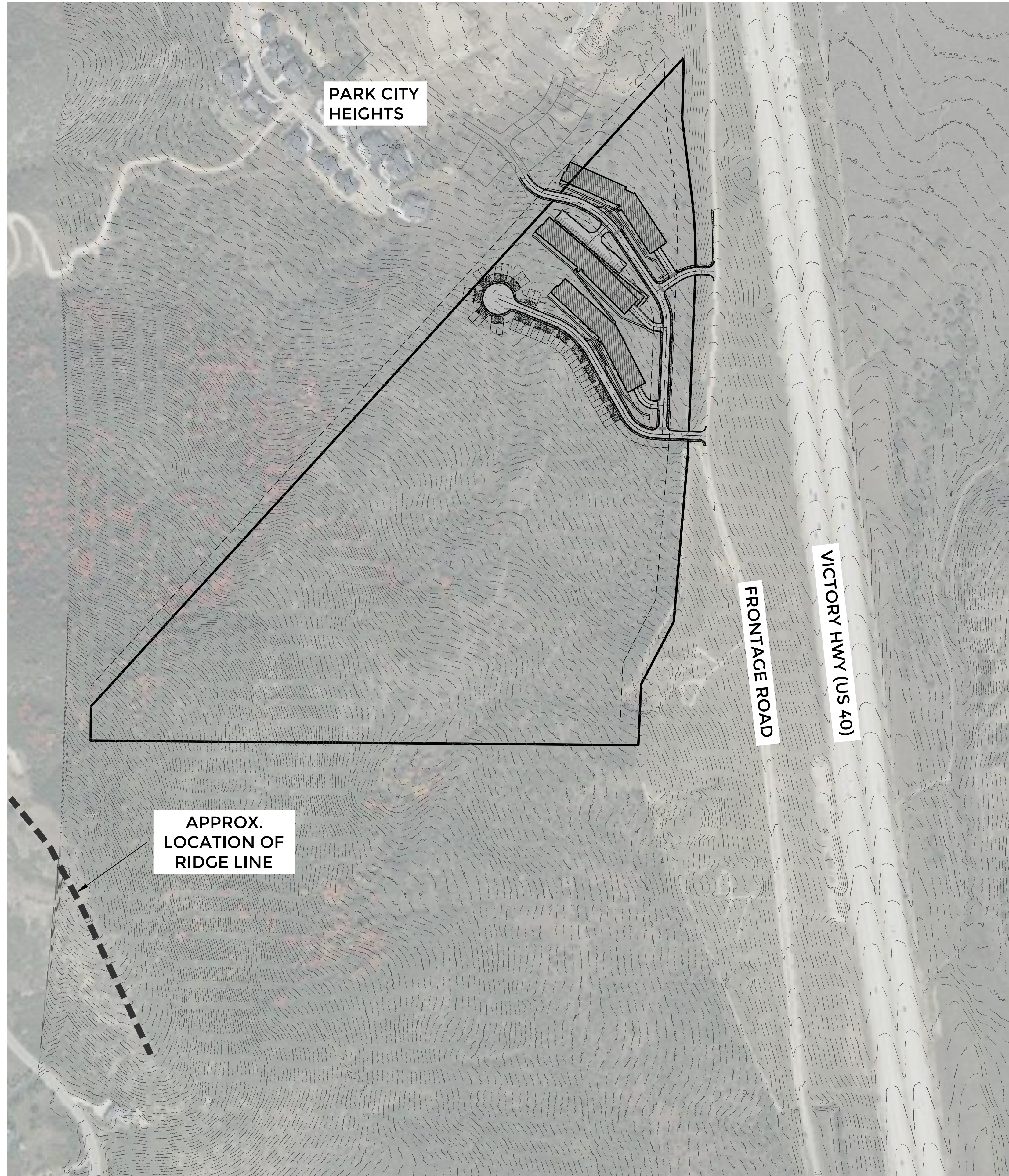
TCC JOB NUMBER: 23-038

DATE: 08-08-2025

SCALE
HORIZONTAL: 1" = 60'
0 15' 30' 60' 90'

SHEET NUMBER
ET02
1 OF 1





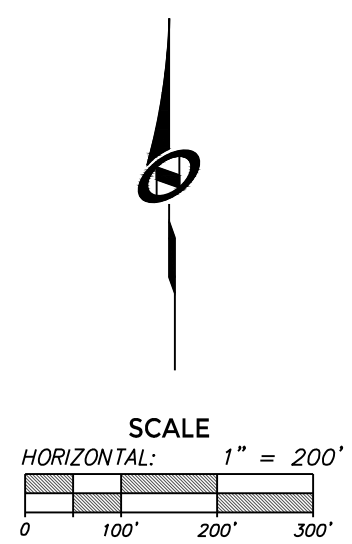
TALISMAN
CIVIL CONSULTANTS
1588 SOUTH MAIN STREET
SUITE 200
SALT LAKE CITY, UT 84115
801.743.1300

[illegible]

CLARK RANCH
RIDGE LINE EXHIBIT

TCC JOB NUMBER: 23-038

DATE: 08-08-2025



SHEET NUMBER

ET01

Planning Commission Staff Report



Subject: Draft 2025 General Plan
Application: PL-24-06358
Author: Rebecca Ward, Planning Director
Date: September 10, 2025

Recommendation

(I) Review the updated Draft 2025 General Plan, (II) conduct a public hearing, and (III) consider forwarding a positive recommendation to the City Council for consideration to adopt the General Plan on September 25, 2025 (Exhibit A, Draft Ordinance).

Background

Park City's General Plan is the community-driven blueprint that builds upon prior planning documents and community visioning to guide future development, growth, and land use policy. The General Plan is most impactful when implemented through amendments to [the City's Land Management Code](#), which shapes future development and redevelopment, and adopted policies and plans that aim to achieve the community vision.¹

We are in the final stage of the comprehensive update to the General Plan which looks to 2035 and beyond and is based on extensive community engagement. Throughout this process, it is clear the four community values that were the foundation of [the 2014 General Plan](#) continue to resonate: small town, sense of community, natural setting, and historic character. These are the underpinnings of the comprehensive update.

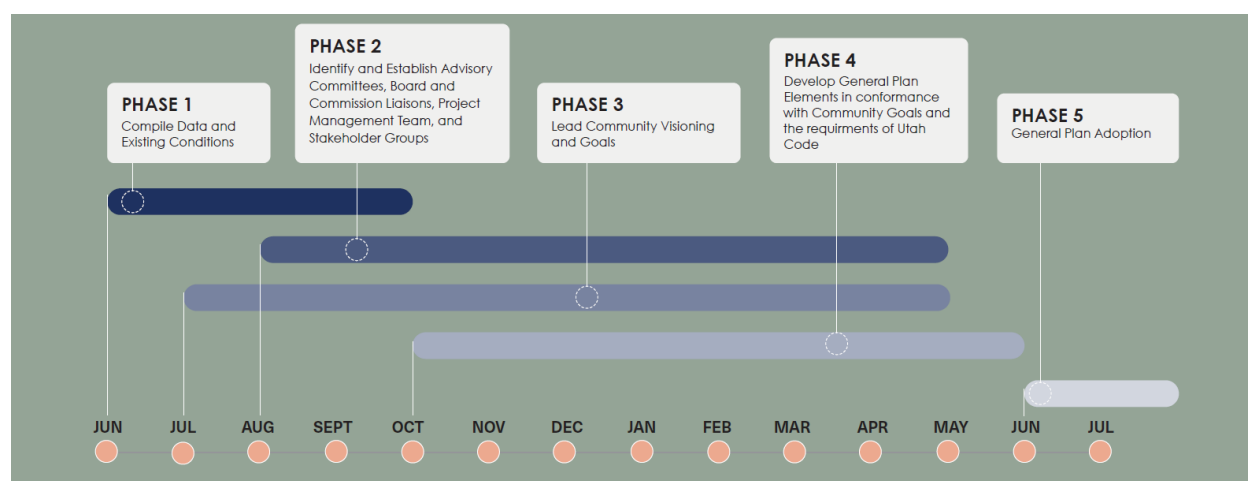


Figure 1: 2025 General Plan Update Timeline

¹ As part of the review process, Planning Commissioners requested information regarding examples of [the 2014 General Plan](#) implementation, included in Exhibit D.

Community concern has also been clear: the primary challenge is traffic. The Draft 2025 General Plan establishes Transportation as the first theme and outlines comprehensive goals and strategies to address this key community concern in alignment with the City's Long-Range Transportation Plan [Park City Forward 2022](#), the [Short Range Transit Plan](#), and the [Bike and Pedestrian Plan](#), with flexibility to further evaluate a complementary built environment and supporting land uses as the ongoing [Re-Create 248 Study](#) and [SR-224 Bus Rapid Transit](#) plans are implemented.

Another concern continues to be housing affordability. The Draft 2025 General Plan establishes an overarching goal to provide housing options for various groups, including workforce, seniors, and first-time home buyers, and it incorporates the City's five-year [Moderate Income Housing Plan](#) as an appendix so that this five-year plan can be regularly updated to timely reflect community needs and opportunities, and satisfy state requirements.

Recent Updates

Based on input from the August 18, 2025 Planning Commission and City Council joint work session, the following updates have been made:

- Timeframes in the Implementation Matrix are updated: 1-3 years (near term), 3-6 years (mid-term), and 6-10 years (long-term).
- Regional partnerships are included in the Implementation Matrix actions.
- Neighborhood Plan language has been clarified.
- The Mission Statements have been updated.
- Owner-occupied status, full-time residents, and “vacant” properties information is updated.
- Wildfire and safety components are updated.
- Infill in Old Town is clarified.
- The Node Types have been updated to future tense.

Minor modifications for clarity have been made throughout. To further reduce the size of the document, the Community Engagement (Exhibit B) and Current Initiatives (Exhibit C) sections within the Appendix have been separated to independent reports for reference.

We continue to refine the Executive Summary and will outline the final recommendations on Wednesday.

Several examples of potential photos to reflect the Node Types will be provided for Commission review and input during the public hearing. For now, placeholders are included in the draft.

Draft Review

On June 4, 2025, the Historic Preservation Board reviewed the draft recommendations related to historic preservation within the Community Character component of the General Plan and provided initial input ([Packet](#), Item 6.A; [Minutes](#), p. 2)

On June 26, 2025, the consultant team provided an overview of the Draft 2025 General Plan in a joint Planning Commission and City Council work session for initial input ([Packet](#), Item VIII.1; [Minutes](#), p. 13). Council direction included the creation of an executive summary, reducing the size, shifting the action steps to an appendix, and then conducting a second joint meeting with the Planning Commission before bringing the General Plan back for final approval ([June 26 Council Direction Staff Report](#)).

On June 30, 2025, the Historic Preservation Board conducted a public hearing and unanimously forwarded a positive recommendation for the historic preservation components of the draft ([Packet](#), Item 7.B; [Minutes](#), p. 4).

On July 9, 2025, the Planning Commission conducted a public hearing and provided input on the Transportation, Community Character, and Land Use Nodes Type Map components of the draft ([Packet](#), Item 6.A; [Minutes](#), p. 8).

On July 23, 2025, the Planning Commission reviewed revisions on the formatting of the plan that incorporated the joint meeting input and conducted a public hearing and provided input on the Moderate Income Housing, Water and Open Space Preservation, and Sustainability components of the draft ([Packet](#), Item 6.A; [Minutes](#), p. 2).

On August 13, 2025, the Planning Commission conducted a public hearing and provided input on the Neighborhood Plans ([Packet](#), Item 5.A; [Minutes](#), p. 2).

On August 18, 2025, the Planning Commission and City Council conducted a joint work session to review the updates to the draft ([Packet](#), Item 1; [Minutes](#), p. 1)

In addition to participating in public hearings, community members can submit input to planning@parkcity.gov.

Exhibits

A: Draft Ordinance

Attachment 1 – Draft 2025 General Plan

Attachment 2 – Appendix

Attachment 3 – Executive Summary

B: Community Engagement Report

C: Current Initiatives Report

D: 2014 General Plan Implementation Summary

ORDINANCE No. 2025-XX

AN ORDINANCE ADOPTING THE 2025 PARK CITY GENERAL PLAN, A COMPREHENSIVE UPDATE TO THE 2014 GENERAL PLAN

WHEREAS, the Park City General Plan (“General Plan”) was first adopted by the City Council in 1985;

WHEREAS, the General Plan was rewritten and adopted by the City Council in 1997;

WHEREAS, subsequent amendments to the General Plan were adopted by resolution in 1999, 2000, 2001, 2002, 2007, and 2011;

WHEREAS, a comprehensive update to the General Plan was adopted by the City Council in 2014;

WHEREAS, subsequent amendments to the General Plan were adopted by the City Council in 2024 (Ordinance No. 2024-17 adopting the Bonanza Park Small Area Plan) and 2025 (Resolution No. 13-2025 adopting the Moderate Income Housing Plan);

WHEREAS, the City desires to adopt a comprehensive update to the General Plan based on the core community values: Small Town, Sense of Community, Natural Setting, and Historic Character;

WHEREAS, the City established three engagement windows: Project Awareness and Values Identification, September – December 2024; Ideas and Alternatives Development, January – March 2025; and Draft and Final Plan Sharing, May – September 2025;

WHEREAS, the City established a 16-member Advisory Committee with community stakeholders, Neighborhood Advisory Committees with resident volunteers, and a Technical Advisory Committee with City staff;

WHEREAS, the City conducted a survey November 14-27, 2024;

WHEREAS, the City hosted three community open houses for input on the preliminary framework and fundamental concerns (September 18, 2024), the draft vision and emerging land use and transportation scenarios (March 4, 2025), and the draft recommendations (May 13, 2025);

WHEREAS, the City conducted a series of neighborhood open houses for resident input on the Neighborhood Plans December 2024 through February 2025;

WHEREAS, the City conducted an online questionnaire for input on the draft vision and emerging land-use and transportation scenarios (March 4-March 25, 2025);

WHEREAS, the City conducted an online questionnaire for input on the draft recommendations (June 24-July 31, 2025);

WHEREAS, the comprehensive update captures a shared community vision and establishes five plan themes (Transportation, Community Character, Moderate Income Housing, Water and Open Space Preservation, and Sustainability) with focus areas, goals, and strategies to implement the General Plan;

WHEREAS, the comprehensive update includes a Neighborhood Plan for each of Park City's ten neighborhoods to acknowledge and incorporate the unique characteristics of each neighborhood and to allow for the implementation of the General Plan at a neighborhood scale;

WHEREAS, on June 4, 2025, the Historic Preservation Board conducted a public hearing on the historic preservation draft recommendations within the Community Character component;

WHEREAS, on June 26, 2025, the consultant team provided an overview of the draft comprehensive update in a joint Planning Commission and City Council work session for initial input;

WHEREAS, on June 30, 2025, the Historic Preservation Board conducted a public hearing on the historic preservation draft recommendations within the Community Character component and unanimously forwarded a positive recommendation to the Planning Commission and City Council;

WHEREAS, on July 9, 2025, the Planning Commission conducted a public hearing and provided input on the Transportation, Community Character, and Land Use Nodes Type Map components of the draft;

WHEREAS, on July 23, 2025, the Planning Commission reviewed revisions on the formatting of the plan that incorporated the joint meeting input and conducted a public hearing and provided input on the Moderate Income Housing, Water and Open Space Preservation, and Sustainability components of the draft;

WHEREAS, on August 13, 2025, the Planning Commission conducted a public hearing and provided input on the Neighborhood Plans;

WHEREAS, on August 18, 2025, the Planning Commission and City Council conducted a joint work session on the updated draft;

WHEREAS, on September 10, 2025, the Planning Commission conducted a duly noticed public hearing and forwarded a _____ recommendation to the City Council;

WHEREAS, on September 25, 2025, the City Council conducted a duly noticed public hearing;

WHEREAS, Park City Forward, the City's Long-Range Transportation Plan (2022), the Short Range Transit Plan (2022), the Bicycle and Pedestrian Plan (2024), the Bonanza Park Small Area Plan (2024), and the Moderate Income Housing Plan (2025), and other strategic plans remain in full effect in conjunction with this General Plan;

WHEREAS, the comprehensive update complies with Utah Code Section 10-9a-401, et. seq;

NOW THEREFORE, BE IT ORDAINED by the City Council of Park City that the 2025 General Plan is hereby approved and adopted, replacing the 2014 General Plan in its entirety. This Ordinance shall take effect upon publication.

PASSED AND ADOPTED this 25th day of September 2025.

PARK CITY MUNICIPAL CORPORATION

Mayor, Nann Worel

Attest:

City Recorder

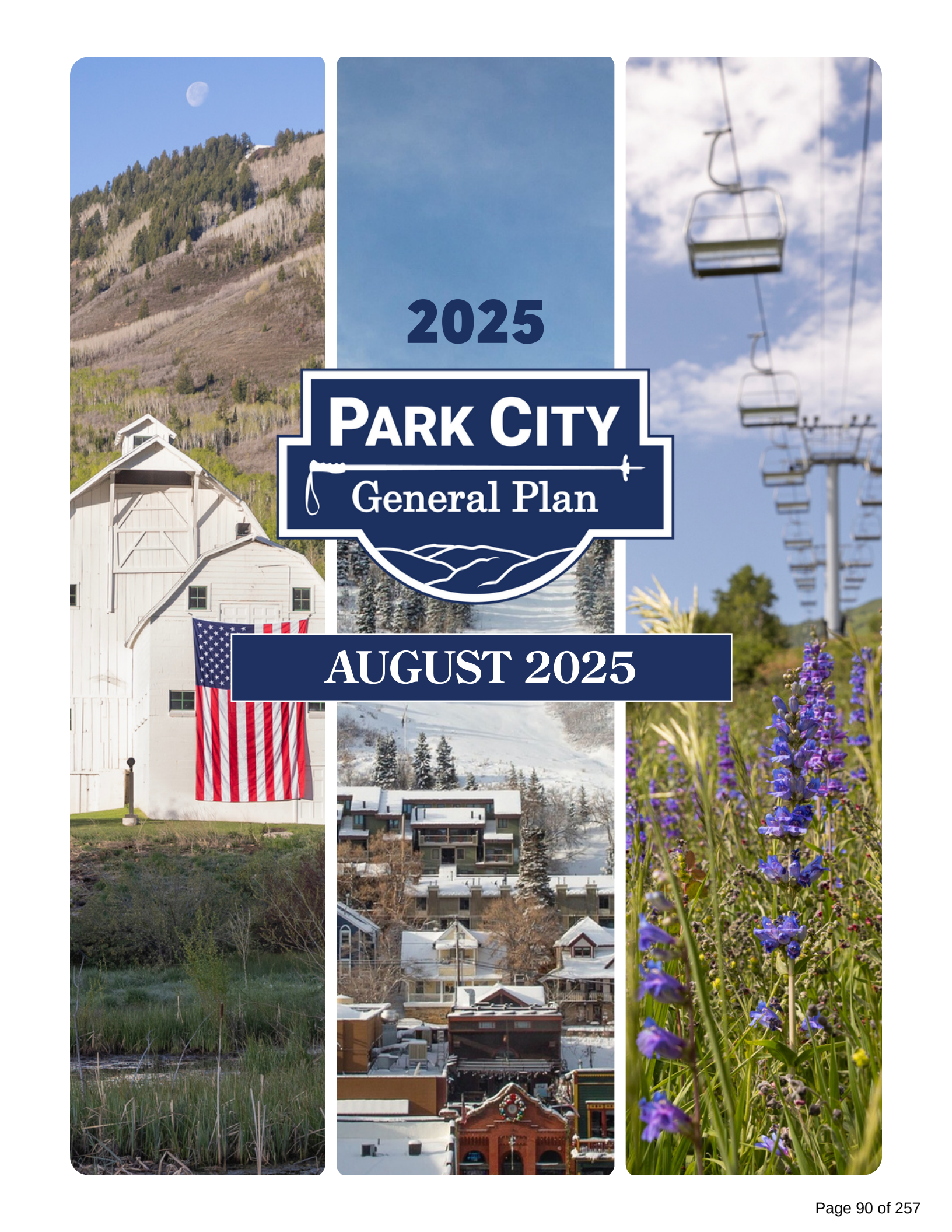
Approved as to form:

City Attorney's Office

Attachment 1 – 2025 General Plan

Attachment 2 – Appendix

Attachment 3 – Executive Summary



2025

PARK CITY

General Plan

AUGUST 2025

ACKNOWLEDGEMENTS

CITY COUNCIL

Bill Ciraco
Ryan Dickey
Ed Parigian
Jeremy Rubell
Tana Toly
Nann Worel, Mayor

PLANNING COMMISSION

Seth Beal
John Frontero
Sarah Hall
Bill Johnson, Chair Pro Tem
Rick Shand
Henry Sigg
Laura Suesser
Grant Tilson
Christin Van Dine, Chair

HISTORIC PRESERVATION BOARD

Lola Beatlebrox
Dalton Gackle
Puggy Homgren
John Hutchings
Katie Noble
Randy Scott
Douglas Stephens, Chair

CITY STAFF/ TECHNICAL ADVISORY COMMITTEE

Ryan Blair, Property and Environmental Services Manager
Jed Briggs, Budget Director
Conor Campobasso, Senior Transportation Planner
Luke Cartin, Environmental Sustainability Manager
Jason Christensen, Water Resources Manager
Troy Daley, Public Works Director
Chris Eggleton, Economic Development Director

Ken Fisher, Recreation Director
Becky Gutknecht, Public Improvements Engineer
Linda Jager, Community Engagement Manager
Logan Jones, Trails and Open Space Coordinator
Spencer Lace, GIS Administrator
Clint McAfee, Public Utilities Director
Mike McComb, Emergency Manager
Celia Peterson, Environmental Sustainability Project Manager
John Robertson, City Engineer
Alex Roy, Senior Transportation Planner
Tim Sanderson, Transportation Director
Clayton Scrivner, Communications Manager
Tate Shaw, Assistant Recreation Director
Robbie Smoot, Data Analyst
Rhoda Stauffer, Affordable Housing Project Manager
Dave Thacker, Chief Building Official
Rebecca Ward, Planning Director
Sara Wineman, Housing and Development Coordinator

ADVISORY COMMITTEE

Bill Coleman, Realtor
Angelica Espinoza, Mountainlands Community Housing Trust
Willie Ford, National Ability Center
Becca Gerber, Park City Chamber
Tom Oliver, Park City Resident
Meredith Reed, Park City School District
Jack Rubin, Park City Resident
Amy Sell, Park City Resident
Rhonda Sideris, Park City Area Lodging Association
Lora Smith, Mountain Trails
Meg Steele, Park City Mountain Resort
John Troilo, Historic Park City Alliance
Hannah Tyler, Deer Valley Resort
Jeff Ward, Park City Area Restaurant Association
Craig Weakly, Seniors
Lori Weston, Park City Hospital

Lower Deer Valley

NEIGHBORHOOD ADVISORY COMMITTEES

Claudio Brasca
Adam Houghton
Allison Keenan
Pamela Miles

Masonic Hill

Julian Chapman
Ginny Schulman

Old Town

Claire Burch
William Dark
Matey Erdos
Molly Guinan
Sherie Harding
John Helton
Puggy Holmgren
Michael Kaplan
Elyse Kats
Michael Kirby
Patricia Kravtin
Mike Lee
Linda McReynolds
Mark Montgomery
Tatiana Prince
Mike Pundmann
Jocelyn Scudder
Steven Swanson
Tracey Weiss
Michael Witte

Park Meadows

Julie Caldwell
Steve Caldwell
Katherine Fagin
Allison Florance
David Gorrell
Allison Griffiths
Katherine Kendall
Keren Mazanec
Richard Neff
Kathryn Rommel
Teri Whitney
Stefanie Woywod

Prospector

Craig Dennis
Sydney Green
David and Susan Huffmyer
Alex Koretz
Alisha Niswander
Kelly Pfaff
Steven Rowe

Quinn's Junction

Danielle Meister
Karen Neitzel
Paul Patterson
Adam Quinn

Resort Center

Greg Ehlinger
Matt Price
Deborah Rentfrow

Thaynes

Ruth Drapkin
Neil Hafer
Howard Rothwell

Upper Deer Valley

Deborah Fritsche
David Houck
Bob Sertner
Jamie Taylor
James Upchurch
Craig Weakley

COMMUNITY MEMBERS

Thank you to all who shared input, including participants in the statistically valid survey, open houses, and focus group discussions.

CONSULTANT TEAM

Jessica Garrow (Design Workshop)
Marianne Stuck (Design Workshop)
Ketaki Ghodke (Design Workshop)
Maria Vyas (Fehr and Peers)
Tyler Torres (Fehr and Peers)
Matt Hastings (Fehr and Peers)
Callie New (WSP)
Amy DiCarlantonio (WSP)
Joshua Palmer (WSP)
Haley Demircan (WSP)
Susan Petheram (FFKR)

TABLE OF CONTENTS

INTRODUCTION.....7

OVERVIEW.....8

VISION AND MISSION STATEMENTS.....9

STRUCTURE.....10

THEMES.....12

PLAN THEMES.....15

TRANSPORTATION.....16

COMMUNITY CHARACTER.....22

MODERATE INCOME HOUSING.....30

WATER & OPEN SPACE PRESERVATION.....34

SUSTAINABILITY.....38

NEIGHBORHOOD PLANS.....45

QUINN'S JUNCTION.....48

PARK MEADOWS.....50

THAYNES.....52

PROSPECTOR.....54

BONANZA PARK.....56

RESORT CENTER.....58

LOWER DEER VALLEY.....60

MASONIC HILL.....62

OLD TOWN.....64

UPPER DEER VALLEY.....66

FUTURE LAND USE NODE TYPES.....69

NODE TYPES MAP.....70

NODE TYPES DESCRIPTION.....72

LETTER FROM THE MAYOR



Dear Reader,

Thank you for taking the time to review Park City's newly-updated General Plan. I'm proud to share that this plan honors our past while providing a clear, purposeful roadmap for our future. It's built on the same foundation that has guided Park City for generations: thoughtful planning, persistence, and a deep love for this place we call home.

From mining town to mountain destination, Park City's success has never been accidental. It's been shaped by people — like you — who care about preserving what makes this community unique. This General Plan carries that same spirit forward.

Over the past year, hundreds of residents shared their hopes and concerns through surveys, open houses, and neighborhood meetings. What emerged is a shared vision: a strong commitment to our small-town character, a focus on affordability and mobility, and a lasting promise to protect our natural environment and community values.

More than a document, this plan is a tool for action. It balances growth with preservation, guides investments in housing and transportation, and respects the distinct identity of each neighborhood. Its strategies are grounded in data, shaped by community input, and flexible enough to evolve as we do.

Thank you for being part of this journey. I invite you to explore the pages ahead, stay engaged, and help bring this vision to life. Together, we can build a future that reflects the best of Park City — today, and for generations to come.

Warmly,
Nann Worel



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.

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. The General Plan integrates the new statutory elements, harnesses fresh data on growth projections and resource use, and reaffirms community values through renewed public engagement to align local policy with current conditions.

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–September 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–September 2025).

VISION AND MISSION STATEMENTS

The Vision and Mission Statements were developed through a collaborative process with community input and feedback. They are grounded in Park City's core values -- small town, sense of community, natural setting, and historic character, identified by the community as the foundation for the community's future.

The vision and mission statements are interconnected elements that together define the direction and purpose of Park City's development. The vision statement articulates the community's long-term aspirations and values, encapsulating what residents hope to achieve and preserve as the city grows. The mission statements translate this vision into actionable goals that guide daily decisions and long-term planning.

VISION

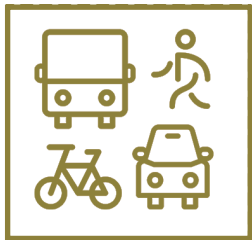
“ Park City is a mountain community that preserves our small-town feel, unique character and history, natural environment, open space, and world-class recreation. We advance multi-modal transportation and innovation for residents, workforce and visitors, while fostering thoughtful planning and land uses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

MISSION

We will:

- Be a welcoming community.
- Preserve our open space and conservation areas.
- Not increase our road network and will look at creative multi-modal solutions to address traffic and mobility.
- Increase walkable mixed-use centers identified in the Node Types Map.
- Offer housing options to a variety of demographics.
- Be a healthy community.

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
- Emergency Planning
- Innovation and Technology



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

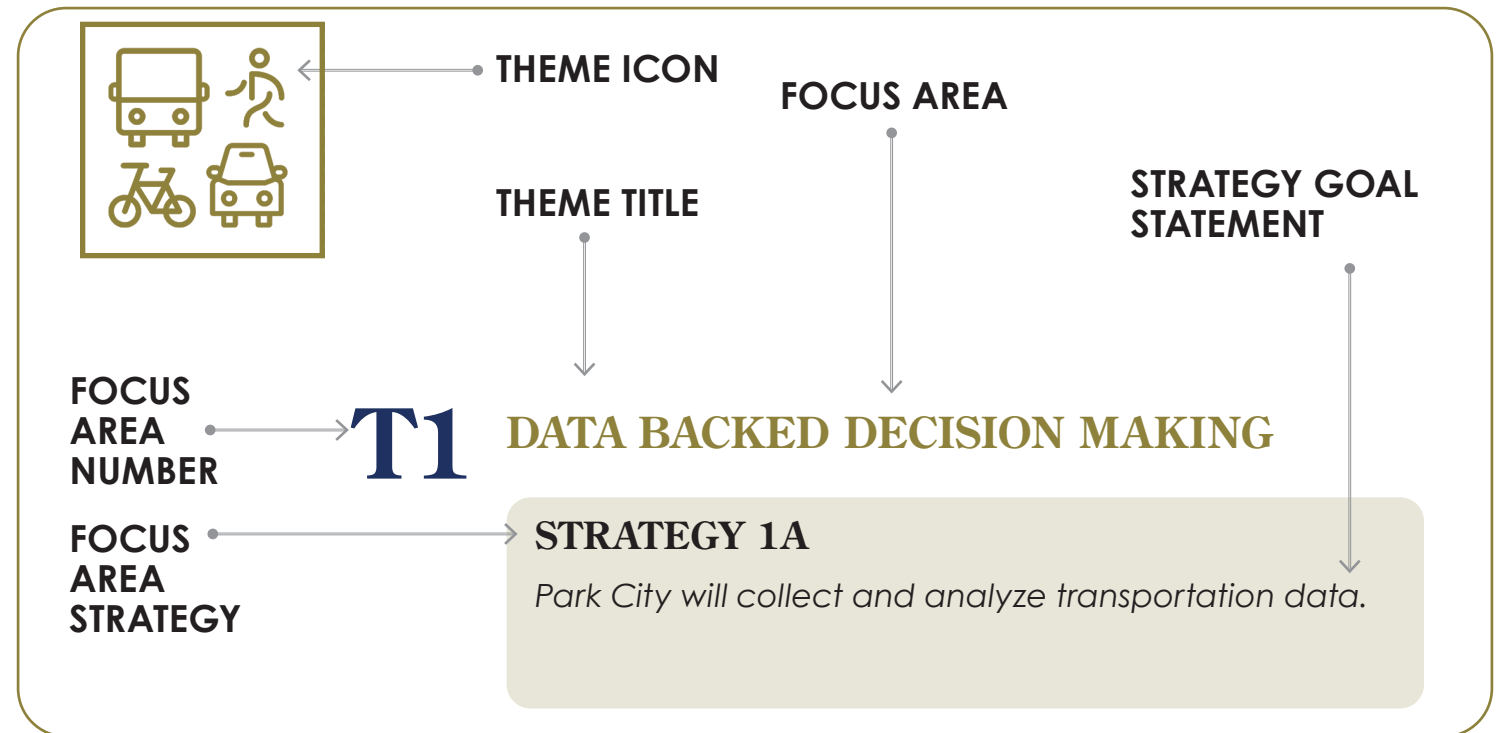
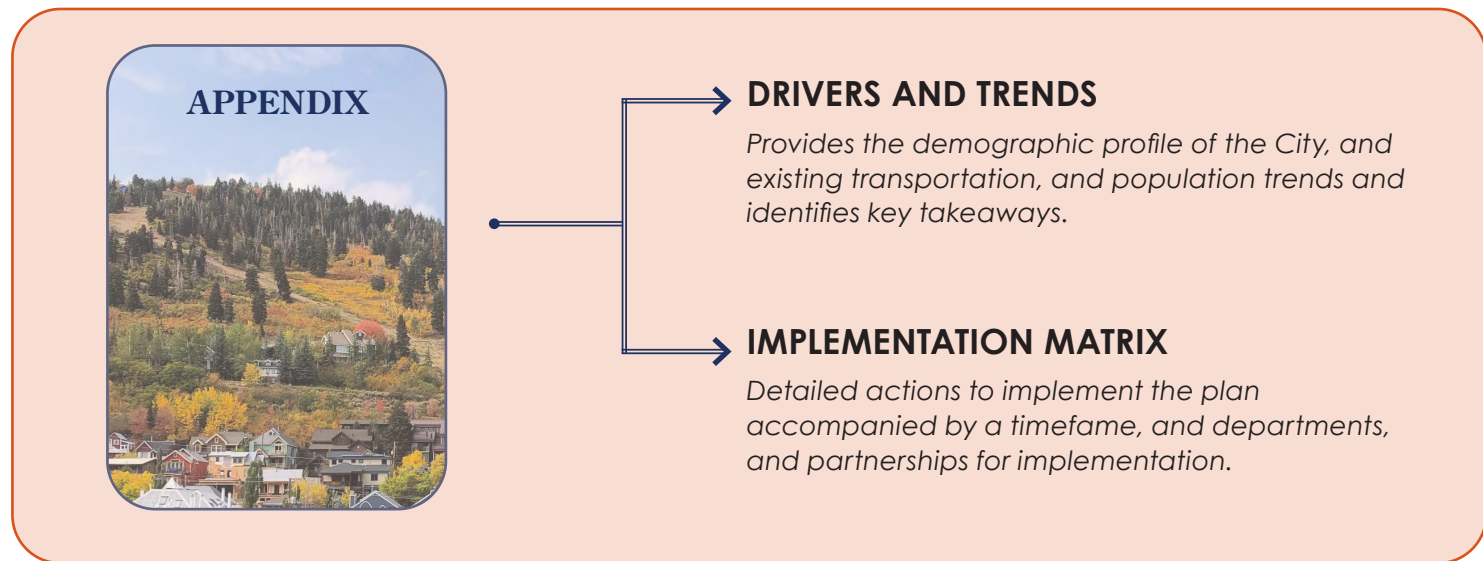
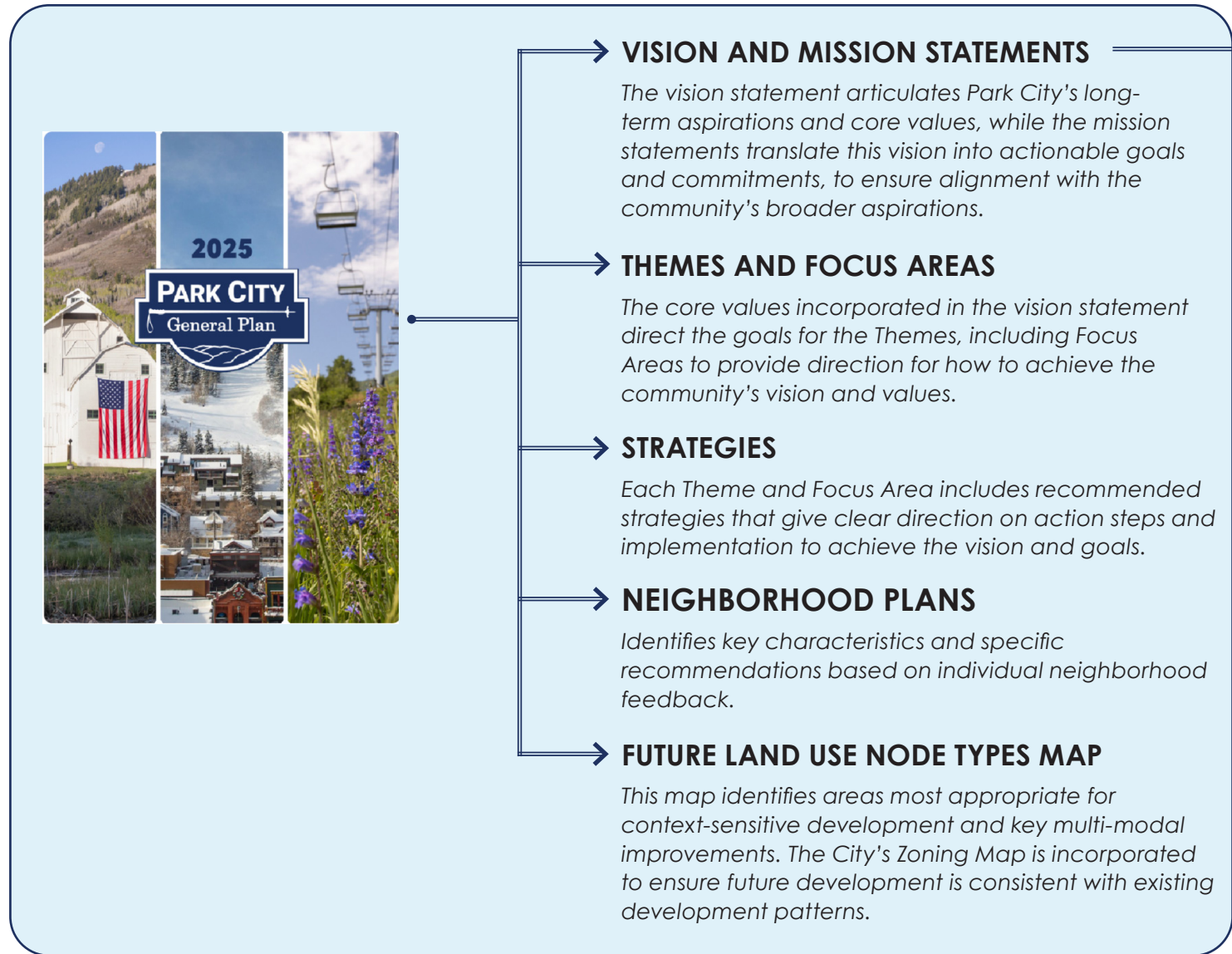
We value our natural environment and preserve and protect natural areas.

FOCUS AREAS

- Environment
- Wildfires
- Waste Reduction
- Energy Efficiency



STRUCTURE



*Strategies are not mentioned in any order of prioritization.



THEMIES



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

T9. Innovation and Technology

TRANSPORTATION

INTRODUCTION

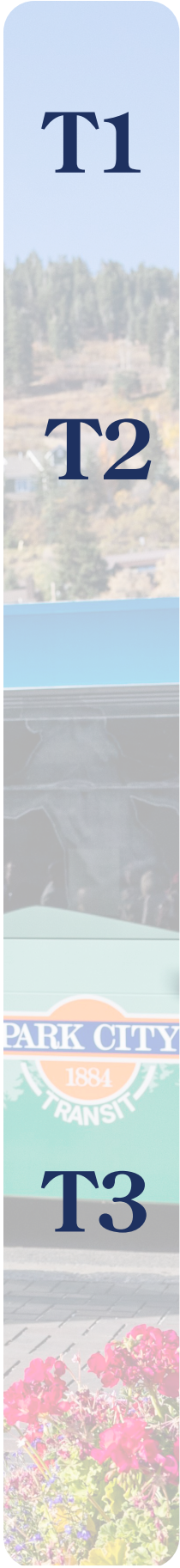
The results of the Statistically Valid Survey indicate that 71% of Park City residents find traffic and congestion to be Park City's biggest challenge. Residents indicated that prioritizing walkability and pedestrians is a top priority over the next five to ten years. A capture lot system for workers 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). Congestion will largely be focused on the major routes in and out of Park City, as well as important routes within the City like Bonanza Drive and Park Avenue. Smaller, local roads will likely be less impacted. 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.

RECOMMENDATIONS

** Potential actions for each strategy are in the Implementation Matrix in the Appendix.*



T1

DATA BACKED DECISION MAKING

Park City will collect and analyze transportation data.

STRATEGY 1A

Regularly evaluate the community's unique traffic and peak day patterns to inform transportation planning and measure 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.

STRATEGY 2B

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

STRATEGY 2C

Develop a network of internal mobility hubs as shown in the Node Types Map, with supportive infrastructure to enhance first- and last-mile connections.

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 feasibility and effectiveness of congestion pricing and/or flex-lanes.

STRATEGY 3B

Prioritize pricing, mode shift, and land use policy, instead of road widening, to manage congestion.



T3

STRATEGY 3C

Deploy smart traffic management tools to inform dynamic operations and user guidance, with the City in a leading role and private sector partners in a supporting role.

STRATEGY 3D

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

STRATEGY 3E

Reduce wildlife-vehicle collisions.

T4

PARKING

Park City will prioritize parking access for non-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.

STRATEGY 4B

Regularly evaluate bike parking requirements and bike charging infrastructure regulations for new development and incentives for improvements to existing bike parking.

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.

STRATEGY 5B

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



T6

WALKABLE AND BIKEABLE NEIGHBORHOODS

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

STRATEGY 6A

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

STRATEGY 6B

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

STRATEGY 6C

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

T7

SPECIAL EVENTS

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

STRATEGY 7A

Collaborate internally and with regional partners to prepare for the 2034 Olympic Games while ensuring that Games-related investments remain a valuable legacy for Park City long into the future.

STRATEGY 7B

Evaluate today's opportunities and barriers to providing remote parking, managed access zones, and event-specific transit service.

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.

T9

INNOVATION AND TECHNOLOGY

Park City will explore emerging trends to address evolving community needs.

STRATEGY 9A

Explore and evaluate new technologies to enable innovation in transportation.



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

Preserving Park City's small-town feel and the natural setting are key goals of this plan aligning land use recommendations with transportation strategies through infill development identified in the Nodes Type Map, both for residential and mixed-use projects, and creating walkable neighborhoods with access to basic services.

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]

RECOMMENDATIONS

** Potential actions for each strategy are in the Implementation Matrix in the Appendix.*



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.
- STRATEGY 1B**
Support and ensure the year-round and long-term resilience of the Park City economy.
- STRATEGY 1C**
Encourage small scale compatible commercial infill.
- STRATEGY 1D**
Increase Park City’s walkability through an improved pedestrian friendly environment.
- STRATEGY 1E**
Support the continued success of the multi-seasonal tourism economy while preserving the community character.
- STRATEGY 1F**
Prioritize high quality design in new developments and redevelopment that respects the existing scale, style, and massing of buildings.
- STRATEGY 1G**
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.

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.
- STRATEGY 2B**
Strengthen existing neighborhoods through context-sensitive design requirements and creation of gathering places.



C2

- STRATEGY 2C**
Strive for equity and plan for all groups within the community.
- STRATEGY 2D**
Provide easy access to trails and recreation opportunities.
- STRATEGY 2E**
Continue to support Arts & Culture and incorporate it into the public realm.

C3

LAND USE & GROWTH

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

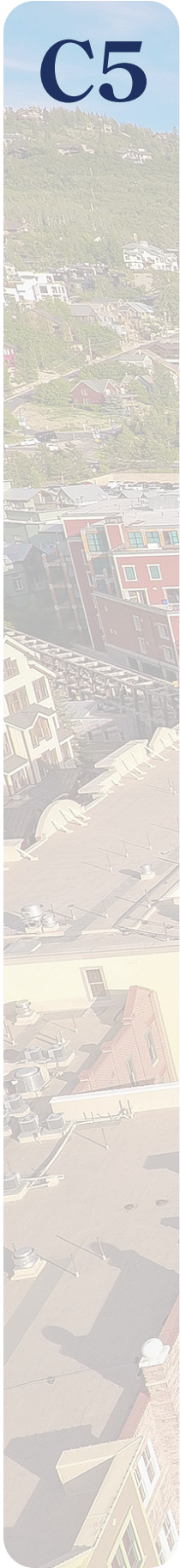
- STRATEGY 3A**
Protect open space, discourage sprawl, and direct growth inward.
- STRATEGY 3B**
Create walkable mixed-use nodes identified in the Nodes Type Map that can accommodate new growth, while providing access to services, retail, and transit.
- STRATEGY 3C**
Evaluate potential station area planning around future transit nodes.
- 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.

C4

TECHNOLOGY

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

- STRATEGY 4A**
Integrate smart city infrastructure and technology that supports quality of life.



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.

STRATEGY 5B

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

STRATEGY 5C

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.

STRATEGY 5D

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

STRATEGY 5E

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

STRATEGY 5F

Educate the community and visitors about the history and evolution of Park City.

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.

STRATEGY 5H

Support the adaptive re-use of historic buildings through a variety of incentives.

STRATEGY 5I

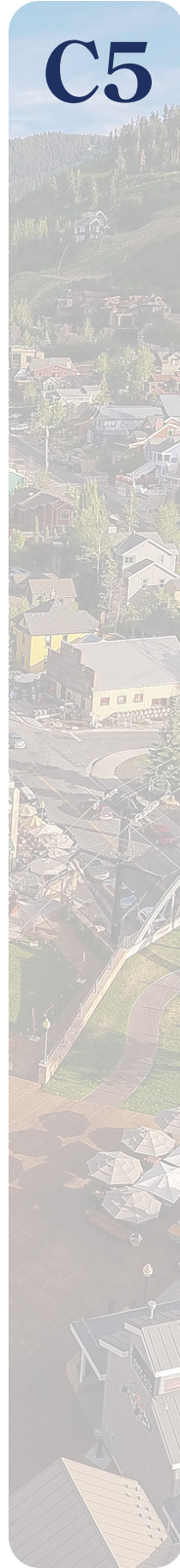
Establish a range of options to incentivize the preservation of the documented historic resources associated with the ski era.

STRATEGY 5J

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

STRATEGY 5K

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



C5

STRATEGY 5L

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

STRATEGY 5M

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

STRATEGY 5N

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

STRATEGY 5O

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.

STRATEGY 5P

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

STRATEGY 5Q

Support the activation of Main Street, promoting and strengthening this area as the vibrant historic core of Park City.

STRATEGY 5R

Support efforts for a multi-modal, pedestrian-friendly environment along Main Street and within Old Town.



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.

RECOMMENDATIONS

** Potential actions for each strategy are in the Implementation Matrix in the Appendix.*



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.

H2

WORKFORCE HOUSING

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

STRATEGY 2A

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



WATER & OPEN SPACE PRESERVATION

INTRODUCTION

Preservation of open spaces and water resources is a key priority in the mountain-west and especially for the Park City community. Park City encompasses a diverse range of sensitive land areas, including wildlife corridors, waterways, and historic mining soils, all of which are crucial to protect and conserve for current and future generations. These areas not only support local biodiversity and ecological health but also define the unique character of Park City.

Throughout the General Plan process, public feedback consistently underscored the significance of safeguarding Park City's natural environment and open spaces. The protection of the natural setting emerged as one of the top five community values, demonstrating broad public consensus around the importance of environmental stewardship and the preservation of Park City's distinct landscape.

The General Plan is structured to provide clear opportunities for protecting existing water resources, addressing habitat fragmentation, and supporting the remediation of soils impacted by historic mining. This plan theme is designed to strengthen Park City's resiliency by implementing targeted strategies for water conservation, sensitive land protection, and the ongoing preservation of natural environments.

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

** Potential actions for each strategy are in the Implementation Matrix in the Appendix.*

RECOMMENDATIONS

W1

WATER PRESERVATION

Park City will support initiatives that result in water reduction and efficiency through collaboration, regulation, and continued water conservation.

STRATEGY 1A

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

STRATEGY 1B

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

STRATEGY 1C

Maintain water infrastructure in a state of good repair.

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.

STRATEGY 2B

Continue conservation efforts to increase the land preserved 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.

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.

STRATEGY 3B

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

STRATEGY 3C

Promote human health in areas affected by historic mining through comprehensive restoration programs.



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

Community feedback gathered throughout the General Plan process clearly reflected a strong commitment to environmental preservation and proactive planning. The protection of natural open spaces emerged as the highest priority for the next five years, while wildfire mitigation was identified as a critical concern to address over the next decade. Other key issues raised included trailhead parking, neighborhood impacts, and trail development, highlighting the community's desire for thoughtful growth that balances recreation with preservation.

This input underscores Park City's dedication to conservation, climate resilience, and sustainable development. In alignment with these values, the City has established a goal of achieving community-wide net-zero carbon emissions by 2032. The General Plan outlines strategic approaches to support this goal, focusing on environmental leadership, energy efficiency, wildfire mitigation, and waste reduction.

Preferred strategies include implementing water-efficient landscaping, enhancing wildfire resilience, and offering incentives for residents and businesses to adopt sustainable practices. This theme of the Plan envisions Park City not only as a livable and environmentally conscious community but also as a leader in sustainability among peer cities, driven by both citywide initiatives and individual actions.

RECOMMENDATIONS

** Potential actions for each strategy are in the Implementation Matrix in the Appendix.*

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.

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.

STRATEGY 1C

Develop a Climate Action and Resilience Plan and implement actions to further establish climate action efforts and environmental stewardship.

STRATEGY 1D

Coordinate with community groups, businesses, and resorts to establish and implement environmental standards and practices that promote sustainable tourism.

STRATEGY 1E

Promote soil health through comprehensive soil remediation actions and monitoring programs.

STRATEGY 1F

Maintain an overarching consideration of fair and positive conditions through the implementation of all recommendations that tie to the community's values.

S2

WILDFIRES

Park City works proactively to reduce wildfire risk and support emergency efforts.

STRATEGY 2A

Collaborate interdepartmentally to implement actions, protocols, and policies and regularly update wildfire hazard plans and risk assessment.

STRATEGY 2B

Develop programmatic approaches to assess wildfire risk on a more individualized basis and thoughtfully target spot mitigation improvements.

S3

WASTE REDUCTION

Park City works to reduce its environmental footprint by reducing, reusing, and recycling.

STRATEGY 3A

Establish waste reduction and diversion actions.

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.

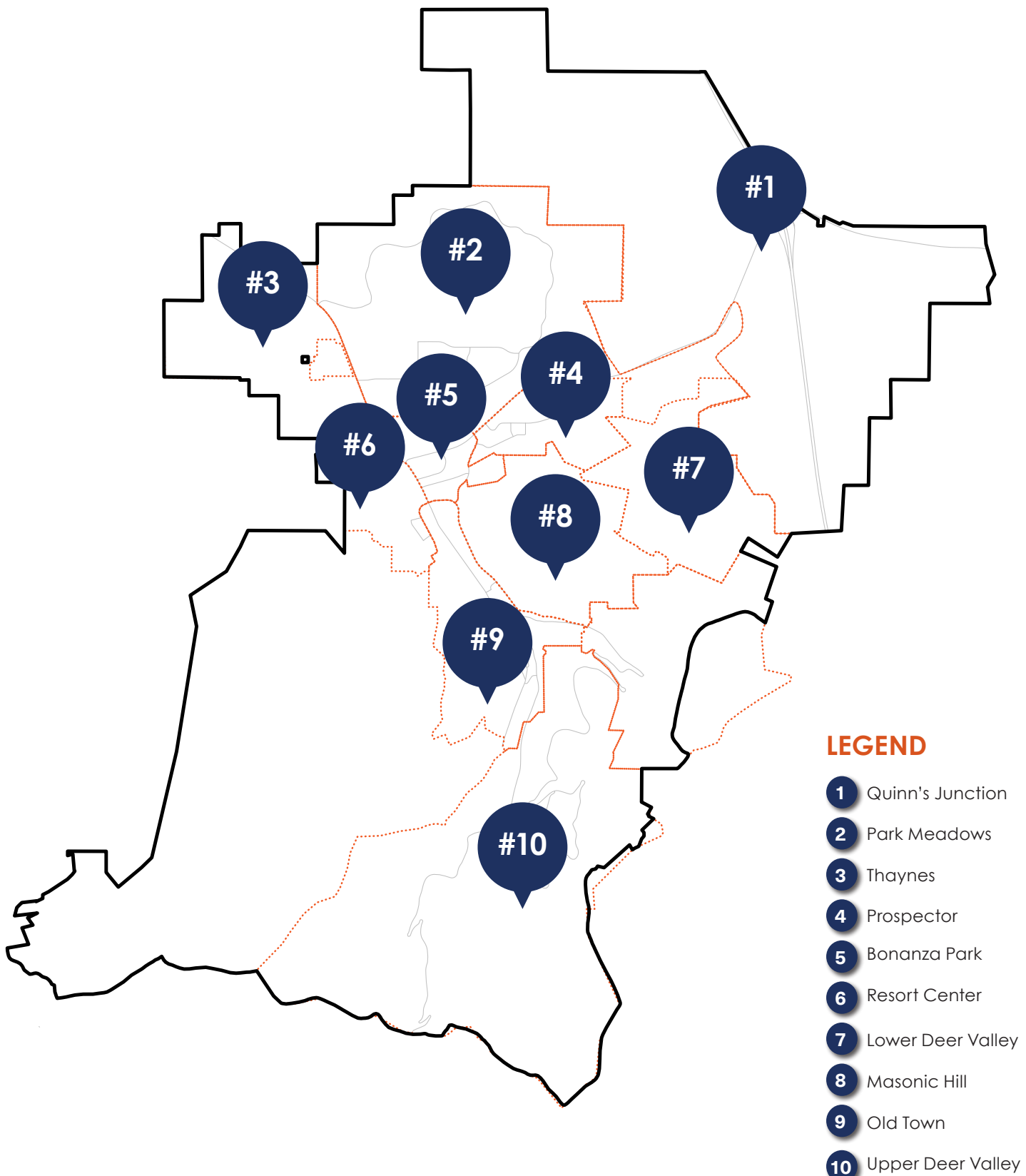
STRATEGY 4B

Explore modifications to transportation policies that incentivize or require more efficient operations.



NEIGHBORHOOD PLANS

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, or units temporarily occupied by people who usually live elsewhere (like those staying in a beach cottage or renting a vacation home). 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.), consisting of 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 or vacation rental, refers to a dwelling unit rented out for less than 30 days.



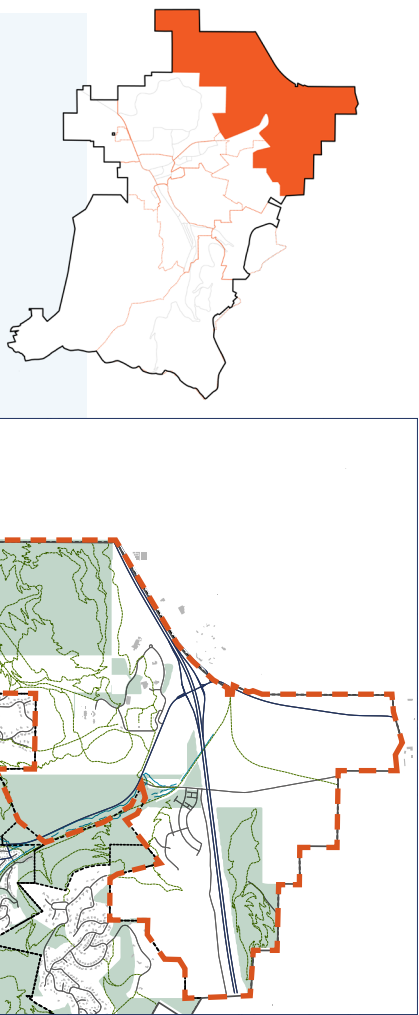
View of the City

QUINN’S JUNCTION

NEIGHBORHOOD SNAPSHOT

Total Acres: 2209 Acres	Vacant Lots: 34
Population: 374	Average Density: 0.25 per acre
Occupancy:	Daytime Population:
59.4% Owner Occupied	865
12.4% Renter Occupied	
28.2% Vacant Units (Short-term Rentals/ Second Homes)	
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 – 208 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

- Quinn's Mixed-Use Node: Explore compatible infill with locally-serving retail, services, office, medium density housing, and workforce housing.
- 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

- Quinn's 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.
- Mitigate 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	953
10.9% Renter Occupied	
30.2% Vacant Units (Short-term Rentals/ Second Homes)	
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

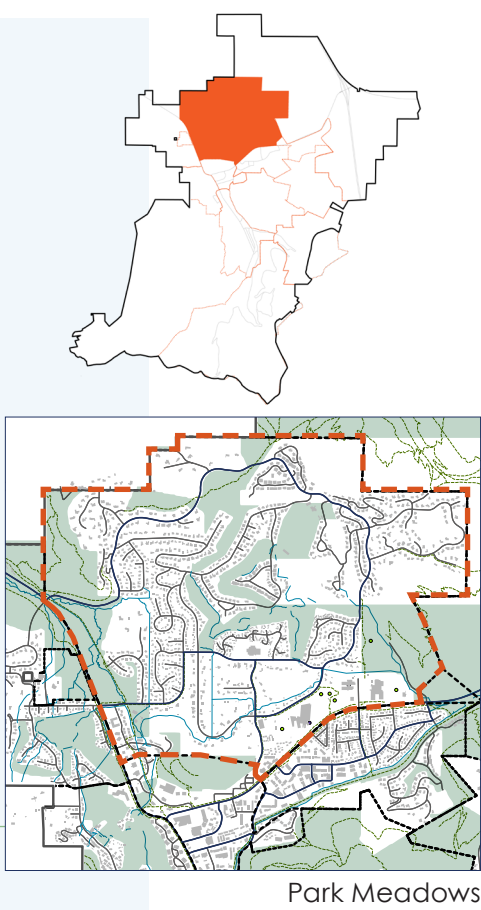
Park Meadows Golf Club

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



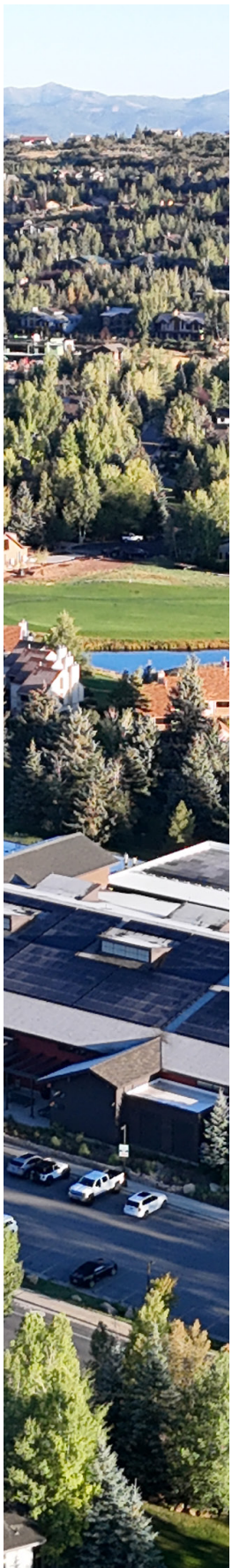
Recommendations

Improve Connectivity

- Implement traffic calming measures to slow vehicles and discourage through traffic.
- Install traffic signage to improve safety for children and wildlife.
- Improve sidewalk and multi-modal 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

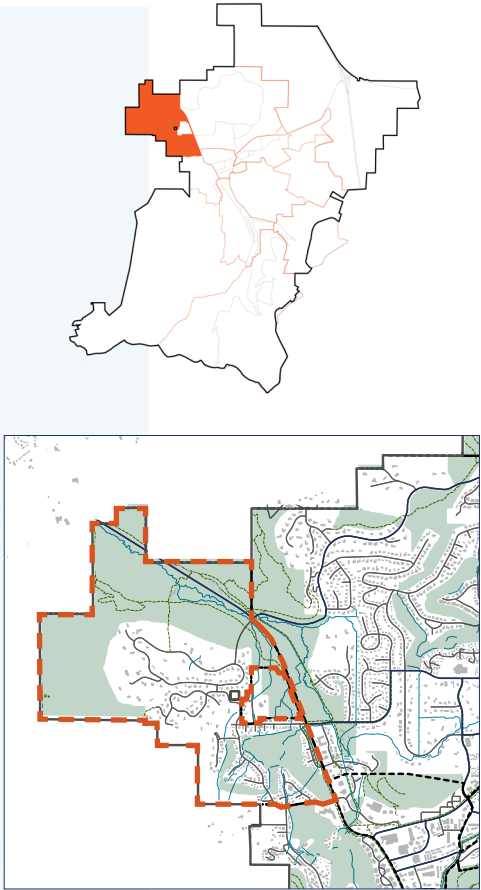
- Preserve open spaces and wildlife habitats.
- Enforce designated trailhead parking to mitigate trail user parking in residential areas.
- Preserve a buffer between commercial clusters and the Park City School District Campus and residential areas.
- Partner with the Park City School District to improve 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.
- Encourage defensible space for wildfire protection and coordinate with homeowner associations on management of vegetation within common areas.



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 (Short-term Rentals/ Second Homes)	Daytime Population: 130
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	

*Source: 2024 ESRI Business Analyst Report, 2014 General Plan



Thaynes

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.



Thaynes



McPolin Barn

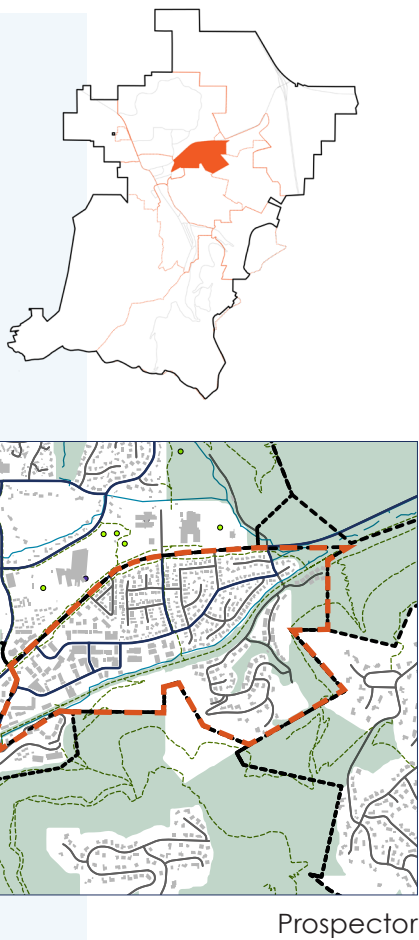


PROSPECTOR

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 (Short-term Rentals/ Second Homes)	Daytime Population: 1914
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



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 Prospector and adjacent neighborhoods, especially for pedestrians and bicyclists.
- Optimize shared parking, managing fleet vehicle parking, within Prospector Square to efficiently support businesses and residents.
- Continue transit frequency and improve bus stops amenities.
- Encourage defensible space for wildfire protection and coordinate with homeowner associations on management of vegetation within common areas.

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.

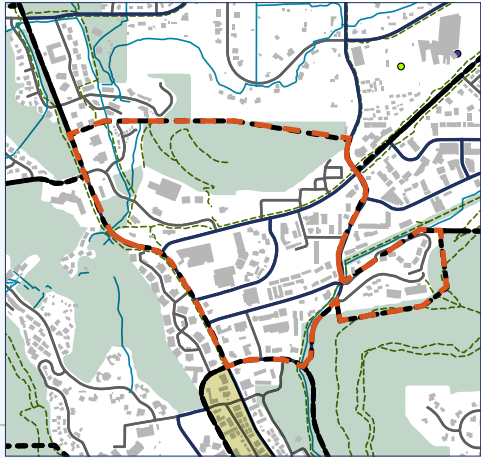
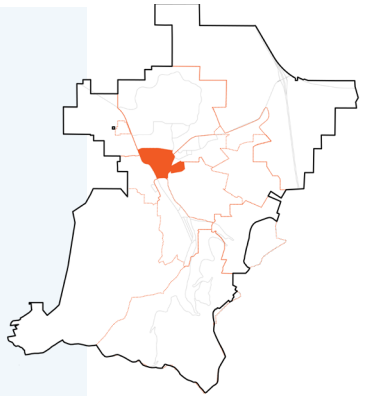


BONANZA PARK

NEIGHBORHOOD SNAPSHOT

Total Acres: 200 Acres	Vacant Lot: 1
Population: 729	Average Density: 1.15 per acre
Occupancy: 38.0% Owner Occupied 41.9% Renter Occupied 20.1% Vacant Units (Short-term Rentals, Second Homes)	Daytime Population: 1265
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. Allowed in the General Commercial and Light Industrial Zones.	
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% AMI.	
Neighborhood Icons: Cemetery Rail Trail	
Sub-neighborhoods Claimjumper Condos, Homestake Condos, Fireside Condos, Ironhorse Apartments, Snow Creek Cottages	

*Source: 2024 ESRI Business Analyst Report, 2014 General Plan



Bonanza Park

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.

CREATE A NEW BONANZA PARK MIXED-USE DISTRICT

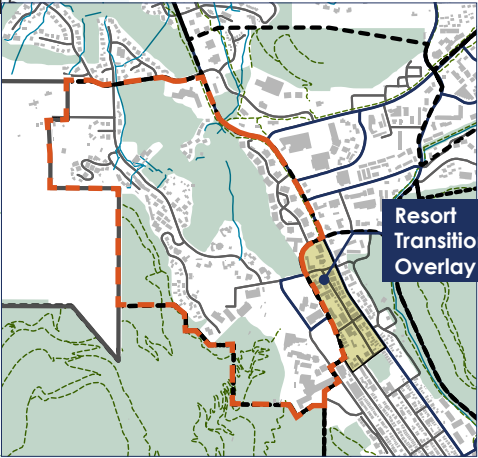
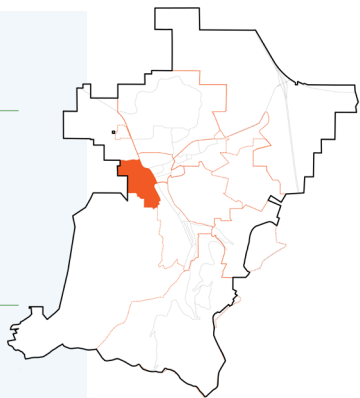
- *Make critical connections for pedestrians and bicyclists throughout the neighborhood.*
- *Create vibrant streetscapes through vertical zoning with active uses on the storefront level, and residential, and office uses on the upper stories.*
- *Require high quality and pedestrian-oriented design that is walkable with community green spaces connected throughout.*
- *Support multi-modal transportation , reduce parking, and require transportation demand management plans for new developments to increase transit ridership and reduce traffic.*
- *Allow for up to four stories outside of the Frontage Protection Zone when project enhancements that benefit the community are provided like affordable and attainable housing.*



RESORT CENTER

NEIGHBORHOOD SNAPSHOT

Total Acres: 265 Acres	Vacant Lots: 5 with the anticipated redevelopment of the Park City Mountain parking lots.
Population:	
221 (full-time residents)	
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:	Average Density: 3.45 per acre
9.6% Owner Occupied	
3.3% Renter Occupied	
78.1% Vacant Units (Short-term Rentals, Second Homes)	
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, Silver King Mine	
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.	



Resort Center

*Source: 2024 ESRI Business Analyst Report, 2014 General Plan

RECOMMENDATIONS

PROMOTE REDEVELOPMENT THAT INTEGRATES A WORLD-CLASS RESORT WITH A STRONG SENSE OF COMMUNITY

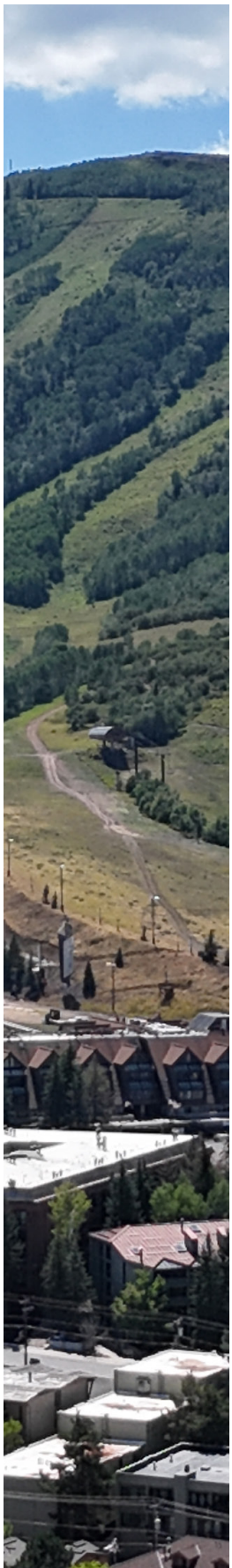
- *Resort Center Mobility Hub and Infill:* Integrate uses that support the guest experience at the resort base area, incorporate multiple transportation modes, and integrate workforce housing, offering an affordable alternative for seasonal and year-round employees. The hub will serve as a key transfer 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.
- *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.
- *Create small open-space pockets* with landscaping and seating to activate the neighborhood in summer.

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.
- *Improve connectivity and transitions* within the Resort Center and Old Town overlay.
- *Install clear wayfinding signage* to the Upper Resort Center and other tourist destinations.
- *Close sidewalk gaps* to create continuous pedestrian routes that improve flow.
- *Add secure, visible bike racks* at key nodes to support recreational opportunities during summer.

SUPPORT BUSINESS OPERATIONS AND WORKFORCE ACCESS

- *Reconfigure loading zones* to streamline delivery processes for businesses.
- *Establish employee parking options* (on-site or off-site with shuttle/transit).

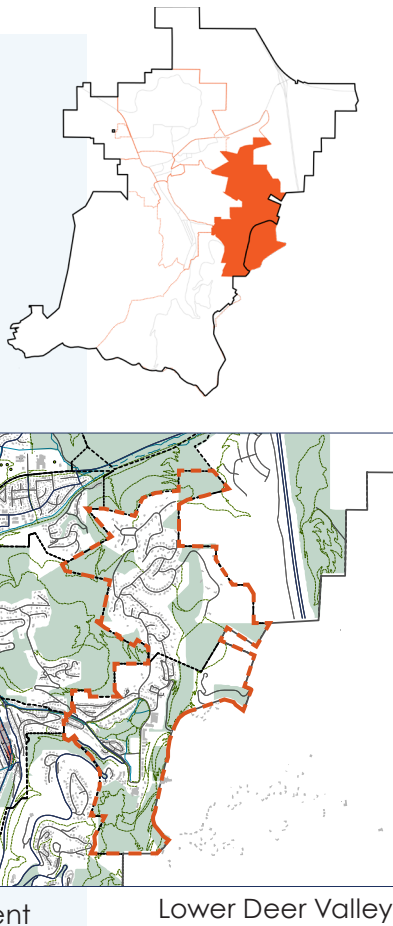


LOWER DEER VALLEY

NEIGHBORHOOD SNAPSHOT

Total Acres: 1332 Acres	
Population: 550	Average Density: 0.61 per acre
Occupancy:	Daytime Population:
21.5% Owner Occupied	1703
3.6% Renter Occupied	
74.9% Vacant Units (Short-term Rentals, Second Homes)	
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*



RECOMMENDATIONS

BALANCE THE RESIDENT AND VISITOR EXPERIENCE

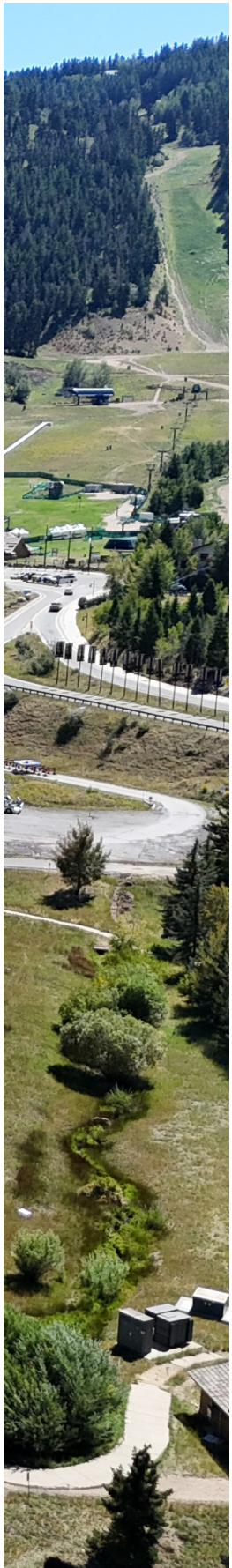
- Mitigate peak traffic – not only in the neighborhood but downstream due to impacts within the neighborhood.
- Evaluate new egress connections to Highway 40/Deer Valley East Village for emergency egress, and/or to ease traffic during peak times with careful consideration not to impact Lower Deer Valley 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.



Lower Deer Valley

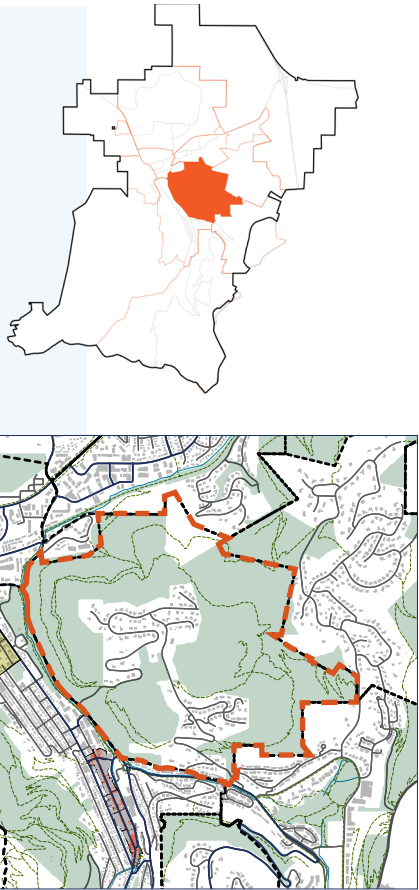


MASONIC HILL

NEIGHBORHOOD SNAPSHOT

Total Acres: 620 Acres	Vacant Lots: 30
Population: 471	Average Density: 0.59 per acre
Occupancy:	Daytime Population:
33.5% Owner Occupied	57
31.1% Renter Occupied	
35.4% Vacant Units (Short-term Rentals, Second Homes)	
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

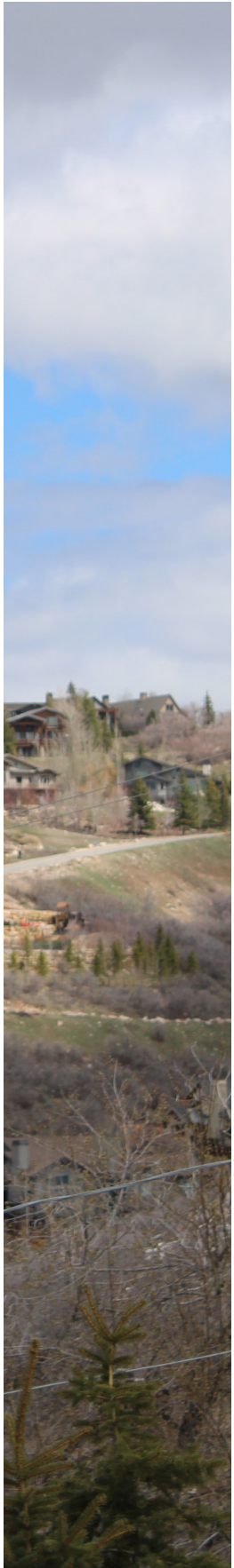
- Preserve the natural environment within the neighborhood to conserve wildlife habitat through limits of disturbances, prohibition of tall fencing, establishing building pads for platted areas, and incentivizing native vegetation.
- Implement comprehensive wildfire mitigation through targeted strategies.
- 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:	Daytime Population:
17.2% Owner Occupied	3926
11% Renter Occupied	
70.3% Vacant Units (Short-term Rentals, Second Homes)	
Historic Districts:	Parks:
Historic Residential Low – Density	City Park, Library Park, Skateboard Park
Historic Residential – 1	
Historic Residential – 2	
Historic Residential Medium	
Historic Commercial Business	
Historic Recreation Commercial	

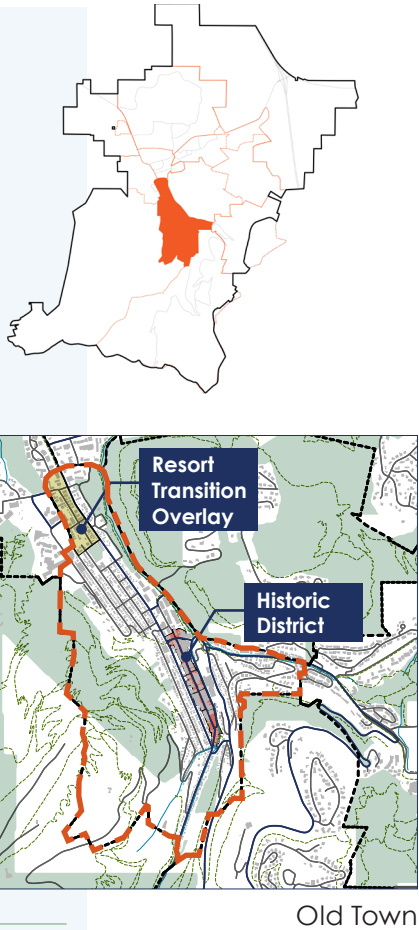
Nightly Rentals: Allowed in all residential areas except for the Lower Rossi Hill (requires a Conditional Use Permit) and Western Historic Residential Low – Density and McHenry sub-neighborhoods (prohibited).

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

**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 residential 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.

IMPROVE 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.

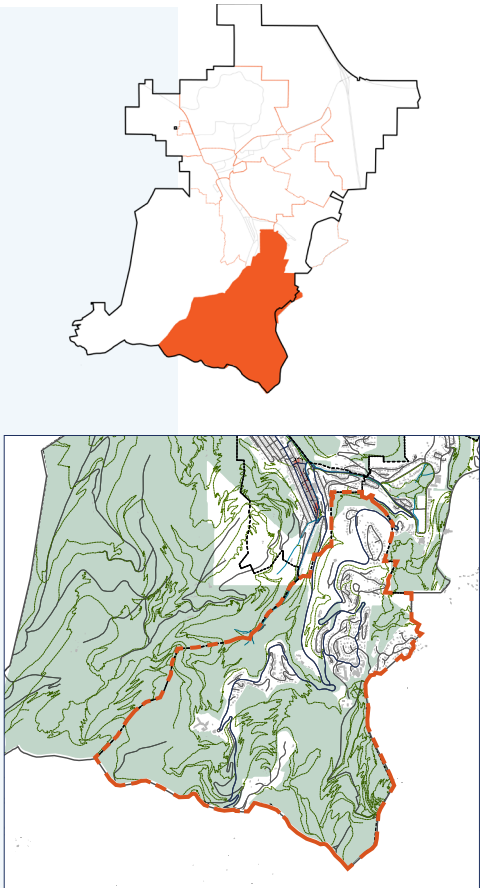


UPPER DEER VALLEY

NEIGHBORHOOD SNAPSHOT

Total Acres: 2343 Acres	Vacant Lots: 43
Population: 501	Average Density: 0.34 per acre
Occupancy: 19.3% Owner Occupied 5.2% Renter Occupied 75.5% Vacant Units (Short-term Rentals, Second Homes)	Daytime Population: 1139
Historic Sites: Ontario Mine Judge Mine	Parks: None
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, Huntsman Estates, Lookout at Deer Valley, Belleterre, Moonshadow, Bannerwood, Northside Village, The Montage, Sommet Blanc, Red Cloud, Argent, One Empire Pass, Arrowleaf, Larkspur, Belles at Empire Pass, Paintbrush, Grand Lodge Condos, Ironwood, Nakoma, Tower Residences, Tower Villas, Shooting Star, Empire Residences, Flagstaff Lodge, Silver Strike Lodge, Stein Eriksen Lodge, Stein Residences, The Cache, Stagg Lodge, Aspen Hollow, Bellemont, Black Bear Lodge, The Chateaux, Deer Valley Club, Double Eagle, Enclave, Goldener Hirsch, Inn at Silver Lake, Little Belle, Mount Cervin Plaza, Mount Cervin, Ontario Lodge, The Ridge, Ridgepoint, Silver Bird, Stagg Lodge, Sterling Lodge, Sterlingwood, Trailside, Twin Pines, The Woods	

*Source: 2024 ESRI Business Analyst Report, 2014 General Plan



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

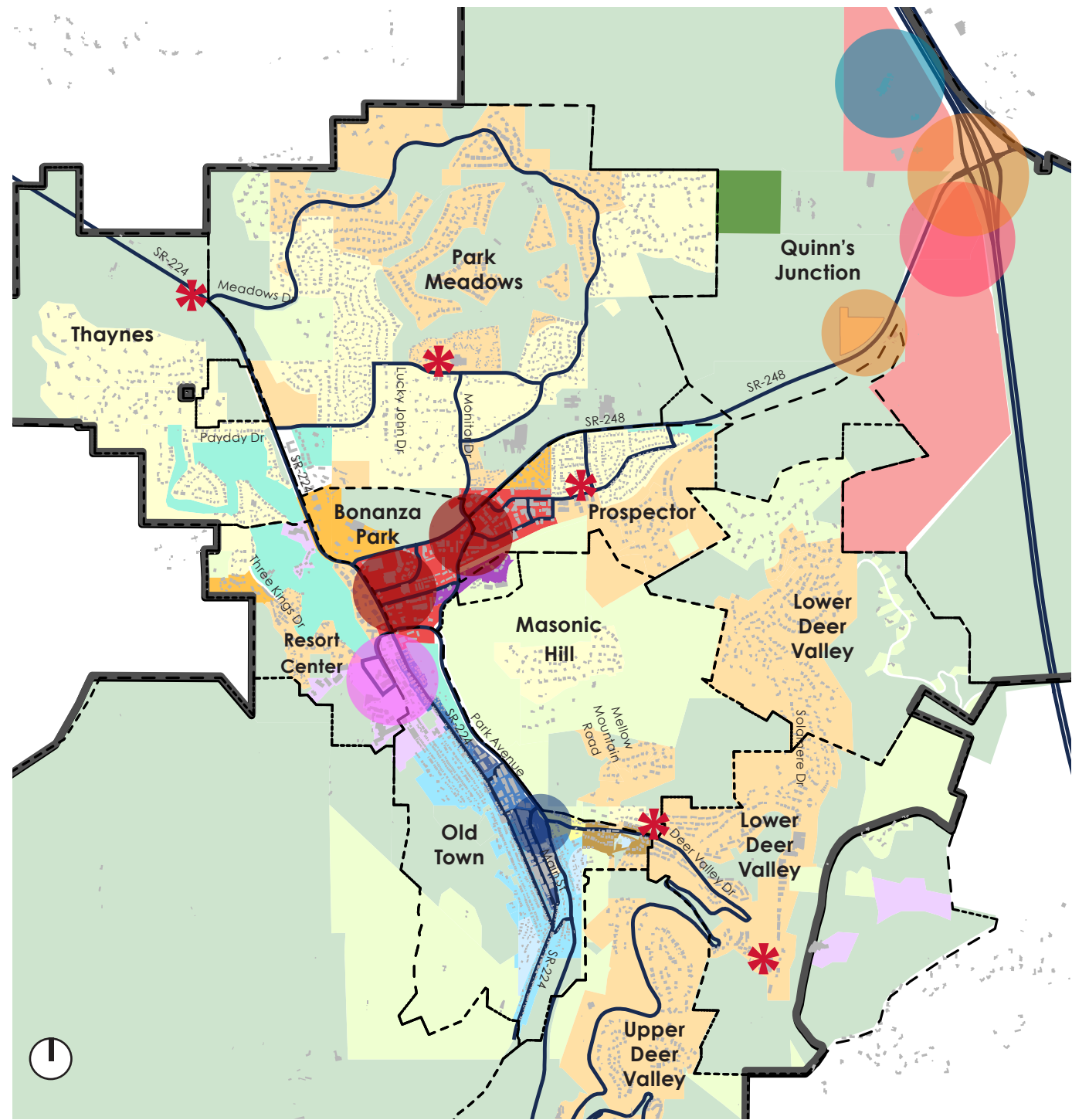
- Address peak traffic, vehicle speed, noise, emissions, pedestrian and bike safety comprehensively – at the Marsac Roundabout and beyond limits resident access.
- Enforce traction requirements during winter conditions for all vehicles.
- Improve pedestrian and bicyclist connections both within the neighborhood and to Old Town and Lower Deer Valley.





FUTURE LAND USE NODE TYPES

NODE TYPES MAP



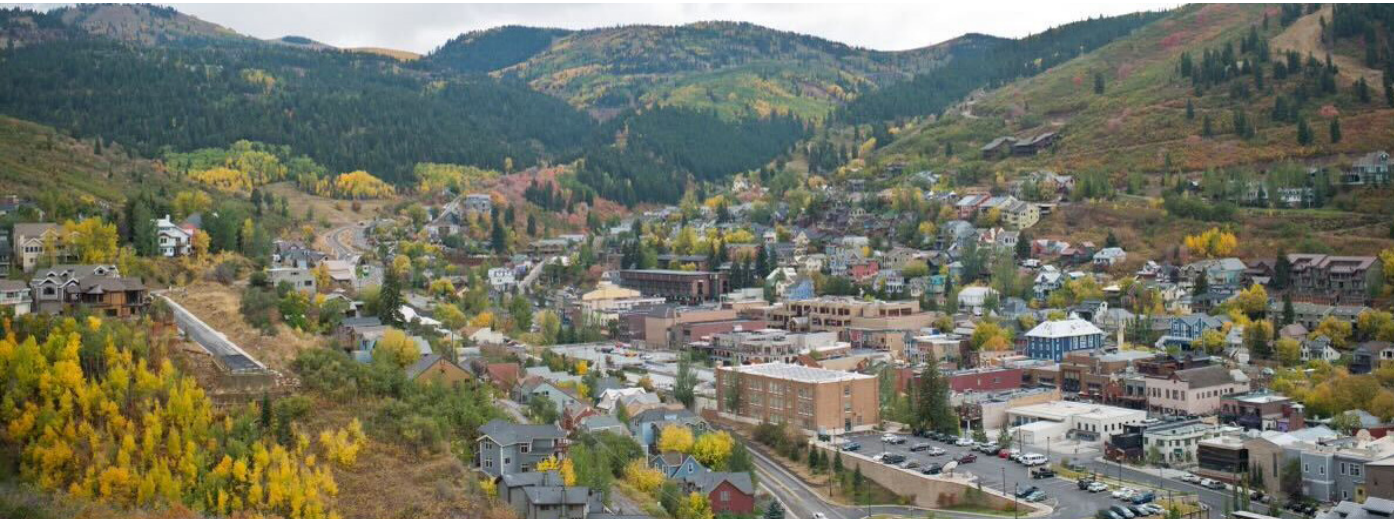
ZONING LEGEND

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
Protected Open Space	Historic Residential 2: Subzone B	Recreation Open Space

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 DESCRIPTION

QUINN’S JUNCTION COMMUNITY MIXED-USE NODE

The proposed Community Mixed-Use node in Quinn's Junction will be a larger node that includes retail, services, office, medium density housing, high density housing, and workforce housing. This node will be located at a key intersection, like the area along 248 and will 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



QUINN’S JUNCTION MOBILITY HUB

The Mobility Hub in Quinn's Junction will be a centralized location that integrates multiple transportation modes, and will serve as a key transfer point within the regional transportation network. This mobility hub will include a larger capture lot with basic services that will serve as gateway to Park City and incentivize commuters to use transit to travel into Park City employment centers.

FUTURE LAND USE MIX

- Commercial
- Institutional



QUINN’S JUNCTION INSTITUTIONAL HUB

The Institutional Node in Quinn's Junction will support existing institutional areas, with uses focused primarily on services and local institutions, centers of employment, and housing for employees. It will consolidate existing areas, while incorporating housing and basic services to promote a more self-sustaining and less car-dependent area.

FUTURE LAND USE MIX

- Institutional
- Medium Density Mixed Use
- High Density Residential



BONANZA PARK MOBILITY HUBS/ CORRIDOR INFILL

The Bonanza Park Mobility Hubs/ Corridor Infill areas will be 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 will reinforce the existing character of Bonanza Park and focus 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 will be incentivized, and affordable and workforce housing will be a part of new development. These hubs will become safe and walkable areas, with an integrated network for transit users, pedestrians, and cyclists.

FUTURE LAND USE MIX

- Commercial
- Medium Density Mixed Use
- Medium Density Residential



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 will offer an affordable alternative for seasonal and year-round employees, and incorporate mixed-use in an area that currently lacks these uses, with the goal of creating a more walkable environment and decreasing car dependence.

FUTURE LAND USE MIX

- Medium Density Mixed Use
- Resort Commercial
- High Density Residential
- Commercial



OLD TOWN INFILL

The Old Town Infill Node will focus on strengthening the historic character of the neighborhood while doing strategic residential infill. The infill will aim to bring workforce into Old Town while preserving the historic character and scale. This will improve connectivity, enhance resident's quality of life, stabilize the workforce and business success, and boost economic vibrancy.



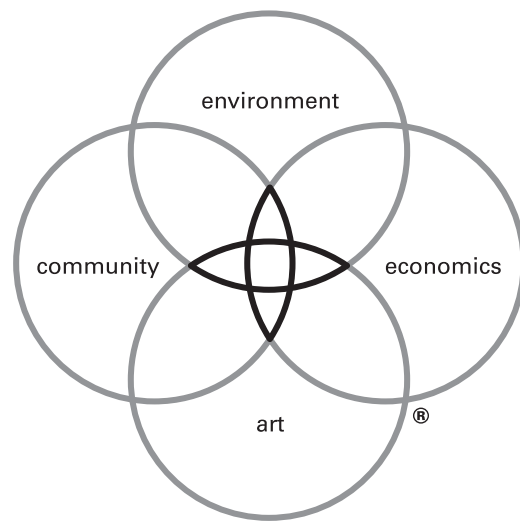
FUTURE LAND USE MIX

- Medium Density Residential

NEIGHBORHOOD MOBILITY HUBS

The Neighborhood Mobility Hubs will serve as smaller-scale, locally focused gateways to the regional transportation network. Typically located in residential or lower-density mixed-use areas, these hubs will support local fixed-route buses and on-demand services. They will be designed to offer seamless connections to walking and biking facilities and, in some cases, limited parking for residents to access transit.





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.

DESIGNWORKSHOP
www.designworkshop.com

APPENDIX

CONTENTS

- Drivers and Trends
- Implementation Matrix





1

DRIVERS & TRENDS

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

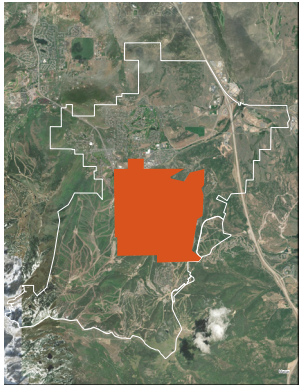
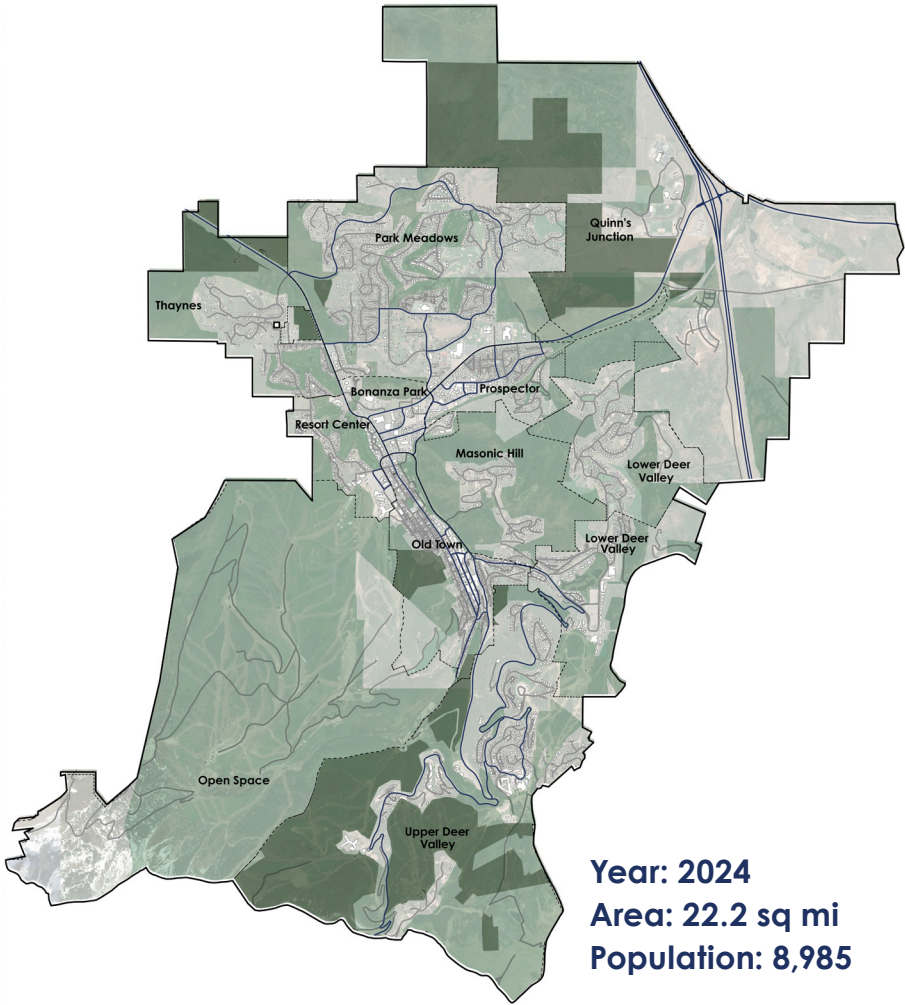
seven hotels, over 1,000 condominium units, 410 townhomes, approximately 750 single-family homes, over 600 workforce housing units, and approximately 325,000 square feet of retail space, with potential increases under review. Hideout, Utah, incorporated in 2008 with continued boundary expansions, has 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.



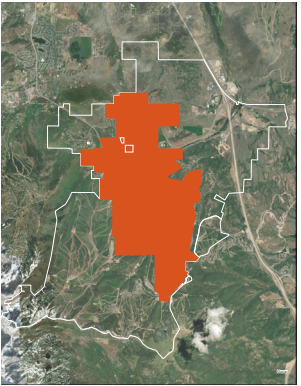
PARK CITY TODAY

GROWTH OVER THE YEARS

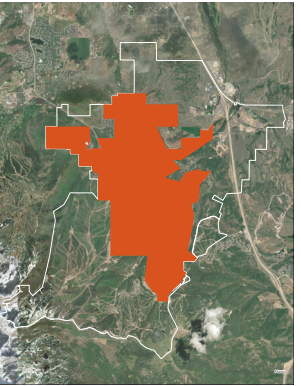
Since 1970, Park City has undergone a dramatic expansion in both land area and population but the increase in geography has far outpaced gains in resident numbers. In 1970, the City covered just 4.03 square miles and was home to 1,193 residents. By 1980, its footprint had nearly doubled to 7.27 square 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.



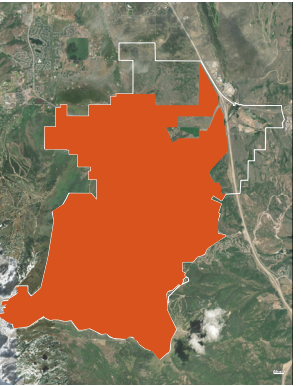
Year: 1970
Area: 4.03 sq mi
Population: 1,193



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 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)

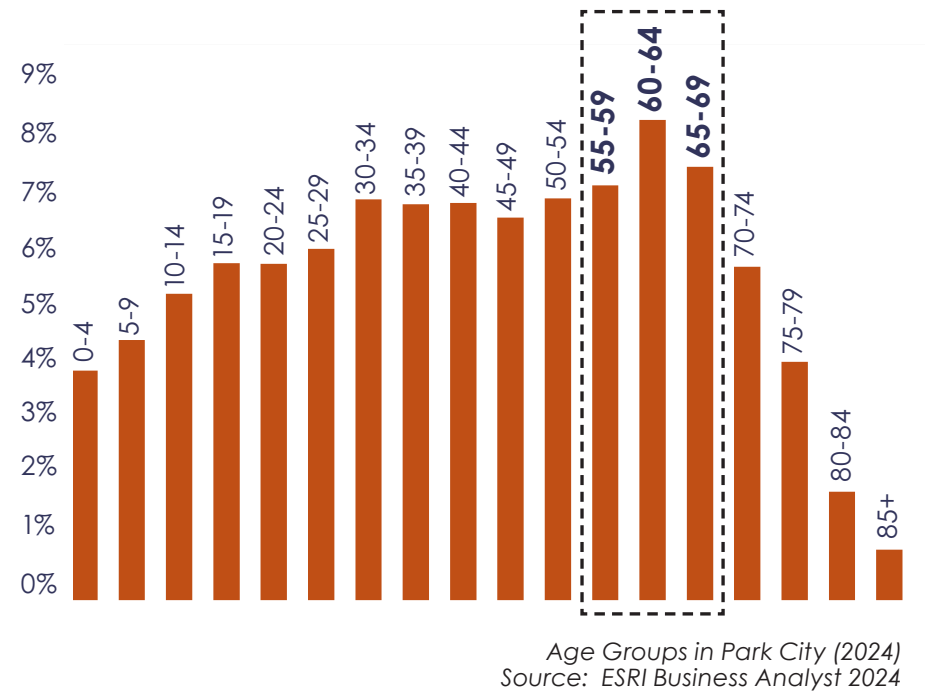
Primary to Secondary Housing Ratio: The ratio comparing primary (full-time resident) housing units to secondary or seasonal/vacation homes. A lower ratio indicates a higher proportion of second homes relative to primary residences.

Source: ESRI Business Analyst 2024

COMMUNITY PROFILE

AGE DEMOGRAPHICS

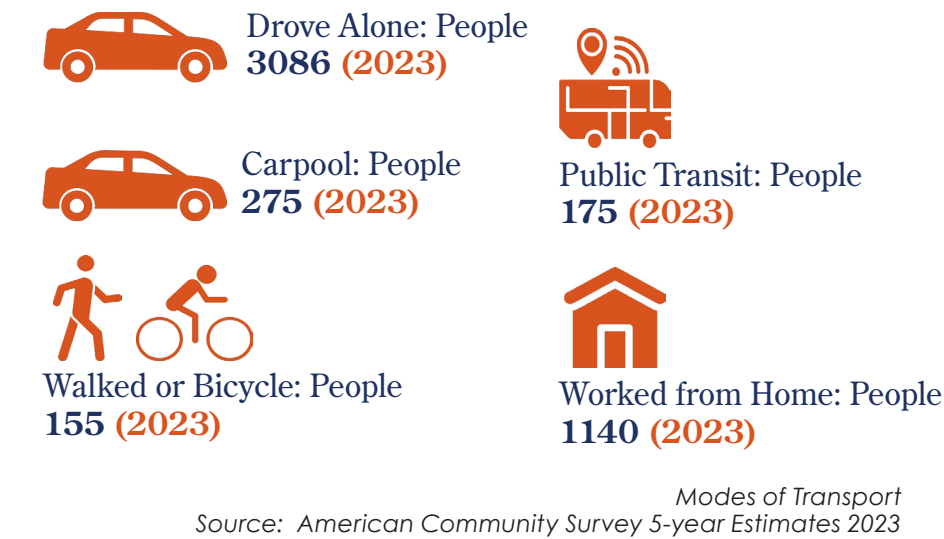
The highest concentration of residents is within the 55–69 age groups, suggesting a community that is aging. This has implications for housing needs, healthcare services, and mobility planning tailored to older adults. Lower percentages in the 0–14 and 15–24 age groups may indicate fewer young families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



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.



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

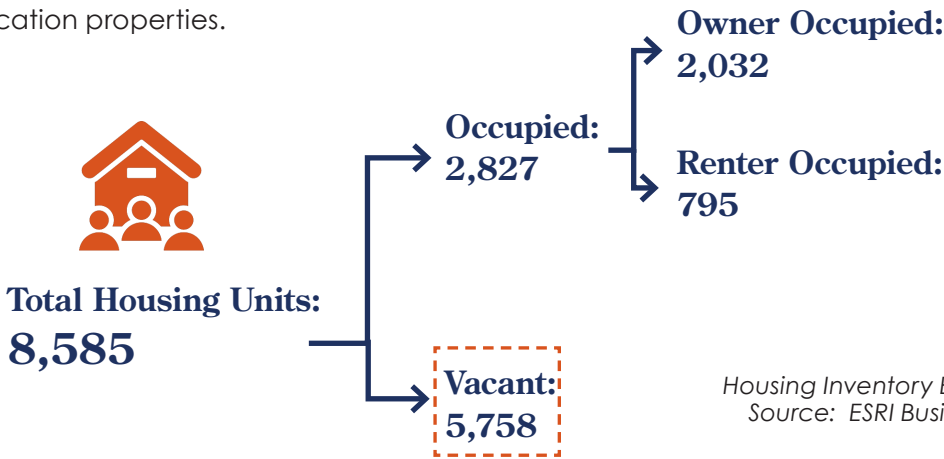
Median Home Price: 2024

\$3,675,000

Source: Redfin, 2014 General Plan

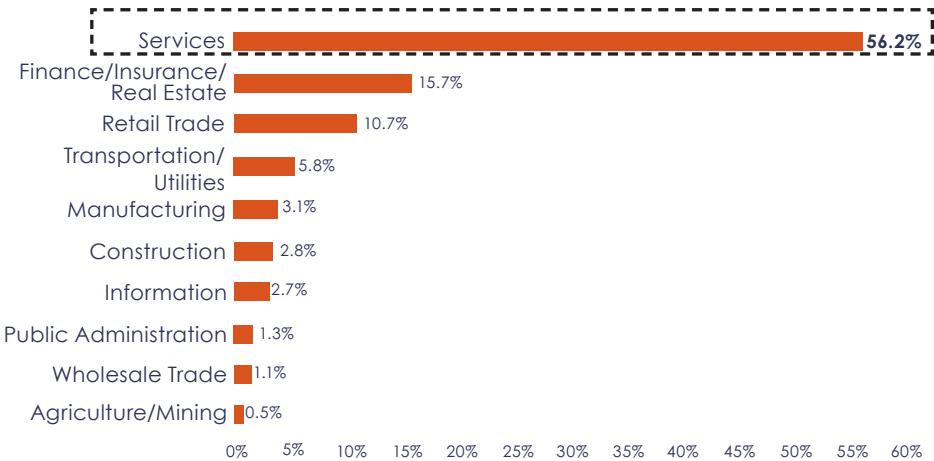
HOUSING TRENDS

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.



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 regional 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

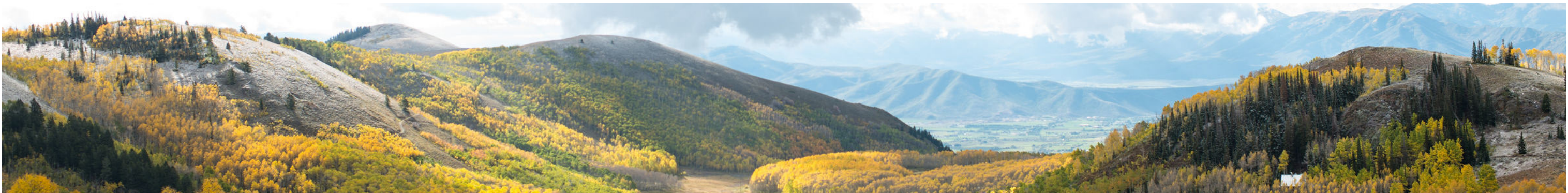
OPPORTUNITIES

- **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 Statistically Valid Survey and Overall Engagement Process.*



Bonanza Flats



IMPLEMENTATION MATRIX

IMPLEMENTATION MATRIX

The Implementation Chapter is intended to be used as a tool in the city's yearly prioritization and funding discussions. It is a guide for these discussions, creating a road map for implementation of the Plan.

The Historic Preservation Board and Planning Commission will review and recommend priorities to implement each year, and forward a recommendation to the City Council for final direction on the annual implementation.

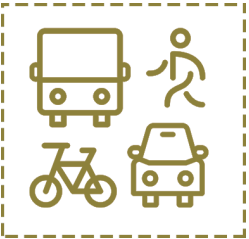
The Implementation Matrix identifies the timeframe, departments, and partnerships anticipated for the implementation of each strategy*.

- **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 3-6 years; and Long-Term which are intended to be implemented in 6 - 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

*Strategies and Actions are not mentioned in order of any prioritization.



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.

Departments required for Implementation: Transportation Planning, Planning, Engineering, Parking, Information Technology (IT), Public Works, Special Events, Executive, Emergency Management, Police, Building.

Partnerships required for Implementation: UDOT, Summit County, Wasatch County, State, High Valley Transit, Residents, Park City Chamber, Park City Fire District, Historic Park City Alliance, Resorts, Major Employers, Property and Business Owners, Homeowner and Master Owner Associations.

FOCUS AREA: DATA BACKED DECISION MAKING		
STRATEGY	ACTIONS	TIMEFRAME
1A <i>Park City will regularly evaluate the community's unique traffic and peak day patterns to inform and measure mitigation strategies.</i>	Install City-controlled traffic counters at entry corridors and key intersections.	Ongoing
	Produce annual reports to track and monitor trends and to evaluate the effectiveness of implemented mitigation strategies.	
FOCUS AREA: TRANSIT IMPROVEMENTS		
STRATEGY	ACTIONS	TIMEFRAME
2A <i>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.</i>	Support the planning, design, and implementation of SR-224 Bus Rapid Transit.	Medium-Term
	Complete the Re-Create 248 Transit Study in early 2026 to address projected corridor needs.	
	Identify the location for a capture lot along SR-248.	

FOCUS AREA: TRANSIT IMPROVEMENTS		
STRATEGY	ACTIONS	TIMEFRAME
2A <i>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.</i>	Partner with Summit County, Wasatch County, and UDOT to improve existing and develop new park-and-ride hubs with seamless access to parking, reliable transit connections, and supportive amenities for visitors and the workforce.	Medium-Term
	Complete a detailed analysis of comprehensive capture lot capacity needs, addressing multiple horizon years, travel markets, and demand for special events.	
2B <i>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.</i>	Evaluate traffic signals and corridors for transit signal priority to provide more reliable transit operation.	Near-Term
	Increase headways on key internal routes to 10-15 minutes during peak hours.	
	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.	
	Work toward dedicated transit lanes and other required infrastructure wherever feasible within Park City to maintain speed and reliability during congested periods.	
	Continue to electrify and modernize the City's transit fleet.	
	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.	

FOCUS AREA: TRANSIT IMPROVEMENTS		
STRATEGY	ACTIONS	TIMEFRAME
2B <i>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.</i>	Improve or replace the current mobile app used for transit service with an app that is more user friendly to a range of riders.	Near-Term
	Partner with High Valley Transit to increase service frequency to Wasatch Back communities to provide reliable commutes for the workforce.	
	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.	
	Track the performance of the summer Transit to Trails Program and make data-informed refinements and service expansions to improve user experience.	
	Evaluate new Transit to Trail connections to mitigate trail user parking in residential and commercial areas.	
	Evaluate transit improvements for trail users including regional park-and-rides and transit connections for recreation users in all seasons.	
	Evaluate the feasibility of a gondola system to connect key destinations within Park City, providing a high-capacity transit option that bypasses vehicle congestion.	
	Incentivize employer-based shuttles in new master plans for private developments.	
	Adopt design guidelines for transit stops compatible with the City's mountain town aesthetic.	

FOCUS AREA: TRANSIT IMPROVEMENTS		
STRATEGY	ACTIONS	TIMEFRAME
2C <i>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.</i>	Improve pedestrian and bike access to key hubs from surrounding neighborhoods.	Near-Term
	Provide dynamic signage, real-time transit arrival information, and user-friendly wayfinding to support seamless multimodal transfers.	
	Build mobility hubs in areas with existing routes with high ridership, higher density, mixed-use development, and activity centers to provide access for all users in areas identified in the Node Types Map.	
	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.	

FOCUS AREA: TRAFFIC MANAGEMENT		
STRATEGY	ACTIONS	TIMEFRAME
3A <i>Evaluate long-term feasibility and effectiveness of congestion pricing and/or flex-lanes.</i>	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.	Long-term
	Explore peak traffic pricing and seasonal capacity improvements without roadway widening.	

FOCUS AREA: TRAFFIC MANAGEMENT		
STRATEGY	ACTIONS	TIMEFRAME
3B <i>Park City will prioritize using pricing, mode shift, and land use policy, instead of roadway widening, to manage congestion.</i>	Update Zoning Districts to allow for mixed use for areas shown in the Node Types Map, reducing trip demand and length by bringing housing, jobs, and services closer together.	Ongoing
	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.	
3C <i>Deploy smart traffic management tools to inform dynamic operations and user guidance, with the City in a leading role and private sector partners in a supporting role.</i>	Coordinate with resort partners to expand real-time travel info, parking availability displays, and traffic monitoring.	Ongoing
	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.	
	Evaluate traffic volumes and signal timing to optimize traffic signals to minimize vehicle delay.	
3D <i>Strengthen policies that reduce reliance on single-occupancy vehicles by requiring and incentivizing multimodal transportation through planning, development, and transportation initiatives.</i>	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. Work with resorts to create trip reduction goals that can be overseen by resort Transportation Demand Management coordinators in collaboration with Park City staff.	Near-term
	Provide carpooling and vanpooling incentives, with specific incentives or other policies applied to encourage construction teams and contractors to carpool and vanpool.	
	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.	
	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.	

FOCUS AREA: TRAFFIC MANAGEMENT		
STRATEGY	ACTIONS	TIMEFRAME
3D <i>Strengthen policies that reduce reliance on single-occupancy vehicles by requiring and incentivizing multimodal transportation through planning, development, and transportation initiatives.</i>	Evaluate the effectiveness of the Ride On Park City program by analyzing its impact on mode share, seasonal variation, and travel behavior.	Near-term
	Annually recognize and celebrate the accomplishments of major employers who successfully implement Transportation Demand Management (TDM) strategies and highlight which strategies were most effective.	
3E <i>Reduce wildlife-vehicle collisions.</i>	Improve fencing along SR-224 and SR-248 to allow wildlife crossings at designated areas.	Ongoing
	Install dark sky compliant streetlights along high crash corridors.	
	Provide median barriers with occasional gaps to allow animals to cross while enhancing drivers night-time vision.	
	The City will work with UDOT to explore locations along SR-224 and SR-248 for grade separated wildlife crossings.	
	Grade the shoulders of roadways more gently to provide better visibility to animals on the side of the road.	
	Mow and maintain roadway shoulders to remove animal food sources close to busy roadways.	
	Continue supporting animal awareness art such as the reflective silhouettes along SR-224.	

FOCUS AREA: PARKING		
STRATEGY	ACTIONS	TIMEFRAME
4A <i>Use parking pricing and policy updates to support mode shift goals, reduce vehicle congestion, and prioritize access for residents and high-occupancy travel.</i>	Partner with resorts to increase the efficiency of parking pricing and reservation systems as a strategy to reduce single-occupancy vehicle and personal vehicle use.	Near-term
	Update parking code to prohibit the leasing of parking spaces for uses other than those intended for the development.	
	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.	
	Update the Land Management Code to include parking maximums instead of parking minimums.	
	Develop policies and partnerships with private developments to implement policies that mitigate spillover parking impacts on nearby residents and businesses.	
	Address efficacy of paid parking programs and integrate capture lots with ski resort transit service.	
	Provide discounts or permit options for residents and employees to maintain equitable access to important destinations.	
	Eliminate excess surface parking lots in core areas, such as in Old Town, to make room for streetscape elements, active transportation, and transit.	
4B <i>Continue to implement the bike parking requirements of Ordinance No. 2023-18 for new development.</i>	Create a parking improvement district wherein revenues could go towards provision of bike-friendly access and connections to new developments, placement of bike racks in visible and accessible connections.	Ongoing
	Ensure ongoing implementation of the 'Request A Rack' Program for public bike parking.	
	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.	

FOCUS AREA: PRESERVE PARK CITY'S SMALL TOWN FEEL		
STRATEGY	ACTIONS	TIMEFRAME
5A <i>Implement Main Street circulation improvements to enhance safety and efficiency in Old Town and support a more walkable, less car-dependent downtown.</i>	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-term
	Preserve space for transit and emergency vehicle access.	
	Explore conversion to one-way traffic with wider sidewalks, with consideration of transit routes.	
	Work with downtown businesses to ensure right-size parking supply and freight access.	
	Enforce e-bike regulations to ensure safety for all users of trails and roadways.	
5B <i>Continue to expand and implement traffic calming initiatives through the Neighborhoods First Streets Program.</i>	Use traffic calming measures such as curb extensions, signage, and striping to slow vehicles.	Ongoing
	Reduce street parking where it impairs visibility or crossing safety.	
	Support resident-led proposals for street redesign where appropriate.	
	Adopt design guidelines for traffic calming measures compatible with Park City's Mountain town and neighborhood aesthetics.	
	Combine traffic calming initiatives with pavement maintenance projects, larger capital projects, and bus stop improvements where applicable.	

FOCUS AREA: WALKABLE AND BIKEABLE NEIGHBORHOODS		
STRATEGY	ACTIONS	TIMEFRAME
6A <i>Continue to build out the high-comfort active transportation network by implementing priority segments of the 2024 Bike and Pedestrian Plan.</i>	Where appropriate, consider reallocating select on-street parking to expand sidewalks, transit improvements, or add separated pathways, improving comfort and connectivity for people walking and biking, particularly in areas with disconnected street networks or large-lot developments.	Ongoing
	Support trail and path interconnections to other jurisdictions.	
6B <i>Support winter access and maintenance to ensure year-round multimodal access.</i>	Prioritize timely snow removal on all designated walking and biking routes. Ensure snow storage does not obstruct sidewalks, crossings, or bike lanes.	Ongoing
	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.	
	Explore expanding compact winter maintenance equipment fleet specifically for sidewalks and protected bikeways.	
	Implement a heated sidewalk network in Old Town and at future mobility nodes.	
6C <i>Improve crossings and reduce barriers to ensure safety and accessibility on key corridors.</i>	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.	Near-term
	Update all crosswalks and RFIBs with new crosswalk standard, and require developers to comply with the new midblock crossings designs.	
	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.	
	Evaluate additional grade-separated crossings for walking and biking on SR-224 and SR-248.	
	Update the City's Complete Streets Policy.	
	Collaborate with Summit County on an agreed upon expansion plan for the bike share system within the City boundaries, which may include working with developments and P3's for capital infrastructure support.	

FOCUS AREA: SPECIAL EVENTS

STRATEGY	ACTIONS	TIMEFRAME
7A <i>Collaborate internally and with regional partners to prepare for the 2034 Olympic Games while ensuring that Games-related investments remain a valuable legacy for Park City long into the future.</i>	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.	Near-term
	Plan for staging areas, equipment sharing, and limited local road capacity.	

FOCUS AREA: EMERGENCY PLANNING

STRATEGY	ACTIONS	TIMEFRAME
8A <i>Update evacuation plans and public communication protocols to ensure emergency plans remain current, known to the public, and well-linked to transportation needs.</i>	Collaborate with the Emergency Management Team to align infrastructure with evacuation needs.	Near-term
	Regularly provide updated digital and printed evacuation route materials.	
	Evaluate the continued need for additional emergency egress routes. Consider whether access easements on private roadways or properties could serve emergency needs and reduce the necessity for constructing new public roadways.	
	Assess evacuation route capacity as part of development project reviews.	

FOCUS AREA: INNOVATION AND TECHNOLOGY

STRATEGY	ACTIONS	TIMEFRAME
9A <i>Explore and evaluate new technologies to enable innovation in transportation.</i>	Explore machine learning and artificial intelligence tools and resources to cost-efficiently gather transportation data and monitor conditions.	Near-term
	Explore advanced air mobility options for integration with mobility hubs, coordinating with UDOT and other regional specialists to develop regulations and procedures to govern vertical air travel as appropriate.	
	Develop a program to install electric vehicle charging spaces on city streets, and to retroactively install electric vehicle parking spaces in existing residential and commercial development.	
	Engage with regional and national experts in discussion regarding the advancement of autonomous vehicle technology to stay ahead of infrastructure and operational requirements.	



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.

Departments required for Implementation: Transportation Planning, Planning, Engineering, Economic Development, Information Technology (IT), Public Works, Public Utilities, Special Events, Executive, Emergency Management, Trails and Open Space, Recreation, Building, Water.

Partnerships required for Implementation: UDOT, Summit County, Park City, Neighborhood Residents, Park City Chamber, Park City Museum, Historic Park City Alliance, Resorts, Mountain Trails Foundation, Public Arts Advisory Board, Friends of Ski Mountain Mining History, Park City Mountain and Deer Valley Resort.

FOCUS AREA: SMALL TOWN FEEL

STRATEGY	ACTIONS	TIMEFRAME
1A <i>Maintain existing road network and prioritize limiting road width expansions for additional travel lanes.</i>	Align transportation improvements with Node Types Map and work within existing road geometries.	Ongoing
	Explore alternative transportation strategies to manage existing traffic and future volume increases.	

FOCUS AREA: SMALL TOWN FEEL		
STRATEGY	ACTIONS	TIMEFRAME
1B <i>Support and ensure the year-round and long-term resilience of the Park City economy.</i>	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.	Ongoing
	Streamline small business applications permits.	
	Work with regional higher education institutions, trade organizations, or non-profit organizations to establish learning opportunities for community members seeking additional skill development.	
	Explore additional tools beyond the existing Vibrant Commercial Storefront ordinance to ensure businesses remain active and open to the public, particularly along Main Street.	
	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.	
1C <i>Encourage small scale compatible commercial infill.</i>	Review the City's land use tables to update uses appropriate in each Zoning District and Node Type.	Near-Term
	Support locally-serving commercial uses through initiatives like ground floor activation requirements, reduced parking minimums, and technical assistance such as streamlined permitting.	
	Support public private partnerships for small businesses and locally-serving commercial uses.	
	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.	
	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.	

FOCUS AREA: SMALL TOWN FEEL		
STRATEGY	ACTIONS	TIMEFRAME
1D <i>Increase Park City's walkability through an improved pedestrian friendly environment.</i>	Implement the recommendations of the recently adopted Active Transportation Plan and develop a gap analysis to guide future sidewalk improvements.	Medium-Term
	Create walkable and universally accessible public realms in all new developments and around identified growth nodes, including continuous and ADA compliant sidewalks.	
	Explore potential code amendments to foster live- work opportunities in commercial areas.	
1E <i>Support the continued success of the multi-seasonal tourism economy while preserving the community character.</i>	Consider visitor messaging to help manage the impacts from tourism.	Ongoing
	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.	
	Allow cutting edge, green technology in appropriate areas to visually represent Park City's commitment to sustainable tourism.	
1F <i>Prioritize high quality design in new developments and redevelopment that respects the existing scale, style, and massing of buildings.</i>	Identify the attributes that make Park City unique and protect by incorporating regulations into the current zoning code.	Near-Term
	Define design elements for each neighborhood that reinforce neighborhood identity and sense of place.	

FOCUS AREA: SENSE OF COMMUNITY		
STRATEGY	ACTIONS	TIMEFRAME
2A <i>Protect Park City's character and unique sense of place.</i>	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.	Ongoing
	Limit development on agricultural lands to farm buildings, on-site housing, and accessory structures for operational agricultural sites.	
	Incentivize high quality design that respects the existing character and scale of Park City.	
2B <i>Strengthen existing neighborhoods through context-sensitive design requirements and creation of gathering places.</i>	Allow for improved connectivity between neighborhood nodes, such as through trails.	Near-Term
	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.	
2C <i>Strive for equity and plan for all groups within the community.</i>	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.	Ongoing
	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.	
	Work with community partners to provide information and facilitate conversation around planning topics with the Spanish-speaking community.	
	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.	
	Support community organizations and programs that provide bilingual education and communication opportunities.	

FOCUS AREA: SENSE OF COMMUNITY		
STRATEGY	ACTIONS	TIMEFRAME
2D <i>Provide easy access to trails and recreation opportunities.</i>	Link mobility and transit improvements with trail and recreation access.	Ongoing
	Incentivize trail corridors and connection to existing trails in new developments or redevelopments.	
	Create a trail access management plan that includes parking and transit solutions at trailheads.	
2E <i>Continue to support Arts & Culture and incorporate it into the public realm.</i>	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.	Ongoing
	Update existing public art map / brochure with QR codes at art installation locations where more information about the artist and artwork is available.	
	Continue to support local artists and events.	
	Consider other types of summer festivals in partnership with the resorts for vibrancy.	
	Explore updates to the Land Management Code related to maker's spaces and adaptive reuse to ensure they are allowed in context-appropriate locations.	
	Support installation of public art on city owned parcels.	
	Support public art projects, festivals, and events that showcase the work and achievements of local and regional artists and craftsmen.	
	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.	
	Explore a potential amphitheater or other type of facility for live music events.	

FOCUS AREA: LAND USE AND GROWTH		
STRATEGY	ACTIONS	TIMEFRAME
3A <i>Protect open space, discourage sprawl, and direct growth inward.</i>	Allow context appropriate infill in existing neighborhoods to discourage sprawl and utilize existing infrastructure.	Ongoing
	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.	
	Update the Sensitive Lands Overlay to ensure consistency with the original Overlay that reflects best practices.	
	Update the Land Management Code to allow for smaller lot sizes and compact development.	
	Study the incorporation of Accessory Apartments in residential neighborhoods where compatible to enable compact and efficient development in areas with existing infrastructure.	
	Continue to review and update the city's code to support the idea of mountain views along key entry corridors.	
	Ensure ecosystems health and wildlife corridors are reflected in zoning.	
	Create additional site planning requirements to site development in a way that preserves vegetation, slopes, landforms, and the like.	
	Evaluate and locate a new light industrial zone, and medical cannabis production establishment overlay.	

FOCUS AREA: LAND USE AND GROWTH		
STRATEGY	ACTIONS	TIMEFRAME
3B <i>Create walkable mixed-use nodes that can accommodate new growth, while providing access to services, retail and transportation.</i>	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.	Medium-Term
	Incentivize and support small scale commercial development in and near Infill Nodes, consistent with the Node Type map.	
	Plan for future residential development in conjunction with transportation efforts, focusing along key transportation Corridors, consistent with the Node Types Map.	
3C <i>Evaluate potential station area planning around future BRT stops.</i>	Analyze the possibility of applying to HTRZ funding if area adjacent to future BRT stops complies with minimum density and affordability requirements defined by state law.	Long-Term
3D <i>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.</i>	Update residential and commercial Zoning Districts to allow for small scale residential infill where compatible with existing neighborhood character and scale.	Near-Term
	Allow the creation of Accessory Apartments in residential neighborhoods when compatible with existing character, and located in near proximity of transit, amenities, and services.	
	Explore the use of Design Guidelines to ensure that infill development is compatible with existing neighborhood mass and scale.	
	Foster diversity of jobs to provide greater economic stability and new opportunities for employment in Park City.	
3E <i>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.</i>	Analyze availability of public properties and potential for small scale housing that can serve athletes and can then become workforce or seasonal housing.	Near-Term
	Prepare a plan of specific action with deadlines to ensure the community is at its best when hosting the Olympics in 2034 and beyond.	

FOCUS AREA: TECHNOLOGY		
STRATEGY	ACTIONS	TIMEFRAME
4A <i>Support the Integration of Smart City Infrastructure and technology that supports energy efficiency and renewables.</i>	Develop a Citywide Fiber and Conduit Master Plan to ensure new developments and infrastructure projects incorporate high-speed broadband capacity.	Long-Term
	Promote co-location of small wireless facilities on existing structures and integrate aesthetically into the built environment, reducing the need for future macro towers.	
	Ensure the City's land use regulations accommodate emerging technologies, including small wireless facilities and smart infrastructure.	

FOCUS AREA: HISTORIC PRESERVATION		
STRATEGY	ACTIONS	TIMEFRAME
5A <i>Develop a clear understanding of the ski era resources in Park City.</i>	Conduct a Reconnaissance Level Survey (RLS) by 2026.	Near-Term
	Conduct an Intensive Level Survey (ILS) of key clusters/areas identified during the RLS by 2027.	
	Establish an honorary designation for properties identified as contributing to this era of Park City's history.	
5B <i>Confirm the key resources and sites related to Park City's Olympic host legacy.</i>	Create a GIS feature layer to document 2002 Olympic host-related sites and their key attributes.	Near-Term
	Create an ArcGIS StoryMap or Web Experience page to provide information regarding Park City's Olympic host-related sites in a user-friendly format.	
5C <i>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.</i>	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.)	Ongoing
	Streamline the current Historic Sites inventory into an online, searchable database using GIS or other location-based tools.	
	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.	

FOCUS AREA: HISTORIC PRESERVATION		
STRATEGY	ACTIONS	TIMEFRAME
5D <i>Continue to recognize preservation projects, share success stories to inspire future efforts, and provide technical resources to property owners.</i>	Invest in and expand education, outreach, and recognition efforts.	Ongoing
	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.	
	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.	
5E <i>Provide access to historic preservation best practices, recognizing the range and diversity of Park City's historic resources.</i>	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.	Near-Term
5F <i>Continue to educate the community and visitors about the history and evolution of Park City.</i>	Celebrate and highlight Park City's mining, skiing, and 2002 Olympic Host legacies as defining eras for the city's character and history.	Ongoing
	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.	
	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.	
	Leverage Park City's 2002 Olympic Host legacy to prepare for and support the 2034 Olympic Games.	
	Collaborate with the resorts and the Park City Museum to create educational and promotional materials for the Ski Resort and Olympic eras.	
	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.	

FOCUS AREA: HISTORIC PRESERVATION		
STRATEGY	ACTIONS	TIMEFRAME
5F <i>Continue to educate the community and visitors about the history and evolution of Park City.</i>	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.	Ongoing
	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.	
	Consider developing a walking tour application for use on mobile devices with a collection of tour options highlighting the diversity of Park City's historic resources and eras.	
5G <i>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.</i>	Document and confirm additional details regarding the ethnic, cultural, and social groups that have called Park City home, either temporarily or long-term.	Near-Term
	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.	
	Establish or expand educational materials that focus on Park City's historic and current cultural and ethnic diversity.	
	Develop a guided walking tour focused on highlighting areas historically occupied by ethnic groups, such as Park City's Chinatown.	
5H <i>Continue to support the adaptive re-use of historic buildings through a variety of incentives.</i>	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.	Ongoing
	Continue to research, identify, and utilize financial incentives for historic preservation efforts.	
	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.	

FOCUS AREA: HISTORIC PRESERVATION		
STRATEGY	ACTIONS	TIMEFRAME
5I <i>Establish a range of options to incentivize the preservation of the documented historic resources associated with the ski era.</i>	Establish financial incentives for qualified resources of the ski industry identified by the Ski Era Intensive Level Survey (ILS).	Long-Term
	Financial incentives for preserving and celebrating 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.	
	Consider regulatory exceptions for ski era sites, such as setback flexibility or parking exemptions, for property owners that record a facade easement.	
	Consider density bonus incentives if the ski era resource(s) of a site undergoing redevelopment are preserved.	
	Consider the acquisition of ski-era resources for transformation into affordable housing opportunities.	
5J <i>Continue to foster collaborative efforts to preserve, protect, and promote Park City's historic resources.</i>	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.	Ongoing
5K <i>Proactively work to protect the historic mining sites and structures from both physical and environmental damage.</i>	Establish an annual (or other regular recurring) wildfire mitigation process, to clear vegetation around/adjacent to historic mining sites.	Near-Term
	Establish strategies to counteract and prevent vandalism of remote mining sites and structures.	
5L <i>Continue to explore opportunities to integrate historic preservation with other initiatives, such as sustainability, workforce housing, arts/culture, and recreation/trails/open space.</i>	Integrate affordable and attainable housing with the preservation of historic structures, including the acquisition of additional properties.	Ongoing
	Create an awareness campaign to promote the connections between Historic Preservation and Sustainability.	
	Develop a tracking mechanism for estimating the embodied energy in Park City's existing and historic resources.	

FOCUS AREA: HISTORIC PRESERVATION		
STRATEGY	ACTIONS	TIMEFRAME
5M <i>Proactively work to protect Old Town's historic resources from wildfire damage.</i>	Collaborate with Rocky Mountain Power on efforts to underground power lines.	Near-Term
	Prioritize Old Town and the City's historic districts for undergrounding completion.	
5N <i>Support the integration into Park City's older and historic neighborhoods of small-scale mixed-use components near existing clusters of commercial or mixed-use to discourage sprawl and support walkable neighborhoods.</i>	Review the Land Management Code (LMC) to identify barriers to integrating mixed uses in Historic Districts.	Medium-Term
	Establish parameters for the size, scale, and extent of allowing mixed uses in neighborhoods.	
5O <i>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.</i>	Consider requiring more detailed mitigation plans to ensure construction activity does not cause physical damage or disturb the future integrity of nearby Historic Sites.	Ongoing
	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.	
	Evaluate streetscape standards that support walkability efforts and reinforce the historic nature of Park City's older neighborhoods/urban form.	
	Evaluate modifications that may target better infill compatibility for the Historic Districts.	
	Evaluate updates to the LMC to support the preservation and compatible rehabilitation and/or renovation of ski era structures.	
	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.	
	Consider integrating requirements for deconstruction of historic structures to the Application for Demolition and Certificate of Appropriateness for Demolition process.	

FOCUS AREA: HISTORIC PRESERVATION		
STRATEGY	ACTIONS	TIMEFRAME
5P <i>Periodically review newly constructed infill projects for suitability and compatibility of infill development within the Historic Districts.</i>	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.	Near-Term
	Analyze the influence of site design and architecture as part of the review, including the impact of setbacks, fence height, and fence location on the streetscape and the pedestrian experience.	
5Q <i>Continue to support the activation of Main Street, promoting and strengthening this area as the historic core of Park City.</i>	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.	Ongoing
	Retain a civic presence in the Main Street area.	
	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.	
	Develop a grant program tailored for business owners of historic commercial structures.	
	Evaluate and document potential new assets in the Main Street area through a bi-annual Reconnaissance Level Survey (RLS).	
	Retain existing historic assets in the Main Street area using regulations, design standards, and a range of incentives.	
	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.	
	Work to re-establish a cultural element in the Main Street area through strategic partnerships.	

FOCUS AREA: HISTORIC PRESERVATION		
STRATEGY	ACTIONS	TIMEFRAME
5R <i>Support efforts for a multi-modal, pedestrian-friendly environment along Main Street and within Old Town.</i>	Regularly evaluate ongoing Land Management Code regulations for residential and commercial parking requirements and identify opportunities to reduce the impacts of parking in Old Town.	Long-Term
	Regularly evaluate the ongoing Old Town Residential Parking Permit program to ensure balance between resident, business, and visitor parking.	
	Continue to prioritize people-centric spaces and enhance the pedestrian experience, providing opportunities to engage with, and understand the heritage and evolution of Main Street.	
	Transform surface parking lots into underground parking structures to create opportunities for more open spaces or compatible infill development.	
	Update the Land Management Code to encourage pedestrian-oriented design and to minimize the visual impacts of cars in the Historic Districts.	
	Establish and enforce lower speed limits on Main Street, Park Avenue, and side residential streets surrounding Main Street and Old Town.	
	Intersperse small open spaces and gathering places as opportunities to establish vantage points and sight lines for enjoying important view corridors, vistas, and historic assets.	



MODERATE INCOME HOUSING

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

Departments required for Implementation: Housing, Planning.

Partnerships required for Implementation: Mountainlands Community Housing Trust, Park City Chamber, Historic Park City Alliance, Resorts, Major Employers.

FOCUS AREA: VARIETY OF HOUSING OPTIONS		
STRATEGY	ACTIONS	TIMEFRAME
1A <i>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.</i>	Evaluate existing incentives for construction of affordable and attainable housing. Focus on mixed-use node areas as identified in the Node Types Map.	Long-Term
	Incentivize housing developments that provide a housing mix and incorporate senior living housing.	
	Evaluate Accessory Apartment regulations to understand obstacles to development.	
	Evaluate allowing tiny homes based on compatibility with scale and surrounding land uses.	
	Regularly evaluate the Affordable Master Planned Development Code to ensure compatible projects and to update to reflect current market conditions.	
	Consider an Accessory Apartment toolkit that establishes pre-approved plans and evaluates the potential for pre-fabrication and a pilot program for installations.	

FOCUS AREA: VARIETY OF HOUSING OPTIONS		
STRATEGY	ACTIONS	TIMEFRAME
1A <i>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.</i>	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.	Long-Term
	Evaluate allowing duplexes in single-family neighborhoods in the context of compatibility and factors like proximity to transit and services.	

FOCUS AREA: WORKFORCE HOUSING		
STRATEGY	ACTIONS	TIMEFRAME
2A <i>Continue to facilitate workforce housing in the City and increase incentives for employment centers to incorporate workforce housing in new developments.</i>	Implement resident occupied deed restrictions to enable the workforce to live in the community.	Ongoing
	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.	
	Coordinate with regional partners, resorts and major employers to create workforce housing.	
	Expand the City's land banking program to include sites for workforce housing.	
	Regularly review the Land Management Code incentives for affordable housing to make sure they reflect current market conditions.	
	Work with private landowners including resorts, to expand housing stock and typologies.	
	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.	
	Establish a strategic plan with local governments, businesses, and developers to build local expertise and share the risk and return for housing projects.	
	Evaluate existing and pipeline developments, water and wastewater infrastructure, and traffic generation to determine where capacity exists for deed restricted infill 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.

Departments required for Implementation: Water, Sustainability, Planning, Transportation, Engineering, Executive, Trails and Open Space, Building, Environmental Regulatory Affairs.

Partnerships required for Implementation: Property Management Companies, Park City Chamber, Historic Park City Alliance, Summit County, Wasatch County, Summit Lands Conservancy and Utah Open Lands, Homeowner and Master Owner Associations, Property Owners, Business Owners, UDOT, State and Federal Agencies.

FOCUS AREA: WATER PRESERVATION		
STRATEGY	ACTIONS	TIMEFRAME
1A <i>Reduce water demand and protect water supply through collaboration, education, and technology.</i>	Continue to incentivize water efficiency improvements in existing developments, such as offering rebates for turf replacement, smart irrigation controllers, or water audits.	Long-Term
	Encourage remodels and conversions of outdoor spaces to adopt water-efficient landscaping.	
	Continue updating land use regulations to reflect best practices for water-wise landscaping, including examples like native plantings and drip irrigation systems.	
	Continue to support water conservation initiatives including pricing tools, leak detection, place-based data measurements, and water-wise policies to conserve existing supply.	

FOCUS AREA: WATER PRESERVATION		
STRATEGY	ACTIONS	TIMEFRAME
1A <i>Reduce water demand and protect water supply through collaboration, education, and technology.</i>	Combine regulatory tools and incentives to encourage adoption of water-wise landscaping practices in both new developments and retrofits of existing properties, such as establishing enforceable water efficiency standards for landscaping, including a maximum water budget and plant water use categories tailored to local climate and soil conditions and evaluating site-level water demand—with a focus on outdoor use—during the development approval process to ensure long-term water efficiency and cost savings.	Long-Term
	Partner with programs like Locascapes and Utah Water Ways to amplify water conservation messaging and adoption of sustainable landscaping practices.	
	Continue to explore tiered water pricing strategies to incentivize efficient use and reduce wasteful consumption.	
1B <i>Protect and improve water quality through a holistic and collaborative approach.</i>	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.	Long-Term
	Monitor and evaluate PFAS levels in groundwater wells and assess feasibility of treatment options; incorporate findings into mitigation planning.	
	Work with ski industry partners to proactively manage and mitigate emerging contaminants, like PFAS, through treatment and dilution strategies.	
	Evaluate risks associated with artificial turf, particularly its contribution to microplastics and PFAS contamination, and consider alternatives that support water efficiency and public health.	
1C <i>Continue to maintain water infrastructure in a state of good repair.</i>	Continue to develop and implement a 20-year asset management plan to anticipate needs and budget for aging infrastructure improvements.	Ongoing
	Identify water infrastructure investments that align with 2034 Winter Olympic Games planning, leveraging opportunities to secure external funding or partnerships.	
	Continue to coordinate with other departments to align water infrastructure upgrades with other capital projects to minimize costs and impact to the public.	

FOCUS AREA: OPEN SPACE CONSERVATION		
STRATEGY	ACTIONS	TIMEFRAME
2A <i>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.</i>	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.	Long-Term
	Create and adopt a natural resource management plan for public open space to balance human use with ecosystem health, forest health, and protection of biodiversity. Natural resource plans should address best practices for urban environments including, but not limited to, erosion and invasive species.	
	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).	
2B <i>Continue conservation efforts to increase the land preserved as open space.</i>	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.	Ongoing
	Continue to use restrictive covenants such as deed restrictions and conservation easements to protect and expand open space values.	
	Continue to allocate annual dedicated public funds to ongoing open space acquisitions and associated maintenance to maintain key ecological resources, wildlife habitats, and/or migration corridors.	
	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.	
	Establish land stewardship education and incentive programs for private landowners with property dedicated as open space.	

FOCUS AREA: OPEN SPACE CONSERVATION		
STRATEGY	ACTIONS	TIMEFRAME
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.	Complete and implement a Forestry Plan to develop, maintain, and protect the city's tree canopy.	Medium-Term
	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.	
	Update land use regulations related to impermeable surface area of lots to ensure proper drainage, hydrology, and mitigation of heat island effect.	
	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.	
	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.	

FOCUS AREA: SENSITIVE LANDS		
STRATEGY	ACTIONS	TIMEFRAME
3A Support the maintenance and preservation of sensitive lands, including wildlife corridors.	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.	Medium-Term
	Utilize findings of the Park City Natural Resource Inventory study to identify sensitive lands to be protected within the Sensitive Lands Overlay.	
	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.	
	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.	
	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.	
	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.	

FOCUS AREA: SENSITIVE LANDS		
STRATEGY	ACTIONS	TIMEFRAME
3B <i>Collaborate with surrounding local governments, conservation organizations, and community members to ensure that sensitive land considerations are integrated into regional planning efforts.</i>	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).	Long-Term
	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.	
	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.	
3C <i>Continue to promote human health in areas affected by historic mining through comprehensive restoration programs.</i>	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.	Ongoing
	Continue efforts to mitigate and restore contaminated soils to reduce the city's liability and demonstrate compliance with federal regulations.	
	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.	



SUSTAINABILITY

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

Departments required for Implementation: Sustainability, Planning, Transportation, Trails and Open Space, Building, Environmental Regulatory Affairs, Emergency Management.

Partnerships required for Implementation: Property Management Companies, Resorts, Hotels, Major Employers, Park City Chamber, Historic Park City Alliance, Summit County, Homeowner and Master Owner Associations, Property Owners, State and Federal Agencies, Recycle Utah.

FOCUS AREA: ENVIRONMENTAL LEADERSHIP		
STRATEGY	ACTIONS	TIMEFRAME
1A <i>Develop Sustainability Education and Campaign to increase awareness of existing opportunities related to energy efficiency, renewable generation, indoor air quality, and electrification measures.</i>	Advance education and partnership efforts that mitigate waste generation and GHG emissions, including second homes and nightly rentals.	Medium-Term
	Collaborate interdepartmentally to create and share resources for best practices in sustainable community development.	
	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.	
1B <i>Develop sustainability programs to meet Park City's sustainability goals of full carbon neutrality by 2030 and 80 percent GHG reduction by 2050.</i>	Partner with organizations to provide energy reduction advisory services for residents and businesses.	Near-Term
	Partner with utilities and the state to offer building operator training on energy management for larger businesses.	
	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.	

FOCUS AREA: ENVIRONMENTAL LEADERSHIP		
STRATEGY	ACTIONS	TIMEFRAME
1C Develop a Climate Action and Resilience Plan and implement actions to further establish climate action efforts and environmental stewardship.	Develop a tracking mechanism for goals, objectives, and strategies related to sustainability and resilience to record and communicate progress.	Near-Term
	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.	
	Create a climate action awareness campaign to promote interdisciplinary sustainability-oriented habits that serve overall community resilience.	
	Improve and foster communication and education with residents and commercial property owners to promote sound environmental management practices and compliance requirements.	
	Engage in interdepartmental and interjurisdictional collaboration to create educational campaigns aiming to protect and improve ecosystems in Park City and the surrounding region.	
	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.	
	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.	
1D Coordinate with community groups, businesses, and resorts to establish and implement environmental standards and practices that promote sustainable tourism.	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.	Medium-Term
	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.	
	Introduce a program, similar to the CopenPay Pilot Program, that incentivizes visitors to engage in activities and volunteer opportunities that encourage sustainable tourism habits.	
	Evaluate retroactive compliance requirements for outdoor lighting to protect the night sky.	
	Evaluate long-term sustainability that balances the environment, economy, quality of life and visitor experience, including exploration of local carbon offsets for increased visitor stays.	

FOCUS AREA: ENVIRONMENTAL LEADERSHIP		
STRATEGY	ACTIONS	TIMEFRAME
1E Continue to promote soil health through comprehensive soil remediation actions and monitoring programs.	Continue long-term monitoring programs to track soil health and ensure the effectiveness of remediation efforts.	Ongoing
	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.	
	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.	
	Evaluate a potential grant program for soil remediation or a program to educate property owners about soil remediation grant opportunities.	
1F Maintain an overarching consideration of fair and positive conditions through the implementation of all recommendations that tie to the community's values.	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.	Long-Term

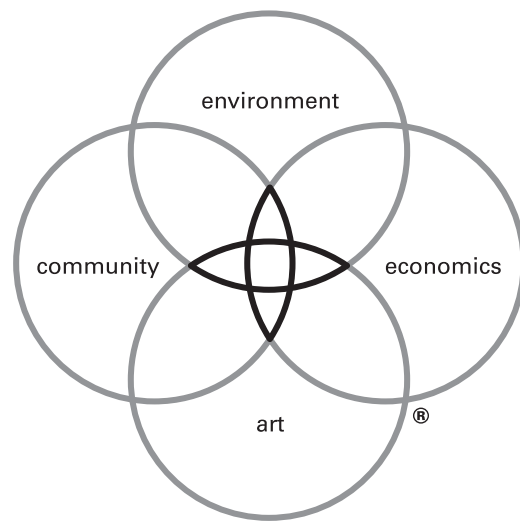
FOCUS AREA: WILDFIRES		
STRATEGY	ACTIONS	TIMEFRAME
2A Collaborate interdepartmentally to implement actions, protocols, and policies present in the most recent wildfire hazard plans, such as the 2023 Community Wildfire Risk Assessment.	Develop and implement community-wide wildfire awareness education and outreach campaigns.	Near-Term
	Maintain current pre-attack, evacuation, and community wildfire preparedness plans.	
	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.	

FOCUS AREA: WILDFIRES		
STRATEGY	ACTIONS	TIMEFRAME
2A <i>Collaborate interdepartmentally to implement actions, protocols, and policies present in the most recent wildfire hazard plans, such as the 2023 Community Wildfire Risk Assessment.</i>	Strengthen community and landowner relations, enabling cross-boundary collaboration and increasing the likelihood of developing partnerships to receive funding from wildfire protection grants.	Near-Term
	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.	
	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).	
	Integrate wildfire mitigation techniques like Defense Zones into the cities' landscaping standards.	
	Reduce wildfire ignition risk and enhance public safety by evaluating the feasibility of transitioning from above-ground to underground power line infrastructure in areas identified as high-risk for wildfires.	
	Update building design and material standards to increase wildfire resiliency.	
2B <i>Develop programmatic approaches to assess wildfire risk on a more individualized basis and thoughtfully target spot mitigation improvements.</i>	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.	Near-Term
	Provide resources to encourage creating defensible space for wildfire protection. Example from Summit County, Colorado.	
	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.	

FOCUS AREA: WASTE REDUCTION		
STRATEGY	ACTIONS	TIMEFRAME
3A <i>Establish waste reduction and diversion actions.</i>	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.	Medium-Term
	Continue work with Historic Park City Alliance and expand coordination to other businesses to implement waste streams and propose an approach to zero waste.	
	Refocus outreach to restaurants and bars and expand availability of glass drop-offs to increase glass diversion.	
	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.	
	Continue to support community organizations working on zero waste programs.	
	Restrict the types of materials used for to-go containers, such as Styrofoam and single use plastics.	
	Facilitate waste reduction and improved landfill diversion programs in coordination with businesses.	
	Conduct regular waste characterization studies to evaluate conditions not captured in the existing study.	
	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.	

FOCUS AREA: ENERGY EFFICIENCY		
STRATEGY	ACTIONS	TIMEFRAME
4A <i>Prioritize policies that support next steps in achieving energy use reduction, adoption of renewable electricity, and future carbon neutrality.</i>	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.	Medium-Term
	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.	
	Develop a GHG emissions inventory and tracking system to monitor energy use of different building types and any potential Olympic venues.	
	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.	
	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.	
	Explore opportunities for Thermal Energy Networks utilization for snowmelt and heating and cooling buildings.	
	Ensure water heaters inspected adhere to ULN standard for Utah.	
	Integrate energy considerations and water conservation in the "Good Cause" review standards for plat amendments that accommodate a larger residence.	
	Partner with organizations to offer free residential energy advisory services.	
	Evaluate the feasibility of community-scale programs such as rooftop solar bulk buy or heat pumps and weatherization offers.	
	Develop a commercial energy benchmarking ordinance and program, similar to Aspen's Building IQ.	
	Review the Land Management Code for opportunities to encourage building and site improvements that support the city's climate goals.	

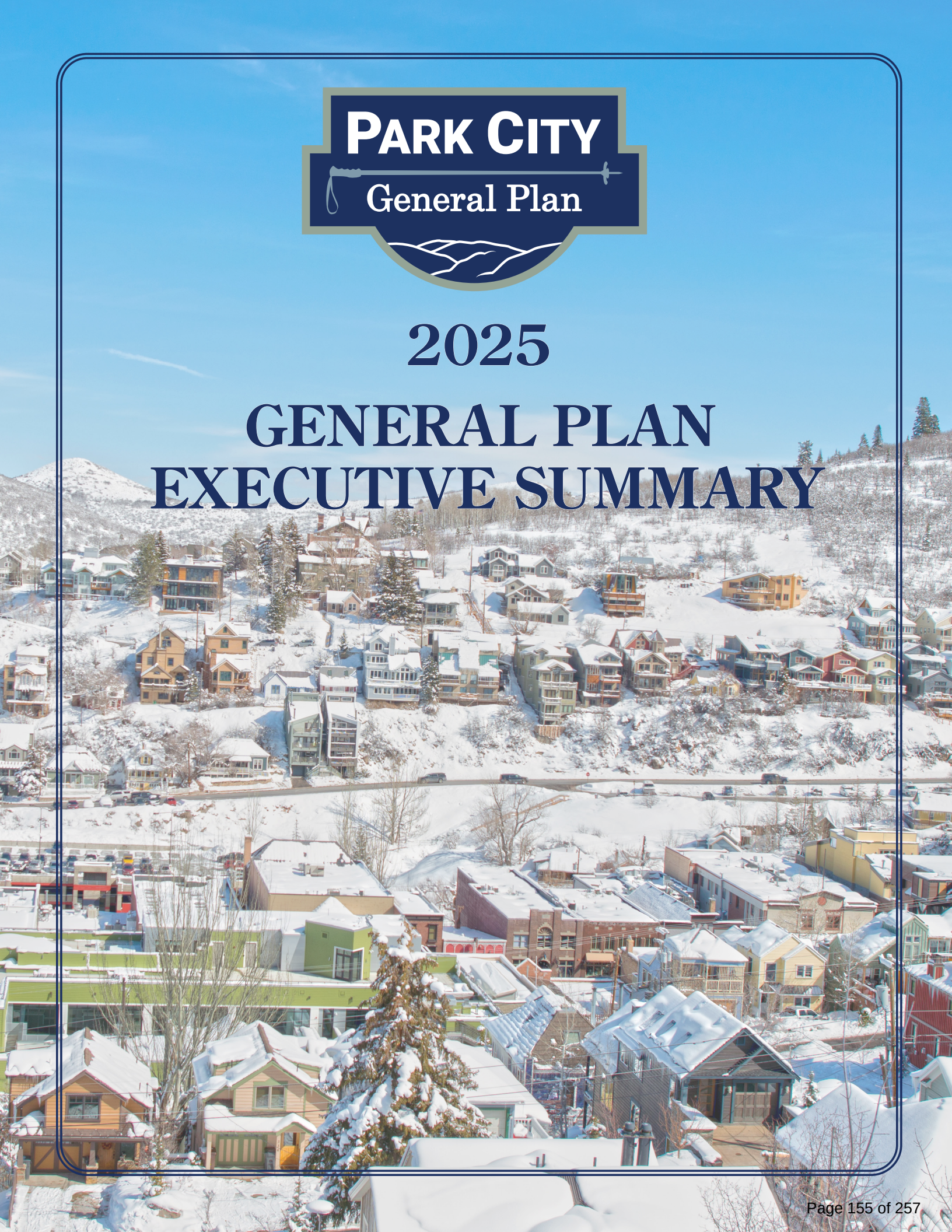
FOCUS AREA: ENERGY EFFICIENCY		
STRATEGY	ACTIONS	TIMEFRAME
4B <i>Explore modifications to transportation policies that incentivize or require more efficient operations.</i>	Develop an electric vehicle transition plan for transit vehicles to support the transition to a no- and low-energy bus fleet.	Medium-Term
	Develop a municipal fleet electrification plan.	
	Create incentives for the installation of electric vehicle charging stations in existing developments.	
	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.	



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.

DESIGNWORKSHOP
www.designworkshop.com



PARK CITY

General Plan

2025

GENERAL PLAN EXECUTIVE SUMMARY

OUR VISION

Park City's General Plan is the community-driven blueprint that builds upon prior planning documents and community visioning to guide future development growth, and land use policy. It captures a shared community vision based on four core values: small town, sense of community, natural setting, and historic character and five Plan themes.

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. ”

REALIZING OUR VISION

To realize our vision, the plan includes specific strategies within each Plan Theme. These provide guidance for city-wide policies, programs, and initiatives that support implementation of the General Plan Vision.

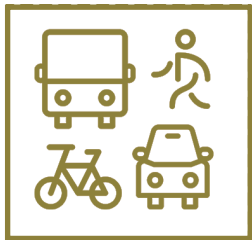
An Implementation Chapter provides additional guidance and anticipates a yearly prioritization exercise by Council, Planning Commission, Staff, and others, to evaluate the most important priorities on a yearly basis.

In addition, each Park City neighborhood has an area-specific plan element. This ensures the plan can be effectively implemented on a neighborhood scale, meeting the goals of each community.

Finally, a Land Use Node Types Map provides guidance for future development and preservation throughout Park City. This map identifies areas for priority transportation, housing, and land use investments, as well as areas that should remain unchanged from today. The map provides guidance for the plan's focus areas related to land uses, transportation, housing, and sustainability.



OUR 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
- Emergency Planning
- Innovation and Technology



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

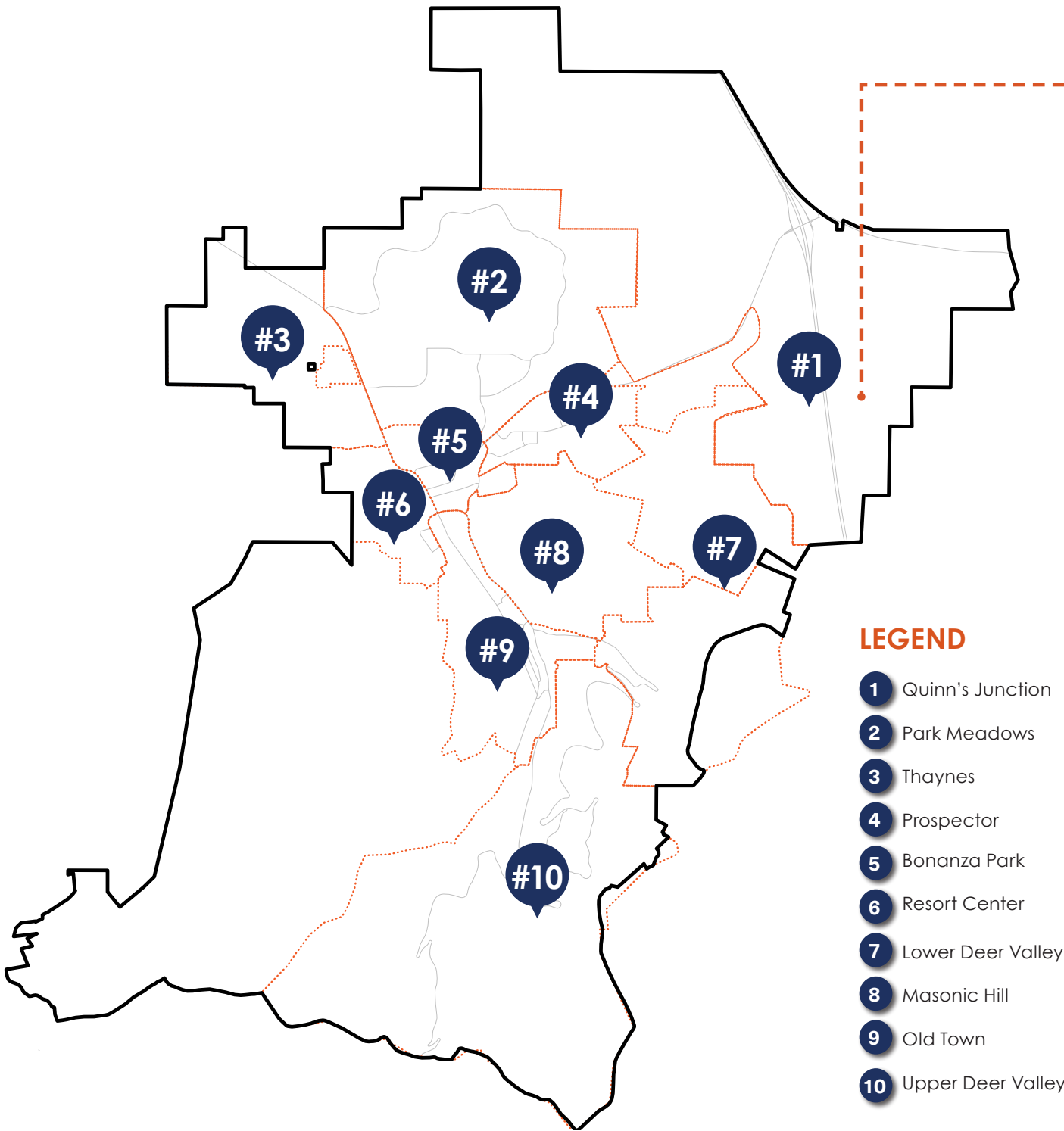
- Environment
- Wildfires
- Waste Reduction
- Energy Efficiency



OUR NEIGHBORHOOD PLANS

The Neighborhood Plans identify key characteristics of each area and specify recommendations based on feedback from each neighborhood residents. The Neighborhood Plans list specific recommendations that reflect the different character of each area, resulting in tailor made recommendations that address each neighborhood's opportunities and challenges.

The individual plans are structured as a snapshot of each neighborhood containing details based on common parameters like total acres, population, etc. followed by specific recommendations.



- 1 QUINN'S JUNCTION**

 - Create a Sense of Place
 - Propose context-appropriate infill
 - Improve Transportation Network and Options
- 2 PARK MEADOWS**

 - Improve Connectivity
 - Preserve Neighborhood Character
- 3 THAYNES**

 - Preserve the McPolin Barn Entry Corridor
 - Increase Connections
 - Retain the Primary Resident Neighborhood Character
- 4 PROSPECTOR**

 - Support a Vibrant Commercial District
 - Preserve Residential Neighborhood Character
- 5 BONANZA PARK**

 - Implement the Goals adopted in the Bonanza Park Small Area Plan (2024)
 - Create a new Bonanza Park Mixed-Use District
- 6 RESORT CENTER**

 - Promote Redevelopment that Integrates a World-Class Resort with a Strong Sense of Comfort
 - Improve Connectivity
 - Support Business Operations and Workforce Access
- 7 LOWER DEER VALLEY**

 - Balance the Resident and Visitor Experience
 - Protect Open Space and Natural Resources
- 8 MASONIC HILL**

 - Protect the Balance between Open Space and Residential Clusters
 - Improve Connections
 - Protect Resident Quality of Life
- 9 OLD TOWN VALLEY**

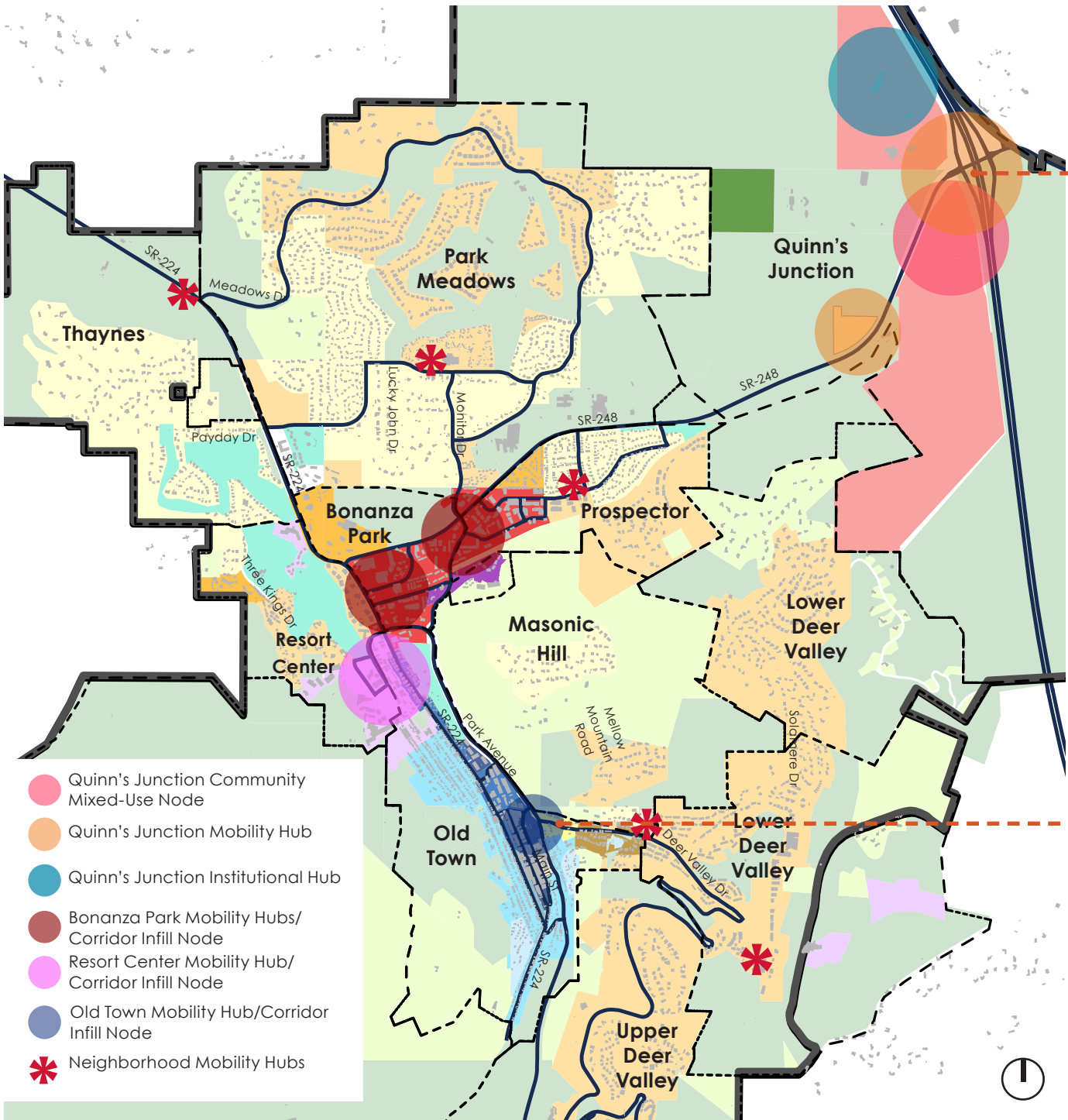
 - Preserve the Historic Neighborhood Character
 - Protect Resident Quality of Life
 - Improve Connectivity
- 10 UPPER DEER VALLEY**

 - Protect Open Space
 - Balance Resort and Resident Areas
 - Improve Connectivity



LAND USE NODE TYPES MAP

The Land Use Node Types Map identifies key opportunity areas to support the Park City vision for the future. It is based on existing zoning to illustrate the current 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 can implement 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.



QUINN'S JUNCTION COMMUNITY MIXED-USE NODE

The proposed Community Mixed-Use node in Quinn's Junction will be a larger node that includes retail, services, office, medium density housing, high density housing, and workforce housing. This node will be located at a key intersection, like the area along 248 and will serve a larger area, with retail and services that require a larger footprint.

QUINN'S JUNCTION MOBILITY HUB

The Mobility Hub in Quinn's Junction will be a centralized location that integrates multiple transportation modes, and will serve as a key transfer point within the regional transportation network. This mobility hub will include a larger capture lot with basic services that will serve as gateway to Park City and incentivize commuters to use transit to travel into Park City employment centers.

QUINN'S JUNCTION INSTITUTIONAL HUB

The Institutional Node in Quinn's Junction will support existing institutional areas, with uses focused primarily on services and local institutions, centers of employment, and housing for employees. It will consolidate existing areas, while incorporating housing and basic services

OLD TOWN INFILL

The Old Town Infill Node will focus on strengthening the historic character of the neighborhood while doing strategic residential infill. The infill will aim to bring workforce into Old Town while preserving the historic character and scale. This will improve connectivity, enhance resident's quality of life, stabilize the workforce and business success, and boost economic vibrancy.

NEIGHBORHOOD MOBILITY HUBS

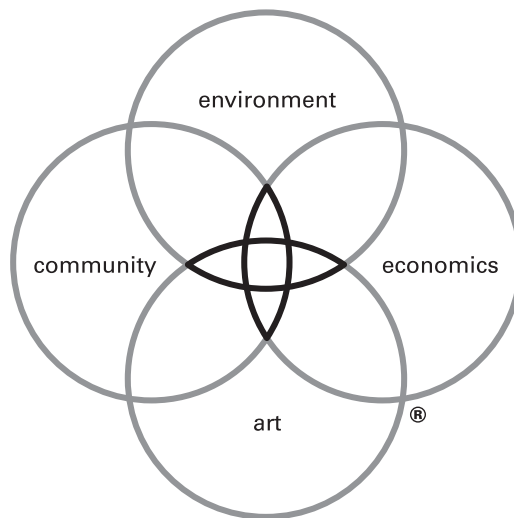
The Neighborhood Mobility Hubs will serve as smaller-scale, locally focused gateways to the regional transportation network. Typically located in residential or lower-density mixed-use areas, these hubs will support local fixed-route buses and on-demand services. They will be designed to offer seamless connections to walking and biking facilities and, in some cases, limited parking for residents to access transit.

BONANZA PARK MOBILITY HUBS/ CORRIDOR INFILL

The Bonanza Park Mobility Hubs/ Corridor Infill areas will be 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 will reinforce the existing character of Bonanza Park and focus 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 will be incentivized, and affordable and workforce housing will be a part of new development. These hubs will become safe and walkable areas, with an integrated network for transit users, pedestrians, and cyclists.

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 will offer an affordable alternative for seasonal and year-round employees, and incorporate mixed-use in an area that currently lacks these uses, with the goal of creating a more walkable environment and decreasing car dependence.



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.

DESIGNWORKSHOP
www.designworkshop.com



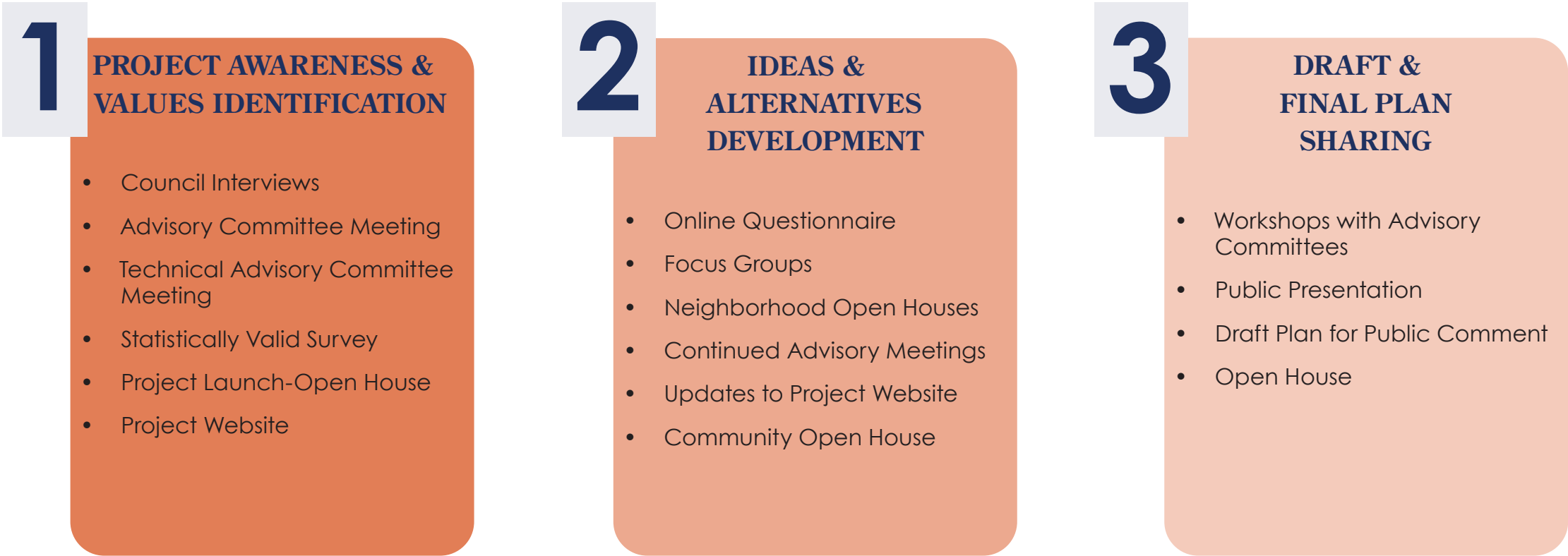
COMMUNITY ENGAGEMENT REPORT

PROCESS

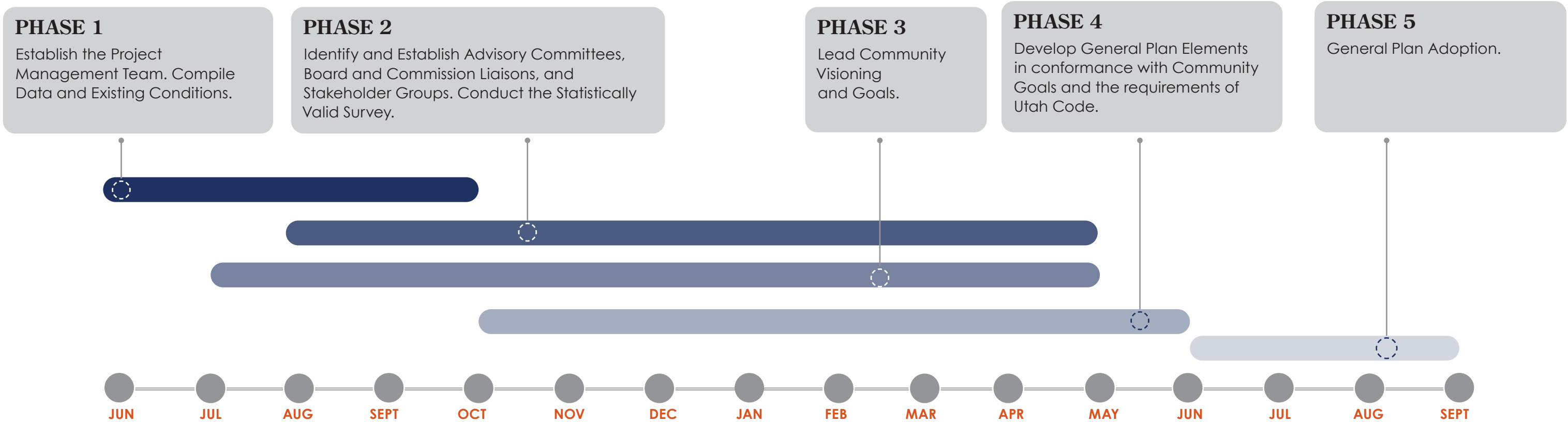
PROCESS OVERVIEW

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–September 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–September 2025).

ENGAGEMENT WINDOWS



PROJECT TIMELINE



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 - SEPTEMBER 2025



Open House 2



Open House 3

HOW WE ENGAGED THE COMMUNITY

1,118 TOTAL PARTICIPANTS



COMMUNITY INTERACTION

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



ADVISORY COMMITTEES

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



ADVISORY BOARDS

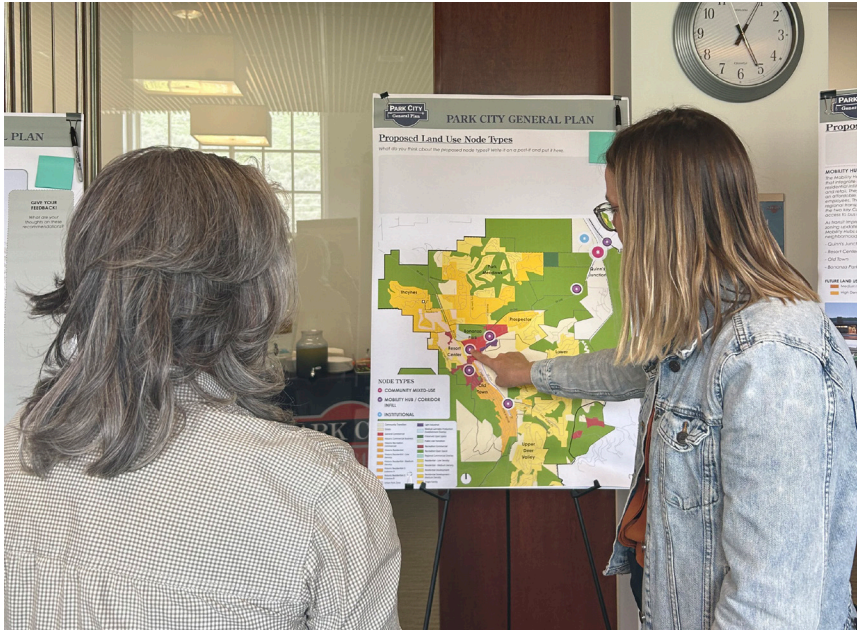
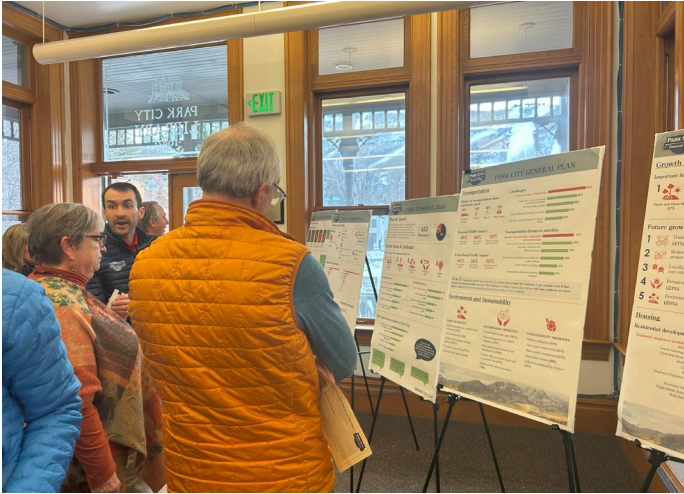
- » Historic Preservation Board
- » Public Art Advisory Board
- » Recreation Advisory Board



CITY COUNCIL AND PLANNING COMMISSION

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

OPEN HOUSE



OPEN HOUSE 1

At the first Open House, community members examined the preliminary framework and shared fundamental concerns about preserving Park City's authentic mountain-town character while improving functionality. Attendees provided feedback on key topics, ranging from housing affordability and limited childcare access to traffic congestion, population pressures, and infrastructure demands. Participants emphasized the need to balance tourism-driven economic vitality with climate-resilience measures, and underscored that design solutions must honor the town's historic charm.

OPEN HOUSE 2

At the second Open House, community members reviewed the draft vision and emerging land-use scenarios, particularly scenarios 1 and 2 focused on neighborhood infill, transportation improvements and housing strategies. Attendees broadly affirmed the overarching priorities, endorsing historic-preservation initiatives alongside a suite of sustainability measures such as water-wise landscaping, rooftop solar, recycling and composting programs, and broader decarbonization efforts. They also expressed moderate-to-high interest in implementing dark-sky lighting standards and establishing community gardens.

OPEN HOUSE 3

At the final Open House, community members reviewed key recommendations and strategies organized around the five plan themes. Attendees examined each theme, and provided feedback on draft strategies. The event also presented tailored recommendations for individual neighborhoods based on neighborhood open houses and featured the proposed land-use node type map illustrating potential future development areas, such as mobility hubs and community mixed-use nodes. Overall, participants actively engaged with the materials and affirmed the direction of the draft plan. They welcomed the importance of preserving neighborhood character and transportation improvements, and suggested refinements to make the strategies clearer and more actionable.

KEY TAKEAWAYS

- 1 Park City aims to become more enjoyable for residents and visitors, reducing frustrations related to traffic and housing.
- 2 The Plan should be actionable, involving goals and strategies that can be implemented.
- 3 Park City is a community-oriented place with shared interests and love for nature. It offers outdoor activities and a sense of identity to be treasured.

STATISTICALLY VALID SURVEY

WHAT WE HEARD

The Community Survey was collected from November 14-27, 2024, with a total of 453 responses. For this survey, Park City residents were randomly sampled from the City's residential utilities list and the publicly available Utah registered voter file. Survey invitations were sent via email and text message. The data were weighted to reflect the demographics of Park City residents, specifically in regard to age, gender, race, and home ownership.

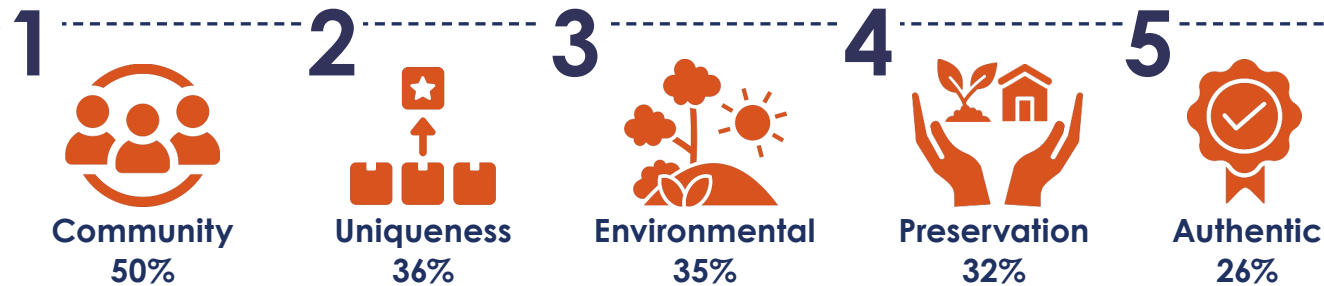


453
RESPONSES

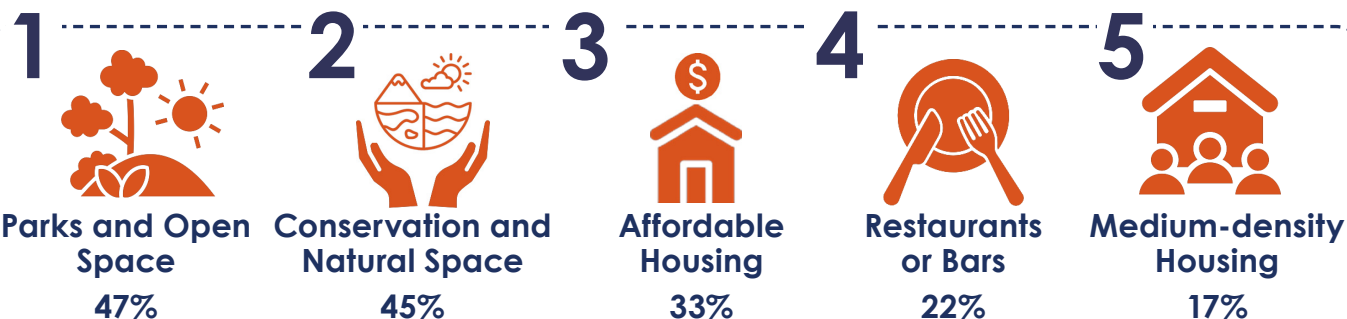
KEY TAKEAWAYS

- Park City residents are divided on the City's direction but value its small-town feel, natural setting, and outdoor activities.
- Community, environmental preservation, and a strong sense of place are top resident priorities.
- Traffic and congestion are the biggest concerns, with a strong desire for improved transportation services.
- Residents want better walkability and transit options, especially for workers, skiers, and easier access to events, recreation, and businesses.
- Nature preservation remains key, with priorities including trail expansion, open space protection, and wildfire mitigation.

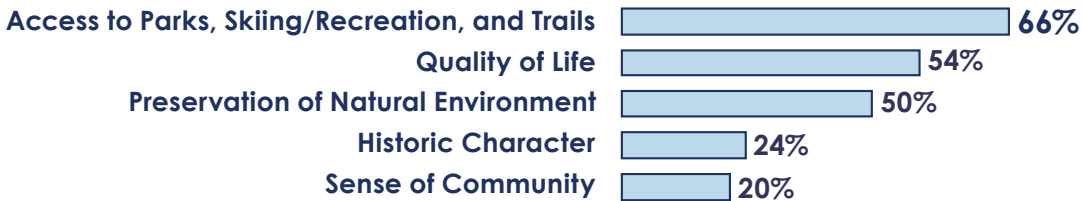
TOP 5 VALUES THAT REPRESENT PARK CITY



IMPORTANT LAND-USE PRIORITIES AT A NEIGHBORHOOD SCALE

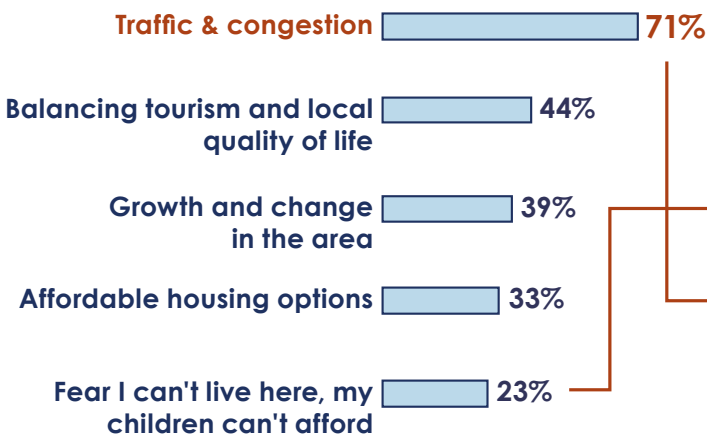


MOST VALUED CHARACTERISTICS OF PARK CITY

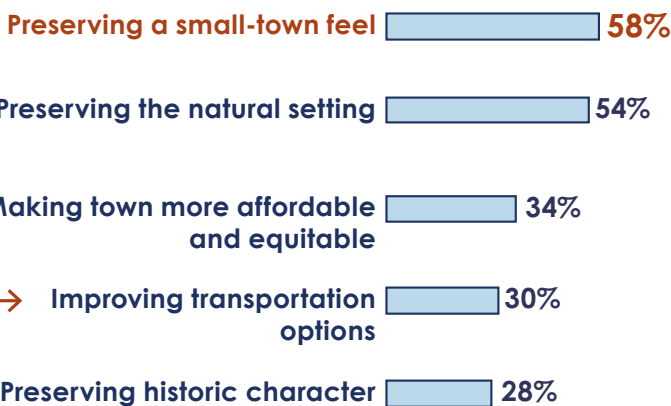


“I live in Park City because it is safe and offers a quality of life that emphasizes outdoor activity and overall health.”

CHALLENGES FACED..



GOALS TO FOCUS ON..



2 in 3

Respondents overall agree that the City should simplify transportation for residents, even if it reduces visitor access, indicating that the focus should be more on residents' needs than on visitor access.



For median income less than \$100,000 a year, affordable housing is the main priority.



Majority of Park City residents preferred varied residential developments over single-family detached homes.



“I moved here fifty years ago specifically for skiing but stayed because of the quality of life and the opportunity to raise my children in a healthy environment.”

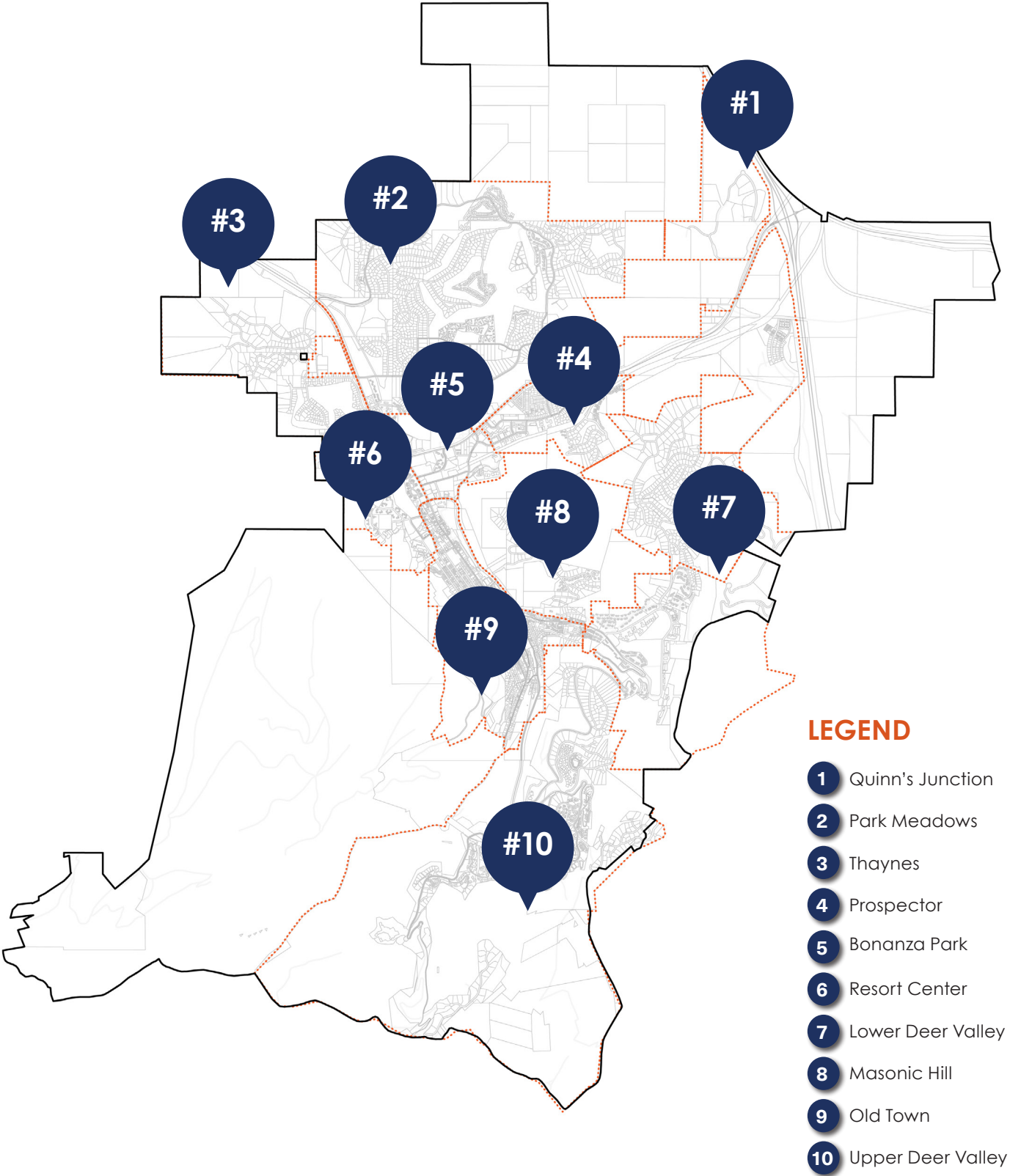
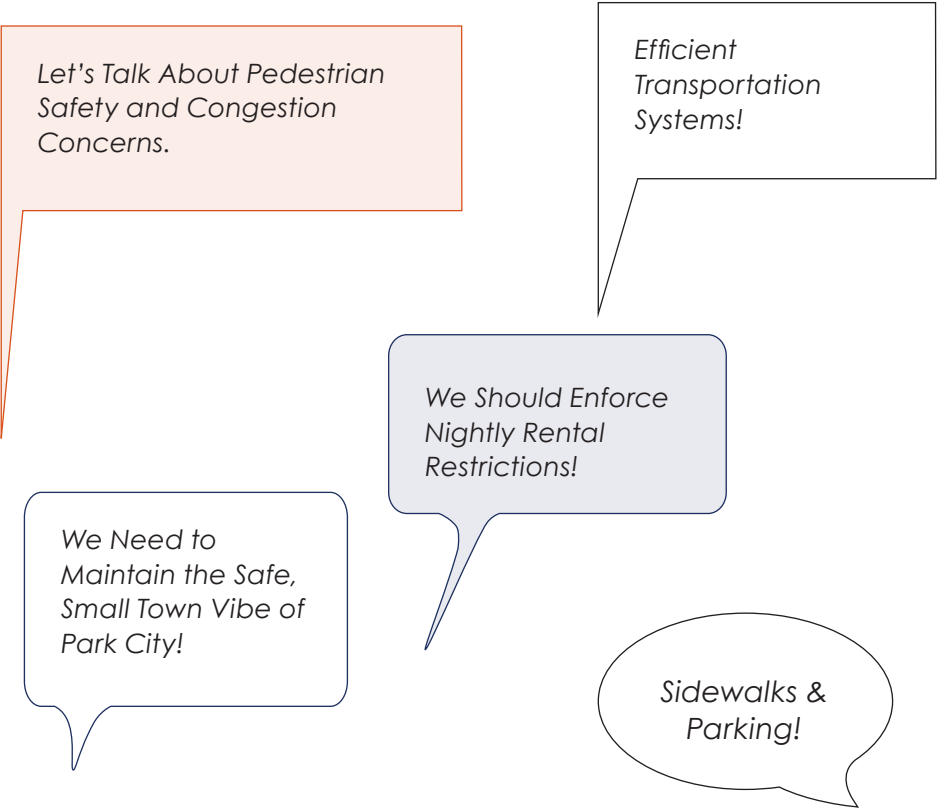
NEIGHBORHOOD ADVISORY MEETINGS

KEY TAKEAWAYS

- 1 Top concerns for neighborhood residents include advocating for bike/pedestrian safety along roadways and improving traffic measures to deal with congestion.
- 2 There is high demand for an expanded transportation system with more options and efficiency.
- 3 The participants emphasized the importance of maintaining the character of Park City.

NEIGHBORHOOD ADVISORY COMMITTEE MEETINGS SUMMARY

Park City includes ten distinct neighborhoods. Resident volunteers applied to serve on Advisory Committees for their neighborhood to help build project awareness and facilitate resident engagement in a series of open houses held from December 2024 through February 2025 where residents reviewed the 2014 General Plan recommendations for their neighborhood and provided input on the recommendations for the 2025 General Plan outlined in the Neighborhood Plans.



ONLINE QUESTIONNAIRE

OVERVIEW

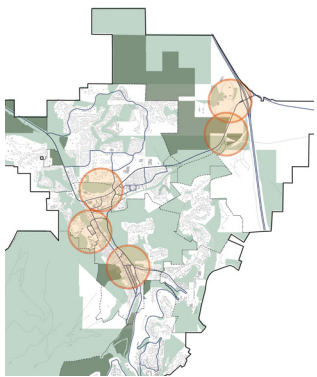
An online questionnaire was conducted from March 4th to March 25th, to collect feedback from Park City residents and community members regarding the city's vision statement and the mission statements considered essential to realizing this vision. Participants were asked to select their preferred land-use and transportation scenarios from the provided options. Additionally, they were invited to share input on priorities and strategies related to historic preservation, conservation, and sustainability.



PREFERRED LAND-USE SCENARIO

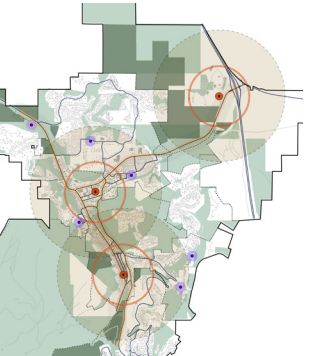
1. Neighborhood Infill Development 38%

This land use strategy is ideal for a community looking to increase density thoughtfully through targeted infill, focusing on small-scale, medium-density projects that fit the local context. By concentrating new development around existing commercial areas, it emphasizes missing middle housing, employee housing, seasonal housing, and accessory dwelling units, while also incentivizing adaptive reuse. This approach supports vibrant, walkable neighborhoods, strengthens local economies, and aligns with Park City's efforts to promote housing diversity, sustainability, and balanced growth.



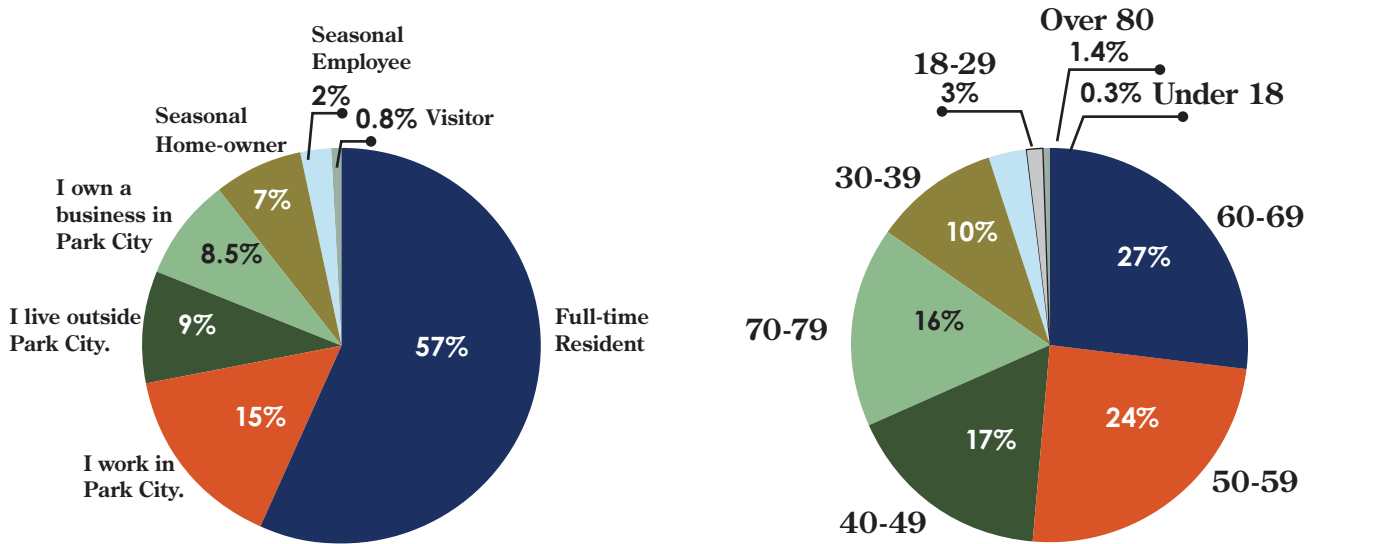
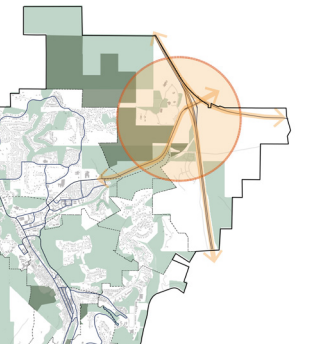
2. Transit Corridor Infill Development 32%

This land use strategy focuses on transit corridor infill development by increasing density along key transportation routes like Highways 224 and 248. It envisions larger mobility hubs integrated with mixed-use nodes to create a more walkable, connected system that enhances pedestrian access and incentivizes public transit use. By incorporating smaller neighborhood transit access points, this approach improves overall connectivity, supports sustainable mobility choices, and aligns with Park City's goals of linking land use and transportation to manage future development.



3. Major Mixed-Use Node Development 30%

This land use strategy focuses on major mixed-use node development, aiming for medium to high-density growth anchored by a central commercial and mixed-use core with a new park-and-ride. It prioritizes strong transit connections to employment and recreation areas while identifying additional smaller mixed-use nodes to boost walkability and lessen vehicle dependence. This approach supports integrated, transit-oriented development that creates vibrant, connected neighborhoods while advancing Park City's vision for sustainable and balanced community development.

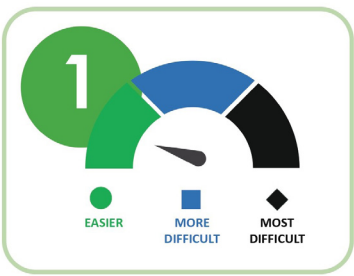


WHO DID WE HEAR FROM

WHO DID WE HEAR FROM: AGE GROUPS

PREFERRED TRANSPORTATION SCENARIO

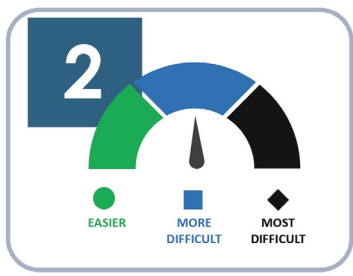
1: Moderate Adjustments



31.3%

This transportation strategy is ideal for a community looking to make measurable improvements in mobility and accessibility without sacrificing flexibility. It prioritizes investments that can be adjusted over time, minimizes risk, and aligns with Park City's ongoing efforts to manage growth, reduce congestion, and enhance transportation options without drastic upheaval.

2: Pushing a Modal Shift



34.63%

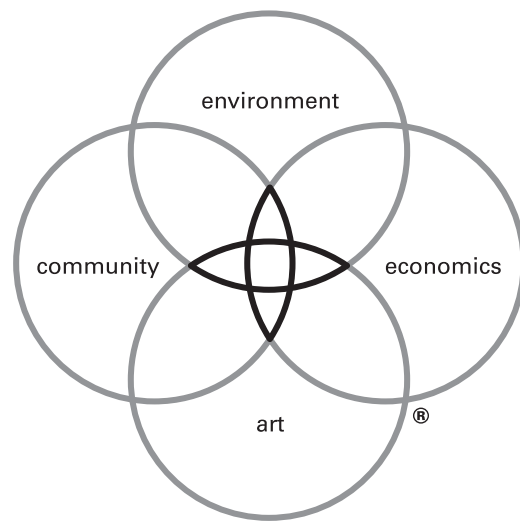
This scenario is ideal for a community ready to take a bold stance on reducing car dependency while fostering a livable, transit-oriented, and pedestrian-focused environment. It offers a decisive shift towards addressing the City's congestion management goals while preserving its character and economic vitality. Though the transition may present political and logistical challenges, the long-term benefits of reduced congestion, improved public spaces, and a shift towards more sustainable modes may make it an attractive option.

3: Transformational Change



34.07%

This scenario is best suited for a community committed to a fundamental transformation toward sustainable, car-free mobility. It 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. While the capital investment and political coordination required are significant, the long-term benefits of reduced congestion, improved public spaces, and extensive non-personal vehicle travel options make this a forward-thinking choice.



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.

DESIGNWORKSHOP
www.designworkshop.com



CURRENT INITIATIVES REPORT

CURRENT INITIATIVES: TRANSPORTATION

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.
- For strengthening regional connectivity, High Valley Transit has been operating a low frequency service from Park City 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 has recommendations in place for 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.
- The Bonanza Park Small Area Plan outlines possible connectivity improvements to promote a mixed-use, walkable neighborhood having access to public transit, amenities, and services.

T7: SPECIAL EVENTS

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



Bus Transit System



Bike Trails

CURRENT INITIATIVES: COMMUNITY CHARACTER

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, to maintain the character of the neighborhood.
- 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 offers Economic Development Grants to support local businesses, with a focus on empowering neighborhood “mom and pop” shops and to boost the local economy
- The City played a key role in securing the return of the Winter Olympics by collaborating in the bid to host the 2034 Winter Games.
- 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, to improve access and connectivity opportunities in neighborhoods.
- 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 to prioritize open space conservation and thoughtful growth within the City.
- 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.
 - Ongoing 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.
 - Discussion and exploration of strategies related to enforcement of unauthorized alterations to infill projects.

- Main Street:*
- Updates to land use standards to maintain the vibrant, active nature of Main Street.
 - Collaboration on Main Street planning and revitalization efforts.

CURRENT INITIATIVES: MODERATE INCOME HOUSING

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

CURRENT INITIATIVES: WATER AND OPEN SPACE PRESERVATION

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

CURRENT INITIATIVES: SUSTAINABILITY

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.

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.
- 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.

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

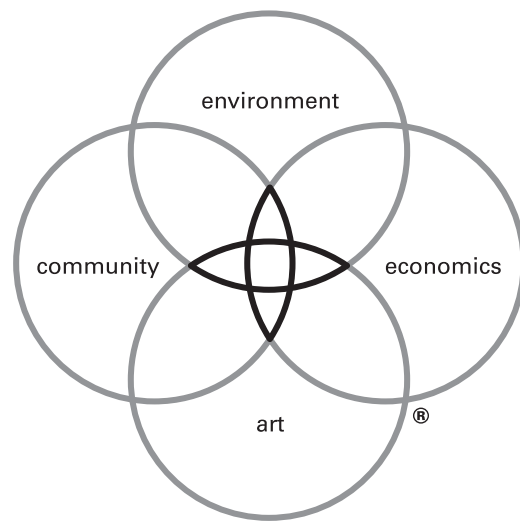
- Park City has expanded its healthcare and medical facilities, supporting economic growth and resources for residents and visitors. In addition to efforts that create industry diversity, Park City has also engaged in efforts to encourage and back more local businesses over chain businesses within the 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



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.

DESIGNWORKSHOP
www.designworkshop.com

Implementation of the 2014 General Plan

Small Town

1.10 Redevelopment areas shall be defined by the City. Once the redevelopment area is established, an Area Plan should be prepared by the City to outline principles which guide a design within the redevelopment area to reflect the Community Vision and General Plan.

In July of 2024, the City Council adopted the [Bonanza Park Small Area Plan](#) to guide the redevelopment of the neighborhood to create a local pedestrian-scale mixed-use neighborhood that is walkable, connected, livable, and inclusive.

3.2 Revise parking requirements to incentivize multi-modal transportation, high efficiency vehicles, and shared parking areas. Require secure bicycle parking options.

On April 27, 2023, the City Council adopted [Ordinance No. 2023-18](#) updating bike parking requirements for new development, including criteria for outdoor bike racks, as well as indoor bike storage for residential units and uses that generate employees.

3.4 Create safe bike/pedestrian pathways between all public spaces within City limits.

In the Fall of 2024, the City Council adopted [the Bike and Ped Plan](#).

3.10 Locate Park-and-Rides, transfer stations, and transit centers in areas that will increase public transit ridership and carpooling decreasing the amount of single passenger automobiles commuting to and from Park City.

The City is evaluating capture lot locations along HWY 40 and SR 248 and reviewing future park and ride site feasibility.

3.11 Improve the access to, efficiency, and experience of public transit. Experience includes shelter from the elements and feeling safe while waiting, free access to internet while traveling, real time schedules/timetables, and comfortable seating. Explore the opportunity to use small buses (or shuttles) during offseason and/or for narrow ROW routes or routes with reduced, but constant, demand.

Park City Transit, Engineering, and Transportation Planning have worked together to improve the Park Avenue bus stops and are working to improve over 70 more stops over the next three years. As appropriate the Transit Department deploys cutaways (smaller buses) to meet demand. The Department also piloted a micro transit system with HVT which used smaller vehicles. Ultimately it was determined by Council and Staff the pilot did not meet the goals for the cost of operation.

3.15 Implement neighborhood traffic calming measure.

The Neighborhoods First Streets Program (NFSP) was developed to work with residents to make neighborhoods safer and more livable by implementing traffic calming strategies, resolving street parking concerns, and generally responding to requests from the public that impact our local streets. The program is led by the Neighborhoods First Streets Committee (NFSC) which is made up of representatives from several different City Departments (Engineering, Police, Public Works, Fire, Transportation Planning, and Resident Advocate) as well as a Summit County representative and a Local Resident Representative.

Natural Setting

4.5 Re-examine annexation policy and Annexation Expansion Area boundary to establish strategies that ensure future development within the City preserves open space and enhances the connectivity of open space.

On September 12, 2019, the City Council adopted [Ordinance No. 2019-48](#) to update the Annexation Policy Plan to include open space acreage owned by the City, including Clark Ranch and Bonanza Flat, and the development-restricted Richardson Flat acreage.

4.7 Utilize restrictive covenants such as deed restrictions and conservation easements to aid in the establishment of open space values ensuring future conservation where applicable.

In 2016, Park City voters approved a \$25 million bond for the purchase of Bonanza Flat, 1,534 acres along the City's southern entry corridor. To protect the open space, on January 9, 2020, the City Council approved the Bonanza Flat Conservation Easement and Adaptive Management Plan.

In 2018, Park City voters approved a \$48 million bond to conserve nearly 125 acres including Treasure Hill west of Old Town and the Armstrong/Snow Ranch Pasture. On July 11, 2019, the City Council adopted [Ordinance No. 2019-38](#) zoning the property Recreation and Open Space. On March 27 of this year, the City Council [adopted the Treasure Hill Conservation Easement](#).

4.8 Conduct a detailed analysis of the City's topography to ensure all ridgelines are noted; update the existing Ridgeline Map. Evaluate the addition of new Vantage Points for inclusion within the LMC.

On April 27, 2023, the City Council enacted [Ordinance No. 2023-19](#), updating the City's Sensitive Land Overlay to include new vantage points and Ridgelines for properties that had been annexed into the City since 1992. An updated [Ridgeline Map](#) is available

online.

4.17 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 and Environmental Management System.

The City has revised Municipal Code of Park City Title 11-15 “Landscaping and Maintenance of Soil Cover” ordinance from time to time as State and Federal laws have been updated. Building off of recommendations from the [2013 Blue Ribbon Commission](#) to evaluate and revise the ordinance, Mayor Worel in early 2023, convened the “[Legacy Mine Soil Roundtable](#)” to consider necessary modifications to the City’s “Soil Cover Ordinance.” A recommendation from the Roundtable was to thoughtfully explore changes to both the language and boundary provisions of the ordinance and evaluate past recommendation from the Blue Ribbon Commission.

Following recommendations from the Legacy Mine Soil Roundtable, the City made preliminary changes to the ordinance on [June 1, 2023](#). These changes focused on cleaning up language around the use of soil generated within the boundary, clarified when soil testing is required, and clarified enforcement mechanisms.

Further changes were made on [October 24, 2024](#), and reflected soil reuse best management practices, updated references and definitions, and touched on penalties. Section 11-15-5 Management of Area Soil was updated to allow for soil reuse in accordance with State and Federal laws. This change allows property owners to characterize and segregate contaminated soil from clean soil on their property and properly dispose of and reuse each type in accordance with environmental laws. As a concept, segregation was originally proposed by the Blue Ribbon Commission and reinforced by the Legacy Mine Soil Roundtable in 2023. 11-15-7 Certificate of Compliance was updated to reflect changes in [January 2024 from the EPA](#) on residential lead screening levels.

4.20 Work with community partners and conservation groups 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.

The Green Business Program is a collaboration between Summit County, Recycle Utah, Park City Chamber, and Park City Community Foundation to streamline best business practices to protect environmental and community health.

5.3 Adopt new landscaping requirements in the LMC to decrease water utilization and preserve the native landscape. Encourage the use and protection of landscaping requirements to enable the continued utilization of renewable energy sources.

On November 16, 2023, the City Council adopted [Ordinance No. 2023-53](#) to

accommodate the Landscape Incentive Program offering \$2 per square foot of turf removed when replaced with water wise landscaping based on changes to state code and the state-funded landscape conversion program.

On March 9, 2023, the City Council adopted [Ordinance No. 2023-10](#) to update water wise landscaping regulations.

5.5 Adopt requirements for new development to be oriented for passive and/or renewable energy.

On April 16, 2018, the City Council adopted [Ordinance No. 2018-27](#) to reduce restrictions on rooftop solar panel installations.

5.7 Require proper infrastructure, such as dedicated parking and charging stations, to support electric and alternative fuel automobiles within new development and redevelopment.

On November 19, 2020, the City Council adopted [Ordinance No. 2020-48](#) requiring electric vehicle conduit and chargers for developments.

On February 1, 2024, the City Council adopted [Ordinance No. 2024-03](#) updating the conduit required for future electric vehicle charging stations and allowing fast chargers.

5.14 Improve visibility of night sky through enforcement of the existing light ordinance and potential enactment of a new night sky ordinance.

On January 21, 2021, the City Council adopted [Ordinance No. 2021-05](#), 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.

5.18 Encourage public-private partnerships to pursue large-scale renewable energy projects with the intent of reducing the CO2 output from community's electricity use.

In 2016, the City Council adopted [Resolution No. 32-2018](#) and set a goal to be net-zero carbon, running on 100% renewable electricity for City operations by 2022, and for the community by 2030. In 2019, the City led new legislation to enable Utah municipalities to create an opt-out renewable electricity program for all city residents and businesses. In 2021, the City Council adopted [Resolution No. 09-2021](#) approving an interlocal cooperation agreement for a community renewable energy program.

To cover communitywide renewable electricity, the Utah legislature passed H.B. 411 in 2019 to allow a regulatory pathway for Utah communities to procure additional

renewables to cover the entirety of their annual electricity demand.

Park City led efforts to mobilize communities that want to procure 100% renewable electricity. The Elektron solar project came online in 2024, an 80 MW facility, which provides enough renewable electricity to cover the demand of Park City's government operations.

5.19 Identify opportunities for, and implementation where appropriate of, micro hydropower systems in Park City's water infrastructure.

Micro hydro turbines were installed in pipes leading to the new 3Kings Water Treatment facility.

5.20 Continue to review and investigate best practices that have the potential of substantially improving the environment.

The City facilitated availability of biochar for soil moisture retention (green infrastructure), carbon sequestration and soil health improvement, and defensible space waste management.

The Green Business program has brought instructions, and access to incentives and other resources for over 200 actions that local businesses can take to improve their environmental practices.

5.45 Provide incentives for residential and commercial renewable energy (e.g., tax credits, rebates).

In 2019, the City Council adopted [Resolution No. 11-2019](#) approving Building Department fee waivers for new renewable energy projects. Building permit and site inspection fees are waived for new solar photovoltaic systems, on site battery storage, solar thermal, air, and ground source heat pumps, small-scale wind projects, and electric vehicle charging stations.

6.1 Implement the Community Wildfire Protection Plan in cooperation with the Park City Fire District and local partners including the ski areas.

In 2021, the City adopted a Community Wildfire Preparedness Plan. In 2023, the City initiated a Community Wildfire Risk Assessment.

In 2020, the City adopted [Ordinance No. 2020-35](#), updating the Wildland Urban Interface Code to establish fire wise landscaping requirements.

Sense of Community

7.2 Revise zoning codes to permit a wider variety of compatible housing types within Park City neighborhoods.

To incentivize construction of long-term rental infill, on December 16, 2021, the City Council adopted [Ordinance No. 2021-51](#) reducing regulations for Accessory Apartments 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.

7.4 Focus nightly rental within resort neighborhoods – Deer Valley and Park City Mountain Resort areas.

In 2020, the City Council adopted [Ordinance No. 2020-37](#) establishing a cap on Nightly Rentals in the Historic Residential – Low Density Zoning District.

At the request of residents, the City Council adopted ordinances prohibiting nightly rentals in the following neighborhoods:

- *2015 - the McHenry Neighborhood*
- *2018 - Meadows Estates Subdivision*
- *2021 - Fairway Meadows Subdivision*
- *2021 - Hidden Oaks at Deer Valley Subdivision*
- *2023 - Chatham Crossing and West Ridge Subdivisions*

7.6 Update residential housing inventory analysis every two years with analysis of purchase and rental price, type, and size of units. Subsequently, update affordable housing policy and General Plan to guide new strategies to be implemented within the LMC.

A Housing Assessment and Plan is completed at regular intervals. Since the 2014 General Plan was adopted, a Plan was published in [2017](#) and [2020](#). A 2025 plan will be included in the 2025 General Plan. Since 2020, an [annual report](#) on the Moderate Income Housing Plan is submitted to the State Department of Workforce Services.

8.7 Review affordable housing MPD requirements and amend according to existing economics. This review should be completed in conjunction with the housing needs assessment during the regular two year review.

Since 1984, the Land Management Code offered a 20-unit density bonus for projects providing 100% affordable housing. However, in 37 years, this density bonus was not enough to incentivize affordable housing development by a private developer or through a public-private partnership. On February 25, 2021, the City Council adopted [Ordinance No. 2021-10](#), establishing a new Affordable Master Planned Development code that reduces setbacks and open space with a potential for reduced parking, and increases building height, for developments that include more than 50% of the residential square footage as deed restricted affordable units. In April of 2021, the City Council extended these incentives to the Historic Commercial Districts ([Ordinance No. 2021-18](#)).

Since the City Council's 2021 adoption of the Affordable Master Planned Development

code, the Planning Commission has approved two: EngineHouse with 99 affordable units, and HOPA with 317 affordable units.

9.2 Identify locations for recreation with emphasis on the following priorities:

- **Accessibility by public transportation, trail system, and/or walkability.**
- **Resident and neighborhood needs; each neighborhood should have a local park area.**
- **Facilities for underserved areas within primary residential neighborhoods.**
- **Impact (light, noise, parking) of facilities on neighborhood quality of life.**

Ongoing through upgrades and new program offerings. The Creekside Bike Park renovation, sports lighting upgrades, additional pickleball and tennis courts have been built since 2014. Another showcase is the Community Center in City Park that will soon begin construction and the community park within the Park City Heights neighborhood that has been turned over to the City for ownership and operation.

On April 28, 2022, the City Council adopted [Ordinance No. 2022-08](#), establishing restrictions on pickleball courts to mitigate noise impacts in residential neighborhoods.

10.8 Support future efforts to host a second Winter Olympics.

The City collaborated in the award of the return of the Winter Olympics – the 2034 Winter Olympics.

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.

11.8 Promote Main Street as a primary attraction within the City.

The City collaborates with Historic Park City Alliance, the Kimball Arts Festival, and special events to activate Main Street.

Additionally, the City completed water and utility updates, implemented a Small Wireless Facility DAS and established guidelines to minimize impacts to Historic Main Street, and sidewalk improvements.

The City continues the outdoor dining deck program to activate Main Street during the summer months.

11.9 Support local-owned, independent businesses that reflect the core values of Park City and add to the Park City experience.

In 2017, the City Council adopted [Ordinance No. 2017-45](#) 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.

12.13 Consider a Public Private Partnership that could create an opportunity to offer reduced cost daycare for children. Explore opportunities for support services for the City's workforce.

After careful consideration ([November 17, 2022](#), [May 11, 2023](#), [May 25, 2023](#), [June 1, 2023](#)), the City Council made a one-time \$1,000,000 allocation ([June 22, 2023](#)) to create a needs-based childcare assistance program. Additional public policy discussions on [July 27, 2023](#), [August 22, 2023](#), [October 26, 2023](#), [November 16, 2023](#), and [November 30, 2023](#) helped refine the program and approved a Funding Administrator contract with [Upwards](#).

Since the launch on January 1, 2024, the Program has directly increased DWS Childcare Assistance participation and approved 88 PCMC resident and workforce scholarships with 101 children enrolled.

In December 2024, the Program was featured by the U.S. Chamber of Commerce Foundation at the [National Child Care Innovation Summit](#) and is highlighted in a case study on the [Employer Child Care Navigator - Executives Partnering to Invest in Children \(EPIC\)](#) & the [U.S. Chamber of Commerce Foundation](#) and the [Women in the Economy Commission - Governor's Office of Economic Opportunity](#).

13.9 Increase funding opportunities for arts and cultural programming and events through innovative funding programs financed by the proceeds of art events and grants.

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.

13.12 Create opportunities for changing art exhibits by local artists within city-owned properties as well as privately-owned businesses.

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

14.4 Consider annexing open space lands to create a natural buffer that is interconnected and complimentary to wildlife corridor needs.

On September 12, 2019, the City Council adopted [Ordinance No. 2019-48](#) to update the Annexation Policy Plan to include open space acreage owned by the City, including Clark Ranch and Bonanza Flat, and the development-restricted Richardson Flat acreage.

On June 16, 2022, the 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 (Clark Ranch), and to zone the property to reflect development restrictions on the 560-acre Richardson Flat parcels ([Ordinance No. 2022-18](#)).

14.10 Work with the Park City School District to guarantee the ability to expand educational services and facilities within the School District as needed.

In 2022, the Planning Commission approved a Conditional Use Permit for a 128,000-square-foot three-story addition to the Park City High School to accommodate 400 9th grade students currently at Treasure Mountain Junior High and the Board of Adjustment approved a building height variance for the addition.

Also in 2022, the Planning Commission approved a Conditional Use Permit for a 22,500-square-foot addition to McPolin Elementary School for pre-K classroom and support space, community service space, outdoor play areas, and modifications to internal circulation and pickup areas.

In 2025, the Planning Commission approved a Conditional Use Permit to update the outdoor recreation facilities on the Park City School Campus.

14.14 Consider LEED certification for all new municipal buildings. Consider LEED (or equivalent) Certification as a requirement within the City's LMC for all new construction within the City.

In 2017, the City Council adopted [Resolution No. 28-2017](#) requiring net-zero energy performance requirements for all new or renovated buildings and facilities constructed using funds allocated by the City to promote energy efficiency, reduction of carbon emissions, and sustainable design. The City Council and Sustainability staff are working on updates to the policy.

Historic Character

15.2 Review Park City's Historic Sites Inventory and update as necessary or every two years.

In 2021, the City Council adopted [Ordinance No. 2021-41](#) to update changes of addresses and appeal status of Historic Sites.

15.4 Review, annually, the LMC and Park City's Design Guidelines for Historic Districts and Historic Sites in order to maintain regulatory consistency.

In 2019, the City Council adopted [Ordinance No. 2019-06](#), comprehensively updating the Design Guidelines for Historic Districts and Historic Sites.

In 2024, the City Council adopted [Ordinance No. 2024-05](#) to update the Historic District Regulations for consistency and to update driveway requirements.

As a result of new types of temporary structures developed and installed in response to social distancing during the COVID-19 pandemic, on May 23, 2024, the City Council adopted [Ordinance No. 2024-07](#) to establish consistent design standards for temporary structures in Historic Districts.

15.5 Create a regional program to preserve the City’s historic mining structures, specifically focusing on those that are on the resorts’ property.

In 2016, the City entered into a Memorandum of Understanding with Park City Mountain Resort regarding the historic mining structures within the resort area, outlining a Preservation Plan for Selected Historic Mining Structures, ongoing funding, and project priorities.

In 2020, the City entered into a Memorandum of Agreement with Empire Pass Master Owner Association regarding the historic mining structures within the Flagstaff Annexation Area, outlining a preservation plan, ongoing funding, and project priorities.

15.8 Periodically review newly constructed infill projects for suitability and compatibility of infill development within the Historic Districts. Identify issues that threaten the aesthetic experience of the districts and refine the Design Guidelines and/or LMC based on findings. The aesthetic experience should be measured from the pedestrian experience at street frontage. In addition, the influence of site design and architecture should be analyzed in the review.

In 2017, the City Council adopted [Ordinance No. 2017-09](#) to encourage infill, additions, and building alterations on Main Street to be compatible with existing Landmark and Significant buildings. The amendments created Storefront Enhancement Zoning for the HRC and HCB Zoning Districts, restricting the maximum width of a Storefront Property Façade along Main Street or Heber Avenue to 50 feet.

The Utah Legislature enacted H.B. 1003 in the first special session of 2021, restricting municipality regulation of building design elements for single-family and duplex dwellings. The Utah Legislature initially included these restrictions for Historic Districts. However, the City was able to carve out an exception for Historic Districts that were established prior to 2021.

15.9 Continue to update review criteria for development on steep slopes to prevent incompatible mass/scale within the historic districts based on findings of periodic reviews of ongoing projects.

The Steep Slope criteria were revised in 2015 ([Ordinance No. 15-35](#), updating the trigger for a Conditional Use Permit), 2016 ([Ordinance No. 2016-44](#), clarifying criteria),

2019 ([Ordinance No. 2019-07](#), shifting some reviews from the Planning Commission to staff), 2020 ([Ordinance No. 2020-42](#), updating the Historic District codes for consistency), and 2023 ([Ordinance No. 2023-49](#), shifting review back to the Planning Commission due to changes with building permit reviews under Utah Code). This year, the City Council adopted [Ordinance No. 2025-11](#) to update the application materials and required retaining wall standards for construction on Steep Slopes in the Historic Districts.

15.10 Promote and augment the Historic Preservation Board’s Historic District Grant program, establish a revolving loan fund, and inform property owners of state and federal preservation tax credits.

The City initiated a grant program in 1987 but placed the program on hold in 2014 due to changes to government accounting rules and hired a consultant to evaluate the program and make recommendations. Pursuant to consultant and Historic Preservation Board recommendations, the City Council reinstituted the grant program in FY2021.

15.12 Examine lot sizes in Old Town to determine if a maximum lot size would provide more compatible mass and scale for new structures as well as additions to existing structures.

On October 26, 2023, the City Council adopted [Ordinance No. 2023-50](#) to establish maximum residential lot sizes in the Historic Residential – 1, Historic Residential – 2, and Historic Residential Medium Zoning Districts.

On May 23, 2024, the City Council adopted [Ordinance No. 2024-10](#) extending this to the Recreation Commercial Zoning District, which is adjacent to Historic Zoning Districts.

16.1 Maintain and enhance the long term viability of the Historic District as a destination for residents and tourists by providing necessary public facilities, construction mitigation plans, businesses with a diverse mixture of goods and services, comfortable public access, opportunities to linger, gathering areas, and cultural tourism attractions.

In 2017, to maintain the Historic Main Street District as the heart of the City for residents and visitors the City Council adopted [Ordinance No. 2017-31](#), [Ordinance No. 2017-65](#), and later [Ordinance No. 2018-16](#) to incentivize vibrant commercial storefronts, requiring properties in the Historic Districts to have an active business license and to be engaging in business for at least 60 days per quarter to qualify for a Single Event Alcoholic Beverage License. This was a collaboration between small business owners, residents, and City staff.

16.2 Create opportunities for affordable and attainable housing in neighborhoods adjacent to and along Main Street that support local businesses.

In April of 2021, the City Council adopted updates to allow compatible Affordable Master Planned Developments in the Historic Commercial Districts ([Ordinance No. 2021-18](#)).

16.10 Reexamine the City’s existing Vertical Zoning Ordinance that requires commercial retail shops along Main Street; consider strengthening the Ordinance.

In 2016, the City Council adopted [Ordinance No. 2016-02](#) to address diminished retail and restaurants and increased residential and office spaces along the HRC and HCB streetscape to improve the vitality and vibrancy of Main Street.

Uses within the first story of buildings along Main Street are limited to retail and restaurants inviting to the passing pedestrian. New office, real estate showrooms, and parking uses are no longer allowed.

There are vested uses that are allowed to continue, including real estate offices. However, new uses must comply with the Vertical Zoning ordinance. If vested non-conforming uses terminate, the new use will be required to comply with Vertical Zoning.

Planning Commission Staff Report



Subject: Mid Mountain Trailhead
Parcel PCA-S-98-SD-1-A
Application: PL-25-06647
Author: Virgil Lund, Planner II
Date: September 10, 2025
Type of Item: Modification to a Conditional Use Permit

Recommendation

(I) Review the request for a modification to the Mid Mountain Trailhead Conditional Use Permit (CUP) to reduce the amount of Parking Spaces from 29 to 23 to accommodate a pull-in bus stop and to extend the retaining wall by 36 feet in length, (II) conduct a public hearing, and (III) consider approving the modification based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter (Exhibit A).

Description

Applicant: Sommet Blanc LLC, represented by Doug Ogilvy
Location: Mid-Mountain Trailhead, Parcel PCA-S-98-SD-1-A
Zoning District: Residential Development
Adjacent Land Uses: Multi-Family Dwellings, Recreation Open Space
Reason for Review: Parking Areas greater than five spaces require a Conditional Use Permit in the Residential Development Zoning District.¹

CUP Conditional Use Permit
LMC Land Management Code
MPD Master Planned Development
RD Residential Development
UDOT Utah Department of Transportation

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

Background

The Sommet Blanc CUP was approved by the Planning Commission on March 9, 2022, for the development of 49 residential units and a 3,600-square-foot restaurant at 9300 Marsac Avenue near the Mid Mountain Trailhead. Improvements to the Mid-Mountain Trailhead and Parking Area were required by the Planning Commission as a condition

¹ LMC [§ 15-2.13-2](#)

of the 2022 Sommet Blanc CUP.

On June 26, 2024, the Planning Commission approved the CUP for Parking Area improvements at the Mid Mountain Trailhead (Exhibit B, [Minutes](#)).²

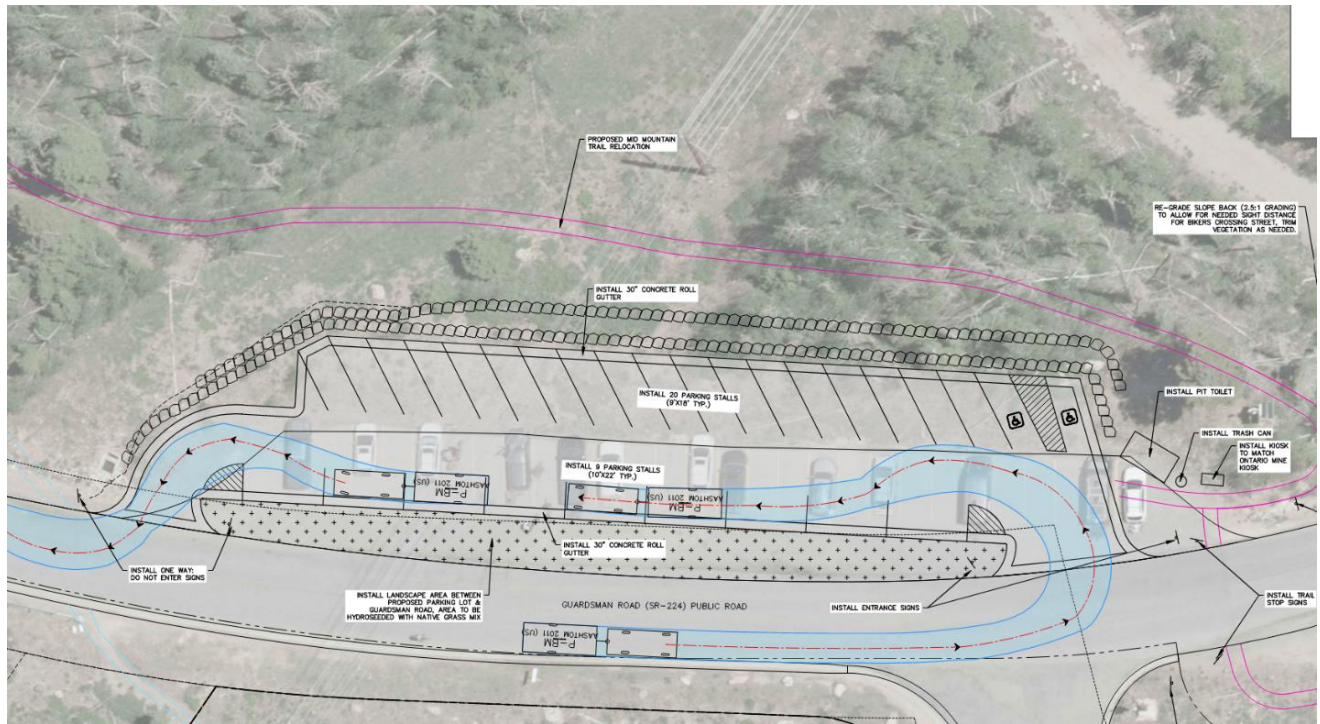


Figure 1: Mid Mountain Trailhead CUP Plans Approved by Planning Commission June 26, 2024

On October 9, 2024, the Planning Commission approved an extension to allow additional time to construct the Parking Area improvements to accommodate UDOT's review for a Conditional Access Permit and Rocky Mountain Power's undergrounding project to underground 15kV lines that cross the Parking Area ([Staff Report](#), [Minutes](#)). The Planning Commission modified Condition of Approval 18:

The Mid-Mountain Trailhead parking lot shall be constructed by 10/15/25 and no Certificate of Occupancy shall be issued for a Sommet Blanc unit until the Mid-Mountain Trailhead parking lot improvements are completed as approved by the Planning Commission on June 26, 2024.

Since the extension approval, the City now operates the 9 Purple line to provide transit to trail access. The Trails and Open Space and Transportation Planning teams coordinated with the Applicant to evaluate potential accommodation of a bus turnaround to improve transit services to the Mid Mountain Trailhead. As a result, the Applicant proposes modifying the Mid Mountain Trailhead CUP to reduce the amount of Parking Spaces from 29 to 23 to accommodate a transit stop and to extend the six-foot-tall retaining wall by 36 feet for a total length of 324 feet.

² See the [June 26, 2024](#), Planning Commission Staff Report for the Mid Mountain Trailhead and Sommet Blanc Condominium approvals.

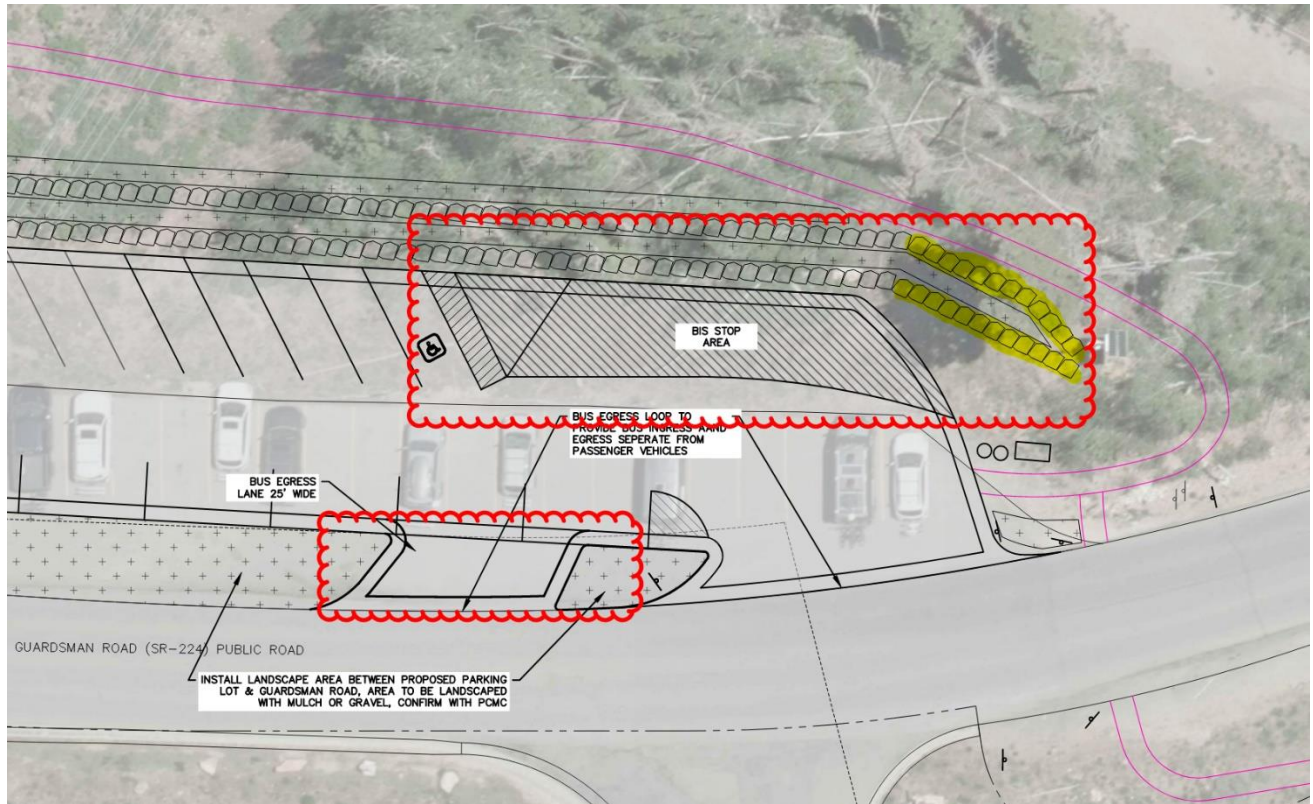


Figure 2: Proposed Modification to the CUP with Extended Retaining Wall Highlighted, Additional Bus Stop Area and Egress to be approved by UDOT with a Conditional Access Permit

On August 13, 2025, the Planning Commission approved the Guardsman Subdivision to create three Lots for three Single-Family Dwellings, one Lot for the Park City Municipal water tank Site, and Open Space parcels for common area and the Mid-Mountain Trailhead (Packet Item [6.E](#), Meeting [Minutes](#)). The approved plat is undergoing a redline process to finalize for recordation with Summit County. Condition of Approval 9 requires the Applicant of the Guardsman Subdivision to install a single-stall ADA-compliant plumbed restroom facility prior to any building permits for the Single-Family Dwellings within the Subdivision. In the meantime, the Applicant agreed to install and maintain a portable restroom facility until the plumbed facility is installed, and this is incorporated into this modification as Condition of Approval 4.

On April 24, 2025, the City Council adopted [Ordinance No. 2025-05](#) approving the First Amendment to the Amended and Restated Development Agreement for the construction of seven residential units, including three Single-Family Dwelling units in the Guardsman Subdivision. As part of this amendment, approximately 310 acres and the Empire Pass, Mid Mountain, and Daly Trailheads will eventually be transferred to the City.

Analysis

(I) The proposal complies with the Residential Development Zoning District Requirements in LMC Chapter 15-2.13.

Parking Areas with five or more spaces require a Conditional Use Permit in the RD Zoning District and are subject to the following requirements:³

Requirement	Analysis of Proposal
Front Setback: 20 Feet	Complies: Parking Areas are listed as a Front Setback exception in the RD Zoning District. ⁴ The Proposed Parking Area is approximately 13 feet from the property line along Marsac Avenue.
Side Setback: 12 Feet	Complies: The proposed Parking Area improvements are greater than 12 feet from any side property line.
Rear Setback: 15 Feet	Complies: The proposed Parking Area improvements are greater than 15 feet from the rear property line.
Vegetation Protection: The Property Owner must protect Significant Vegetation during any Development activity. Significant Vegetation includes large trees six inches (6") in diameter or greater measured four and one-half feet (4½') above the ground, groves of smaller trees, or clumps of oak and maple covering an Area fifty square feet (50 sq. ft.) or more measured at the drip line.	Complies: The Applicant proposes to remove seven trees with a diameter of 6" inches or greater. LMC § 15-5-5(N)(4)(i)(2) establishes exceptions where the Forestry Board and Planning Director may approve the removal of Significant Vegetation "if upon their review it is found that equivalent replacement is impossible, would be detrimental to the site's existing and/or proposed vegetation, or violates Chapter 11-21 Utah Wildland-Urban Interface Code." On June 6, 2024, the Forestry Board reviewed the proposal and determined the replacement of Significant Vegetation would be detrimental to the site's existing vegetation and approved the removal of seven trees with a diameter of 6" inches or greater. The proposed retaining wall expansion requires the removal of one additional tree greater than six inches in diameter. On September 2, 2025, the Forestry Board reviewed

³ LMC [§ 15-2.13](#)

⁴ LMC [§ 15-2.13-3\(C\)\(2\)\(f\)](#)

	the proposal to remove an additional tree and requires the Applicant to clear out the dead and dying trees in the surrounding area of the retaining wall expansion (Condition of Approval 2).
--	---

(II) The proposal complies with LMC § 15-3-4 Specific Parking Area Standards for Parking Areas With 5 of More Spaces.

LMC [§ 15-3-4](#) requires the following:

Requirement	Analysis of Proposal
All Parking Lots shall maintain the required Front and Side Setbacks as would be required for any Structure.	Complies: LMC § 15-15-1 defines “Parking Area” as “[a]n unenclosed Area or Lot other than a Street used or designed for parking.” The Applicant proposes a Parking Area at the Mid Mountain Trailhead. Parking Areas are listed as a Front, Side, and Rear Setback exception in the RD Zoning District (LMC § 15-2.13-3).
A geotechnical report must be submitted to the City Engineer providing recommendations on Parking Lot design and construction parameters. The City Engineer may approve minor spacing and width deviations	On June 4, 2024 and September 2, 2025, the City Engineer reviewed the proposed plans. The Engineering Department requires the Applicant to provide detailed engineered plans and a geotechnical report for the proposed retaining wall expansion and Parking Area improvements at building permit modification submittal (Condition of Approval 3).

(III) The proposal, as conditioned, complies with the Conditional Use Permit criteria outlined in LMC § 15-1-10(E).

There are certain Uses that, because of unique characteristics or potential impacts on the municipality, surrounding neighbors, or adjacent land Uses, may not be Compatible in some Areas or may be Compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts.

The Planning Commission shall approve a Conditional Use if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed Use in accordance with applicable standards. The Planning Commission may deny the Conditional Use if the proposed Use cannot be substantially mitigated by the proposal or imposition of reasonable conditions to achieve compliance with applicable standards. LMC [§ 15-1-10](#).

CUP Review Criteria	Analysis of Proposal
Size and Location of Site	Complies: The proposed Parking Area improvements will help pedestrian and vehicle safety at the Mid Mountain Trailhead because of increased signage, one-way directional traffic, landscaping, trail signage, and pedestrians and users of the Parking Area will be located off Marsac Avenue and will be separated by a landscaped berm.
Traffic Capacity	Complies: The proposed Parking Area improvements will help alleviate vehicular traffic and conflict surrounding the Mid Mountain Trailhead by removing the need for parked cars to back into Marsac Avenue and by providing an additional bus stop for hikers and bikers to use public transit.
Utility Capacity	Complies: The Development Review Committee reviewed the proposal on June 4, 2024, and September 2, 2025, and confirmed the proposal conforms with their requirements.
Emergency Vehicle Access	Complies: The Park City Fire District reviewed the proposal on June 4, 2024, and September 2, 2025, and confirmed the proposal conforms with their requirements.
Off-Street Parking	Complies: The proposed Parking Area improvements will reduce the amount of Off-Street parking for recreational users from 29 to 23 Parking Spaces to accommodate a transit bus stop to support the transit to trails program and reduce the need for vehicular parking at trailheads.
Internal Vehicular and Pedestrian Circulation System	Complies: The proposed Parking Area improvements will help pedestrian and vehicle safety at the Mid Mountain Trailhead because of increased signage, one-way directional traffic, landscaping, trail signage, and pedestrians and users of the Parking Area will be located off Marsac Avenue and will be separated by a landscaped berm.
Fencing, Screening, and Landscaping	Complies: The Applicant proposes to extend the six-foot-tall retaining wall on the south end of the Site by 36

	feet for a total length of 324 feet. Retaining walls greater than six feet in height in the RD Zoning District require an Administrative Conditional Use Permit (ACUP). On June 27, 2024, the Planning Director approved an ACUP for the retaining walls on the north end of the Site that are greater than six feet at the Mid Mountain Trailhead (Staff Report, Exhibit D Final Action Letter).
Structure Mass, Bulk, and Orientation	Complies: The total square footage for the proposed improvements will be approximately 19,000 square feet. Vegetation must be protected during development activity, and disturbed areas must be replaced to existing or improved conditions. The proposed Parking Area improvements will be similar in design to other Trailheads in Park City. On August 4, 2025, the Trails and Open Space Department approved the design for the modified Parking Area improvements.
Useable Open Space	Complies: The proposed Parking Area will improve the accessibility to Open Space for the community.
Signs and Lighting	Complies: Municipal Code of Park City § 12-8-1 lists exceptions from the Sign Code requirements: “Signs located inside open-air recreational facilities that are not oriented to public streets, such as signs in ski resorts, skateboard parks, and golf courses, are exempt from the requirements of this Title.” The Applicant proposes a trailhead kiosk sign that is four feet wide by four feet tall and approximately eight feet tall and is not oriented to Marsac Avenue, similar to other kiosk signs at Park City trailheads. There will be six signs, approximately seven square feet each, oriented towards Marsac Avenue. The Sign Code states the following in § 12-8-1(A): “CITY SIGNS. Signs erected by or at the direction

	of the Park City Municipal Corporation are exempt from the requirements of this Title.” The Trails and Open Space and Engineering Departments requires the Applicant to install entrance and exit signs, trail crossing warning signs, a stop sign at the Parking Area exit, and trail stop signs for trail users.
Physical Design and Compatibility with Surrounding Structures	Complies: The Applicant proposes retaining walls greater than six feet along the hillside to stabilize the slope surrounding the Parking Area. The maximum height that the retaining walls will reach is 12 feet from Final Grade and will span the length of the Parking Area, approximately 324 feet across. The proposed retaining walls will be constructed of rocks. The design of the Parking Area will be graded to match the existing grade of Marsac Avenue and will be screened from Marsac Avenue with a low landscaped berm with small boulders approximately 3-5 feet in diameter to discourage parking within the landscaped area.
Noise, Vibration, Odors, Steam, or Other Mechanical Structures	Complies: The Applicant will install a temporary portable toilet at the Mid Mountain Trailhead.
Control of Delivery and Service Vehicles; Loading and Unloading; Screening of Trash and Recycling Pickup Areas	Complies: The Applicant proposes to install one trash can and a recycling can that will be screened with existing vegetation on site.
Expected Ownership	Complies: Parcel PCA-S-98-SD-1A is owned by REDUS LLC. Under the terms of an approved exchange agreement between the City and REDUS, the City will own the water tank Lot and the Mid Mountain Trailhead Parking Area parcel.
Environmentally Sensitive Lands, Physical Hazards, Historic Mining Waste, Park City Soils Ordinance, or Steep Slopes	Complies: The proposed Parking Area plans were evaluated and presented as part of the Sommet Blanc MPD/CUP Approval. The Planning Commission reviewed the proposed location and plans for the Mid-Mountain Trailhead improvements attached as Exhibit X to the March 9, 2022, Planning Commission packet.

	Staff determined at that time, “The MPD Conclusion of Law #10 notes that the Flagstaff Annexation was not included in the Sensitive Lands Overlay. The MPD does not assert why this is, but it may be because at the time of annexation, the City and Applicant strategically chose specific development pods and donated the other acreage to preservation. Fourteen (14) technical reports were required and submitted with the annexation agreement that covered detailed reports of the area including a mine soil mitigation plan, open space management plan, a trails master plan, historic preservation, and wildlife management plan (amongst others). Again, these plans were utilized to suggest the least sensitive areas for development while preserving 826 acres as Open Space. The 2004 Village at Empire Pass MPD Conclusion of Law #10 noted “The Sensitive Lands (overlay) Zone did not specifically apply to the Empire Pass Large-Scale MPD annexation; however, the locations of the development pods are based on Sensitive Lands principles.” See March 9, 2022 Planning Commission Staff Report, Minutes. The Applicant proposes retaining walls to stabilize the slope surrounding the Parking Area. The proposed retaining walls are appropriate for the site and necessary to stabilize the surrounding hillside for the Parking Area improvements. The proposed Parking Area improvements do not conflict with any Physical Mine Hazards, and the property is outside the Soils Ordinance Boundary. No wetlands, ridgelines, stream corridors, or wildlife habitat will be impacted. The Flagstaff technical report number 13 “Wildlife Management Plan” does not mention the Mid Mountain Trailhead as a Sensitive Wildlife Area. The Open Space Management plan does not specifically mention the Mid Mountain Trailhead, but it could be inferred that the “trailhead” mentioned is referring to the Mid Mountain Trailhead. “Deer Valley and UPK have historically
--	--

	cooperated with the Utah Department of Transportation (UDOT) in providing a base parking area and snowmobile route through the Deer Valley ski area for use by property owners in Wasatch County in accessing cabins and/or lots outside the boundaries of Deer Valley ski resort. This route is the same as that referred to under the commercial snowmobile operations section, above. While the parking area and trailhead will ultimately be relocated, Deer Valley and UPK will continue to work with UDOT in providing winter access to Wasatch County landowners.” The proposal includes parallel parking stalls for vehicles with trailers. There are no additional technical reports that mention the Mid Mountain Trailhead.
General Plan Consistency	Complies: Goal 4 of the General Plan states: “Conserve a connected, healthy network of open space for continued access to and respect for the Natural Setting.” The proposed Parking Area improvements will increase access and connectivity in Open Space areas. Goal 9 of the General Plan states: “Park City will continue to provide unparalleled parks and recreation opportunities for residents and visitors.” The proposed Parking Area improvements will provide residents and visitors with improved access to recreational opportunities.

(IV) The Development Review Committee reviewed the proposal on September 2, 2025, and confirmed the proposal conforms with their requirements.⁵

Department Review

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

⁵ 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).

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on August 27, 2025. Staff mailed courtesy notice to property owners within 300 feet on August 27, 2025. The *Park Record* published courtesy notice on August 27, 2025.⁶

Public Input

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

Alternatives

The Planning Commission may:

- Approve the modification to the Mid Mountain Trailhead CUP.
- Deny the modification to the Mid Mountain Trailhead CUP and direct staff to make Findings for the denial.
- Request additional information and continue the discussion to a date certain.

Exhibits

A: Draft Final Action Letter

B: Mid Mountain Trailhead CUP Final Action Letter

C: Modified Plans

D: Retaining Walls ACUP Approval

⁶ LMC [§ 15-1-21](#)



Planning Department

September 10, 2025

Doug Ogilvy

CC: Sommet Blanc LLC

NOTICE OF PLANNING COMMISSION ACTION

Description

Address: Parcel PCA-S-98-SD-1-A

Zoning District: Residential Development

Application: Modification to a Conditional Use Permit

Project Number: PL-25-06647

Action: APPROVED WITH CONDITIONS (See Below)

Date of Final Action: September 10, 2025

Project Summary: The Applicant proposes modifying the Mid Mountain Trailhead Conditional Use Permit (CUP) to reduce the number of Parking Spaces from 29 to 23 spaces to accommodate a pull-in bus stop and to extend the retaining wall by 36 feet.

Action Taken

On September 10, 2025, the Planning Commission conducted a public hearing and approved the modification to the Mid Mountain Trailhead CUP according to the following findings of fact, conclusions of law, and conditions of approval:

Findings of Fact

1. The Sommet Blanc CUP was approved by the Planning Commission on March 9, 2022, for the development of 49 residential units and a 3,600-square-foot restaurant at 9300 Marsac Avenue near the Mid Mountain Trailhead. Improvements to the Mid-Mountain Trailhead and Parking Area were required by the Planning Commission as a condition of the 2022 Sommet Blanc CUP approval.
2. On June 26, 2024, the Planning Commission approved the CUP for Parking Area improvements at the Mid Mountain Trailhead.



Planning Department

3. On October 9, 2024, the Planning Commission approved an extension to allow additional time to construct the Parking Area improvements to accommodate UDOT review of a Conditional Access Permit and Rocky Mountain Power's undergrounding project that impacted the Parking Area.
 - a. The Planning Commission modified Condition of Approval 18:
 - i. *The Mid-Mountain Trailhead parking lot shall be constructed by 10/15/25 and no Certificate of Occupancy shall be issued for a Sommet Blanc unit until the Mid-Mountain Trailhead parking lot improvements are completed as approved by the Planning Commission on June 26, 2024.*
4. Since the extension approval, the City now operates the 9 Purple line to provide transit to trail access. The Trails and Open Space and Transportation Planning teams coordinated with the Applicant to evaluate potential accommodation of a bus turnaround to improve transit services to the Mid Mountain Trailhead. As a result, the Applicant proposes modifying the CUP to reduce the amount of Parking Spaces from 29 to 23 to accommodate a transit stop and to extend the six-foot-tall retaining wall by 36 feet for a total length of 324 feet.
5. On August 13, 2025, the Planning Commission approved the Guardsman Subdivision to create three Lots for three Single-Family Dwellings, one Lot for the Park City Municipal water tank Site, and Open Space parcels for common area and the Mid-Mountain Trailhead. The approved plat is undergoing a redline process to finalize for recordation with Summit County. Eventually, the Mid Mountain Trailhead is proposed to be transferred to Park City Municipal Corporation.
6. On April 24, 2025, the City Council adopted Ordinance No. 2025-05 approving the First Amendment to the Amended and Restated Development Agreement for the construction of seven residential units, including three Single-Family Dwelling units in the Guardsman Subdivision. As part of this amendment, approximately 310 acres and the Empire Pass, Mid Mountain, and Daly Trailheads will eventually be transferred to the City.
7. The proposed modification complies with the Residential Development Zoning District requirements found in LMC Chapter 15-2.13.
 - a. Front Setback
 - i. Parking Areas are listed as a Front Setback exception in the RD Zoning District. The Proposed Parking Area is approximately 13 feet from the property line along Marsac Avenue.



Planning Department

- b. Side Setback
 - i. The proposed Parking Area improvements are greater than 12 feet from any side property line.
- c. Rear Setback
 - i. The proposed Parking Area improvements are greater than 15 feet from the rear property line.
- d. Vegetation Protection
 - i. The Applicant proposes to remove seven trees with a diameter of 6" inches or greater.
 - ii. LMC § 15-5-5(N)(4)(i)(2) establishes exceptions where the Forestry Board and Planning Director may approve the removal of Significant Vegetation "if upon their review it is found that equivalent replacement is impossible, would be detrimental to the site's existing and/or proposed vegetation, or violates Chapter 11-21 Utah Wildland-Urban Interface Code."
 - iii. On June 6, 2024, the Forestry Board reviewed the proposal and determined the replacement of Significant Vegetation would be detrimental to the site's existing vegetation and approved the removal of seven trees with a diameter of six inches or greater.
 - iv. The proposed retaining wall expansion requires the removal of one additional tree greater than six inches in diameter.
 - v. On September 2, 2025, the Forestry Board reviewed the proposal to remove an additional tree and requires the Applicant to clear out the dead and dying trees in the surrounding area of the retaining wall expansion.
- 8. The proposal, as conditioned, complies with LMC § 15-3-4 Specific Parking Area Standards for Parking Areas With 5 or More Spaces.
 - a. All Parking Lots shall maintain the required Front and Side Setbacks as would be required for any Structure.
 - i. LMC § 15-15-1 defines Parking Area as "an unenclosed Area or Lot other than a Street used or designed for parking."
 - ii. The Applicant proposes a Parking Area at the Mid Mountain Trailhead. Parking Areas are listed as a Front, Side and Rear Setback exception in the RD Zoning District.



Planning Department

- b. A geotechnical report must be submitted to the City Engineer providing recommendations on Parking Lot design and construction parameters. The City Engineer may approve minor spacing and width deviations.
 - i. On June 4, 2024 and September 2, 2025, the City Engineer reviewed the proposed plans. The Engineering Department requires the Applicant to provide detailed engineered plans and a geotechnical report for the proposed retaining wall expansion and Parking Area improvements at building permit modification submittal.
- 9. The proposal, as conditioned, complies with the Conditional Use Permit criteria outlined in LMC § 15-1-10(E).
 - a. Size and Location of Site
 - i. The proposed Parking Area improvements will help pedestrian and vehicle safety at the Mid Mountain Trailhead because of increased signage, one-way directional traffic, landscaping, trail signage, and pedestrians and users of the Parking Area will be located off Marsac Avenue and will be separated by a landscaped berm.
 - b. Traffic Capacity
 - i. The proposed Parking Area improvements will help alleviate vehicular traffic and conflict surrounding the Mid Mountain Trailhead by removing the need for parked cars to back into Marsac Avenue and by providing an additional bus stop for hikers and bikers to use public transit.
 - c. Utility Capacity
 - i. The Development Review Committee reviewed the proposal on June 4, 2024, and September 2, 2025, and confirmed the proposal conforms with their requirements.
 - d. Emergency Vehicle Access
 - i. The Park City Fire District reviewed the proposal on June 4, 2024, and September 2, 2025, and confirmed the proposal conforms with their requirements.
 - e. Off-Street Parking
 - i. The proposed Parking Area improvements will reduce the amount of Off-Street parking for recreational users from 29 to 23 Parking Spaces to accommodate a transit bus stop to support the transit to



Planning Department

trails program and reduce the need for vehicular parking at trailheads.

- f. Internal Vehicular and Pedestrian Circulation System
 - i. The proposed Parking Area improvements will help pedestrian and vehicle safety at the Mid Mountain Trailhead because of increased signage, one-way directional traffic, landscaping, trail signage, and pedestrians and users of the Parking Area will be located off Marsac Avenue and will be separated by a landscaped berm.
- g. Fencing, Screening, and Landscaping
 - i. The Applicant proposes to extend the six-foot retaining wall on the south end of the Site by 36 feet for a total length of 324 feet.
 - ii. Retaining walls greater than six feet in the RD Zoning District require an Administrative Conditional Use Permit (ACUP). On June 27, 2024, the Planning Director approved an ACUP for the retaining walls on the north end of the Site that are greater than six feet at the Mid Mountain Trailhead.
- h. Structure Mass, Bulk, and Orientation
 - i. The total square footage for the proposed improvements will be approximately 19,000 square feet. Vegetation must be protected during development activity, and disturbed areas must be replaced to existing or improved conditions.
 - ii. The proposed Parking Area improvements will be similar in design to other Trailheads in Park City. On August 4, 2025, the Trails and Open Space Department approved the design for the modified Parking Area improvements.
- i. Useable Open Space
 - i. The proposed Parking Area will improve the accessibility to Open Space for the community.
- j. Signs and Lighting
 - i. Municipal Code of Park City § 12-8-1 lists exceptions from the Sign Code requirements: "Signs located inside open-air recreational facilities that are not oriented to public streets, such as signs in ski resorts, skateboard parks, and golf courses, are exempt from the requirements of this Title."
 - ii. The Applicant proposes a trailhead kiosk sign that is four feet wide by four feet tall and approximately eight feet tall and is not oriented



Planning Department

- to Marsac Avenue, similar to other kiosk signs at Park City trailheads.
- iii. There will be six signs, approximately seven square feet each, oriented towards Marsac Avenue.
 - iv. The Sign Code states the following in § 12-8-1(A): "CITY SIGNS. Signs erected by or at the direction of the Park City Municipal Corporation are exempt from the requirements of this Title."
 - v. The Trails and Open Space and Engineering Departments require the Applicant to install entrance and exit signs, trail crossing warning signs, a stop sign at the Parking Area exit, and trail stop signs for trail users.
- k. Physical Design and Compatibility with Surrounding Structures
- i. The Applicant proposes retaining walls greater than six feet along the hillside to stabilize the slope surrounding the Parking Area. The maximum height that the retaining walls will reach is 12 feet from Final Grade and will span the length of the Parking Area, approximately 324 feet across. The proposed retaining walls will be constructed of rocks.
 - ii. The design of the Parking Area will be graded to match the existing grade of Marsac Avenue and will be screened from Marsac Avenue with a low landscaped berm with small boulders approximately 3-5 feet in diameter to discourage parking within the landscaped area.
- l. Noise, Vibration, Odors, Steam, or Other Mechanical Structures
- i. The Applicant will install a temporary portable toilet at the Mid Mountain Trailhead.
- m. Control of Delivery and Service Vehicles; Loading and Unloading; Screening of Trash and Recycling Pickup Areas
- i. The Applicant proposes to install one trash can and a recycling can that will be screened with existing vegetation on site.
- n. Expected Ownership
- i. Parcel PCA-S-98-SD-1A is owned by REDUS LLC. Under the terms of an approved exchange agreement between the City and REDUS, the City will eventually own the Mid Mountain Trailhead Parking Area parcel.
- o. Environmentally Sensitive Lands, Physical Hazards, Historic Mining Waste, Park City Soils Ordinance, or Steep Slopes



Planning Department

- i. The proposed Parking Area plans were evaluated as part of the Sommet Blanc MPD/CUP Approval. The Planning Commission reviewed the proposed location and plans for the Mid Mountain Trailhead improvements attached as Exhibit X to the March 9, 2022, Planning Commission packet.
- ii. Staff determined at that time, "The MPD Conclusion of Law #10 notes that the Flagstaff Annexation was not included in the Sensitive Lands Overlay. The MPD does not assert why this is, but it may be because at the time of annexation, the City and Applicant strategically chose specific development pods and donated the other acreage to preservation. Fourteen (14) technical reports were required and submitted with the annexation agreement that covered detailed reports of the area including a mine soil mitigation plan, open space management plan, a trails master plan, historic preservation, and wildlife management plan (amongst others). Again, these plans were utilized to suggest the least sensitive areas for development while preserving 826 acres as Open Space. The 2004 Village at Empire Pass MPD Conclusion of Law #10 noted "The Sensitive Lands (overlay) Zone did not specifically apply to the Empire Pass Large-Scale MPD annexation; however, the locations of the development pods are based on Sensitive Lands principles."
- iii. The Applicant proposes retaining walls to stabilize the slope surrounding the Parking Area. The proposed retaining walls are appropriate for the site and necessary to stabilize the surrounding hillside for the Parking Area improvements. Condition of Approval 3 requires the Applicant to provide engineered plans and a geotechnical report to be reviewed by the Engineering Department prior to Building Permit issuance.
- iv. The proposed Parking Area improvements do not conflict with any Physical Mine Hazards, and the property is outside the Soils Ordinance Boundary. No wetlands, ridgelines, stream corridors, or wildlife habitat will be impacted.
- v. The Flagstaff technical report number 13 "Wildlife Management Plan" does not mention the Mid Mountain Trailhead as a Sensitive Wildlife Area. The Open Space Management plan does not specifically mention the Mid Mountain Trailhead, but it could be



Planning Department

inferred that the “trailhead” mentioned is referring to the Mid-Mountain Trailhead. “Deer Valley and UPK have historically cooperated with the Utah Department of Transportation (UDOT) in providing a base parking area and snowmobile route through the Deer Valley ski area for use by property owners in Wasatch County in accessing cabins and/or lots outside the boundaries of Deer Valley ski resort. This route is the same as that referred to under the commercial snowmobile operations section, above. While the parking area and trailhead will ultimately be relocated, Deer Valley and UPK will continue to work with UDOT in providing winter access to Wasatch County landowners.”

- vi. The proposal includes parallel parking stalls for vehicles with trailers. There are no additional technical reports that mention the Mid Mountain Trailhead.

- p. General Plan

- i. Goal 4 of the General Plan states: “Conserve a connected, healthy network of open space for continued access to and respect for the Natural Setting.” The proposed Parking Area improvements will increase access and connectivity in Open Space areas.
 - ii. Goal 9 of the General Plan states: “Park City will continue to provide unparalleled parks and recreation opportunities for residents and visitors.” The proposed Parking Area improvements will provide residents and visitors with improved access to recreational opportunities.

10. Staff published notice on the City’s website and the Utah Public Notice website and posted notice to the property on August 27, 2025.

11. Staff mailed courtesy notice to property owners within 300 feet on August 27, 2024. The Park Record published courtesy notice on August 27, 2025.

Conclusions of Law

1. The proposal complies with the Land Management Code requirements pursuant to Chapter 15-2.13 *Residential Development Zoning District*, Chapter 15-3 *Off-Street Parking*, and Section 15-1-10, *Conditional Use Review Process*.
2. The Use will be compatible with surrounding Structures in use, scale, mass, and circulation.
3. The effects of any differences in use or scale have been mitigated through careful planning.



Planning Department

Conditions of Approval

1. All conditions of approval from June 24, 2024, Planning Commission Final Action Letter shall apply.
2. The Applicant shall clear out the dead and dying trees in the surrounding area of the retaining wall expansion.
3. The Engineering Department requires the Applicant to provide detailed engineered plans and a geotechnical report for the proposed retaining wall expansion and Parking Area improvements at building permit modification submittal.
4. The Applicant shall coordinate the installation and maintenance of a portable restroom facility at the Mid Mountain Trailhead until such time as a plumbed facility is installed pursuant to the Guardsman Subdivision Conditions of Approval.

If you have questions or concerns regarding this Final Action Letter, please call 385-481-2036 or email virgil.lund@parkcity.gov.

Sincerely,

Christin Van Dine
Planning Commission Chair

CC: Virgil Lund, Project Planner



Planning Department

June 26, 2024

Douglas Ogilvy
Parcel: PCA-S-98-SD-1A

CC: Sommet Blanc, LLC

NOTICE OF PLANNING COMMISSION ACTION

Description

Address: Parcel: PCA-S-98-SD-1A

Zoning District: Residential Development

Application: Conditional Use Permit

Project Number: PL-24-06159

Action: APPROVED WITH CONDITIONS (See Below)

Date of Final Action: June 26, 2024

Project Summary: The Applicant Proposes Parking Area Improvements at the Mid Mountain Trailhead, Consistent with the Sommet Blanc Plat and CUP Approvals.

Action Taken

On June 26, 2024, the Planning Commission conducted a public hearing and approved the Parking Area improvements according to the following findings of fact, conclusions of law, and conditions of approval.

Findings of Fact

1. The Applicant proposes improvements to the existing Mid-Mountain Trailhead parking to increase the Parking Spaces from 15 to 29 with two that are ADA compliant. The current paved parking area requires vehicles to back onto Marsac Avenue. The improved Parking Area will be horizontally separated from Marsac Avenue with a low landscaped berm and includes angle-in parking with a one-way entrance and exit, and parallel parking for vehicles with trailers.



Planning Department

2. The Applicant proposes retaining walls greater than six feet in height and the removal of Significant Vegetation to construct the Parking Area improvements.
3. The Mid-Mountain Trailhead and Parking Area along Marsac Avenue in the Empire Pass area near the Sommet Blanc site has been an unofficial Parking Area for many years and is popular for recreational users.
4. Parking Areas greater than five Parking Spaces require a CUP in the RD Zoning District.
5. The Sommet Blanc Conditional Use Permit (CUP) was approved by the Planning Commission March 9, 2022, for the development of 49 residential units and a 3,600-square-foot restaurant
6. The Mid-Mountain Trailhead was considered as part of the 2022 Sommet Blanc approvals and CUP Condition of Approval 24 states:
 - a. Condition of Approval 24 from the CUP Final Action Letter states:
"Applicant shall construct a parking lot at the Mid-Mountain location and reroute the Mid-Mountain trail, which shall be reviewed and approved by the City Trails & Open Space Manager."
 - b. Condition of Approval 25 states: "Applicant shall obtain a license agreement, subject to City Attorney's Office approval, which ensures the City's ability to operate, manage and maintain the Mid-Mountain parking lot (snow removal to remain within the EPMOA)."
 - c. Condition of Approval 18 from the Sommet Blanc plat approval states:
"The Mid-Mountain Trailhead parking lot shall be constructed by 10/15/24."
7. On June 6, 2024, the Applicant submitted a CUP for the required improvements to the Mid-Mountain Trailhead.
8. On June 11, 2024, staff determined the Application was complete.
9. The proposal complies with the Residential Development Zoning District requirements found in LMC Chapter 15-2.13
 - a. Front Setback
 - i. Parking Areas are listed as a Front, Side and Rear Setback exception in the RD Zoning District. The Proposed Parking Area is approximately 13 feet from the property line along Marsac Avenue.
 - b. Side Setback
 - i. The proposed Parking Area improvements are greater than 12 feet from any side property line.
 - c. Rear Setback



Planning Department

- i. The proposed Parking Area improvements are greater than 15 feet from the rear property line.
 - d. Vegetation Protection
 - i. The Applicant proposes to remove seven trees with a diameter of 6" inches or greater.
 - ii. LMC § 15-5-5(N)(4)(i)(2) establishes exceptions where the Forestry Board and Planning Director may approve the removal of Significant Vegetation "if upon their review it is found that equivalent replacement is impossible, would be detrimental to the site's existing and/or proposed vegetation, or violates Chapter 11-21 Utah Wildland-Urban Interface Code."
 - iii. On June 6, 2024, the Forestry Board reviewed the proposal and determined the replacement of Significant Vegetation would be detrimental to the site's existing vegetation and approved the removal of seven trees with a diameter of 6" inches or greater.
- 10. The proposal, as conditioned, complies with LMC § 15-3-4 Specific Parking Area Standards for Parking Areas With 5 or More Spaces.
 - a. All Parking Lots shall maintain the required Front and Side Setbacks as would be required for any Structure.
 - i. LMC § 15-15-1 defines Parking Lot, Commercial: "A Parking Lot in which motor vehicles are parked for compensation or for Commercial Uses."
 - ii. Parking Area is defined: "An unenclosed Area or Lot other than a Street used or designed for parking."
 - iii. The Applicant proposes a Parking Area at the Mid Mountain Trailhead. Parking Areas are listed as a Front, Side and Rear Setback exception in the RD Zoning District.
 - b. A geotechnical report must be submitted to the City Engineer providing recommendations on Parking Lot design and construction parameters. The City Engineer may approve minor spacing and width deviations.
 - i. On June 4, 2024, the City Engineer reviewed the proposed plans. The Engineering Department requires the Applicant to provide detailed engineered plans and a geotechnical report for the proposed retaining walls and Parking Area improvements at building permit submittal.



Planning Department

11. The proposal, as conditioned, complies with the Conditional Use Permit criteria outlined in LMC § 15-1-10(E).
- a. Size and Location of Site
 - i. The proposed Parking Area improvements will help increase pedestrian and vehicle safety at the Mid-Mountain Trailhead because vehicles will no longer be required to back into Marsac Avenue, and there is a one-way entrance and exit.
 - b. Traffic Capacity
 - i. The proposed Parking Area improvements will help alleviate vehicular traffic and conflict surrounding the Mid-Mountain Trailhead by removing the need for parked cars to back into Marsac Avenue.
 - c. Utility Capacity
 - i. The Development Review Committee reviewed the proposal on June 4, 2024, and confirmed the proposal conforms with their requirements.
 - d. Emergency Vehicle Access
 - i. The Park City Fire District reviewed the proposal on June 4, 2024, and confirmed the proposal conforms with their requirements.
 - e. Off-Street Parking
 - i. The proposed Parking Area improvements will increase the amount of Off-street parking for recreation uses from 15 Parking Spaces to 29.
 - f. Internal Vehicular and Pedestrian Circulation System
 - i. The proposed Parking Area improvements will help increase pedestrian and vehicle safety at the Mid-Mountain Trailhead because pedestrians and users of the Parking Area will be located off Marsac Avenue and will be separated by a landscaped berm.
 - g. Fencing, Screening, and Landscaping
 - i. The Applicant proposes retaining walls greater than six feet along the hillside to stabilize the slope surrounding the Parking Area. The maximum height that the retaining walls will reach is 12 feet from Final Grade and will span the length of the Parking Area, approximately 288 feet across. The proposed retaining wall will be constructed of rocks.



Planning Department

- ii. Retaining walls greater than six feet in the RD Zoning District require an Administrative Conditional Use Permit (ACUP). The Applicant submitted an ACUP for the retaining walls with the Planning Department.
- h. Structure Mass, Bulk, and Orientation
 - i. The total square footage for the proposed improvements will be approximately 18,000 square feet. Vegetation must be protected during development activity, and disturbed areas must be replaced to existing or improved conditions.
 - ii. The proposed Parking Area improvements will be similar in design to other Trailheads in Park City. On May 27, 2024, the Trails and Open Space Department approved the design for the proposed Parking Area improvements.
- i. Useable Open Space
 - i. The proposed Parking Area will increase the accessibility to Open Space for the community.
- j. Signs and Lighting
 - i. Municipal Code of Park City § 12-8-1 lists exceptions from the Sign Code requirements: "Signs located inside open-air recreational facilities that are not oriented to public streets, such as signs in ski resorts, skateboard parks, and golf courses, are exempt from the requirements of this Title."
 - ii. The Applicant proposes a trailhead kiosk sign that is four feet wide by four feet tall and approximately eight feet tall and is not oriented to Marsac Avenue, similar to other kiosk signs at Park City trailheads.
 - iii. There will be six signs, approximately seven square feet each, oriented towards Marsac Avenue.
 - iv. The Sign Code states the following in § 12-8-1(A): "CITY SIGNS. Signs erected by or at the direction of the Park City Municipal Corporation are exempt from the requirements of this Title."
 - v. The Trails and Open Space and Engineering Department requires the Applicant to install entrance and exit signs, trail crossing warning signs, a stop sign at the Parking Area exit, and trail stop signs for trail users.
- k. Physical Design and Compatibility with Surrounding Structures



Planning Department

- i. The Applicant proposes retaining walls greater than six feet along the hillside to stabilize the slope surrounding the Parking Area. The maximum height that the retaining walls will reach is 12 feet from Final Grade and will span the length of the Parking Area, approximately 288 feet across. The proposed retaining wall will be constructed of rocks.
 - ii. The design of the Parking Area will be graded to match the existing grade of Marsac Avenue and will be screened from Marsac Avenue with a low landscaped berm with small boulders approximately 3-5 feet in diameter to discourage parking within the landscaped area.
- l. Noise, Vibration, Odors, Steam, or Other Mechanical Structures
 - i. The applicant proposes installing a 110-square-foot singular pit toilet on the east side of the Parking Area, to be maintained by the Trails and Open Space Department.
- m. Control of Delivery and Service Vehicles; Loading and Unloading; Screening of Trash and Recycling Pickup Areas
 - i. The Applicant proposes to install one trash can and a recycling can that will be screened with existing vegetation on site.
- n. Expected Ownership
 - i. Parcel PCA-S-98-SD-1A is owned by REDUS LLC. The Applicant obtained approval by UDOT for the proposed work adjacent to Marsac Avenue.
- o. Environmentally Sensitive Lands, Physical Hazards, Historic Mining Waste, Park City Soils Ordinance, or Steep Slopes
 - i. The proposed Parking Area improvements plans were evaluated as part of the Sommet Blanc MPD/CUP Approval. The Planning Commission reviewed the proposed location and plans for the Mid-Mountain Trailhead improvements attached as Exhibit X to the March 9, 2022, Planning Commission packet.
 - ii. Staff determined at that time "The MPD Conclusion of Law #10 notes that the Flagstaff Annexation was not included in the Sensitive Lands Overlay. The MPD does not assert why this is, but it may be because at the time of annexation, the City and Applicant strategically chose specific development pods and donated the other acreage to preservation. Fourteen (14) technical reports were required and submitted with the annexation agreement that covered



Planning Department

detailed reports of the area including a mine soil mitigation plan, open space management plan, a trails master plan, historic preservation, and wildlife management plan (amongst others). Again, these plans were utilized to suggest the least sensitive areas for development while preserving 826 acres as Open Space. The 2004 Village at Empire Pass MPD Conclusion of Law #10 noted "The Sensitive Lands (overlay) Zone did not specifically apply to the Empire Pass Large-Scale MPD annexation; however, the locations of the development pods are based on Sensitive Lands principles."

- iii. The Applicant proposes retaining walls to stabilize the slope surrounding the Parking Area. The proposed retaining walls are appropriate for the site and necessary to stabilize the surrounding hillside for the Parking Area improvements. Condition of Approval 3 requires the Applicant to provide engineered plans and a geotechnical report to be reviewed by the Engineering Department prior to Building Permit issuance.
- iv. The proposed Parking Area improvements do not conflict with any Physical Mine Hazards, and it is outside the Soils Ordinance Boundary. No wetlands, ridgelines, stream corridors, or wildlife habitat will be impacted.
- v. The Flagstaff technical report number 13 "Wildlife Management Plan" does not mention the Mid-Mountain Trailhead as a Sensitive Wildlife Area. The Open Space Management plan does not specifically mention the Mid-Mountain Trailhead, but it could be inferred that the "trailhead" mentioned is referring to the Mid-Mountain Trailhead. "Deer Valley and UPK have historically cooperated with the Utah Department of Transportation (UDOT) in providing a base parking area and snowmobile route through the Deer Valley ski area for use by property owners in Wasatch County in accessing cabins and/or lots outside the boundaries of Deer Valley ski resort. This route is the same as that referred to under the commercial snowmobile operations section, above. While the parking area and trailhead will ultimately be relocated, Deer Valley and UPK will continue to work with UDOT in providing winter access to Wasatch County landowners."



Planning Department

- vi. The proposal includes parallel parking stalls for vehicles with trailers. There are no additional technical reports that mention the Mid-Mountain Trailhead.
- p. General Plan
 - i. Goal 4 of the General Plan states: "Conserve a connected, healthy network of open space for continued access to and respect for the Natural Setting." The proposed Parking Area improvements will increase access and connectivity in Open Space areas.
 - ii. Goal 9 of the General Plan states: "Park City will continue to provide unparalleled parks and recreation opportunities for residents and visitors." The proposed Parking Area improvements will provide residents and visitors with improved access to recreational opportunities.
- 12. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on June 12, 2024.
- 13. Staff mailed courtesy notice to property owners within 300 feet on June 12, 2024. The Park Record published courtesy notice on June 12, 2024.

Conclusions of Law

1. The proposal complies with the Land Management Code requirements pursuant to Chapter 15-2.13 *Residential Development Zoning District*, Chapter 15-3 *Off-Street Parking*, and Section 15-1-10, *Conditional Use Review Process*.
2. The Use will be compatible with surrounding Structures in use, scale, mass, and circulation.
3. The effects of any differences in use or scale have been mitigated through careful planning.

Conditions of Approval

1. Final building plans and construction details shall reflect substantial compliance with the final plans dated June 7, 2024, submitted to the Planning Department and reviewed June 26, 2024, by the Planning Commission.
2. The Applicant is responsible for notifying the Planning Department prior to making any changes from the approved plans. Any changes, modifications, or deviations from the approved scope of work shall be submitted in writing for review and approval/denial in accordance with the applicable standards by the Planning Director prior to construction.



Planning Department

3. The Applicant shall provide detailed engineered plans and a geotechnical report for the proposed retaining walls and Parking Area improvements at building permit submittal.
4. The Applicant shall obtain a license agreement, subject to City Attorney's Office approval, which ensures the City's ability to operate, manage and maintain the Mid-Mountain parking lot (snow removal to remain within the EPMOA) prior to Building Permit Issuance.
5. The Mid-Mountain Trailhead parking lot shall be constructed by 10/15/24.
6. All disturbed vegetation must be replaced to existing or improved conditions and shall comply with LMC § 15-5-5(N). Seeded areas shall have at least 80% or more germination prior to site completion.
7. The Applicant shall obtain a Conditional Access Permit from UDOT prior to building permit issuance.

If you have questions or concerns regarding this Final Action Letter, please call 385-481-2036 or email virgil.lund@parkcity.org

Sincerely,



Sarah Hall
Planning Commission Chair

CC: Virgil Lund

VICINITY MAP



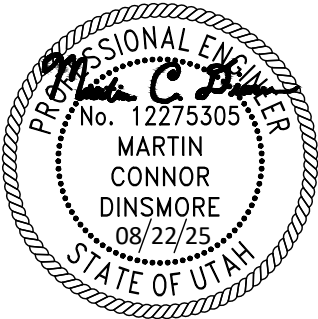
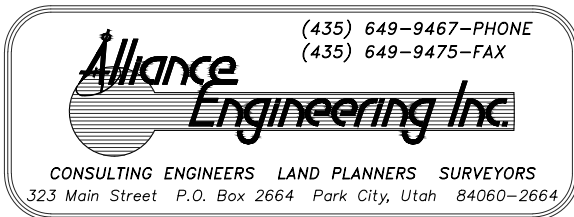
MID MOUNTAIN TRAIL
PARKING PLAN

MARSAC AVENUE
PARK CITY, UT 84060

SHEET INDEX

- 1. EXISTING CONDITIONS & TOPOGRAPHIC MAP
- 2. GRADING & SITE PLAN
- 3. ROCK WALL PLAN & PROFILE
- 4. LANDSCAPE PLAN
- 5. AUTO TURN EXHIBIT
- 6. CONSTRUCTION MITIGATION PLAN

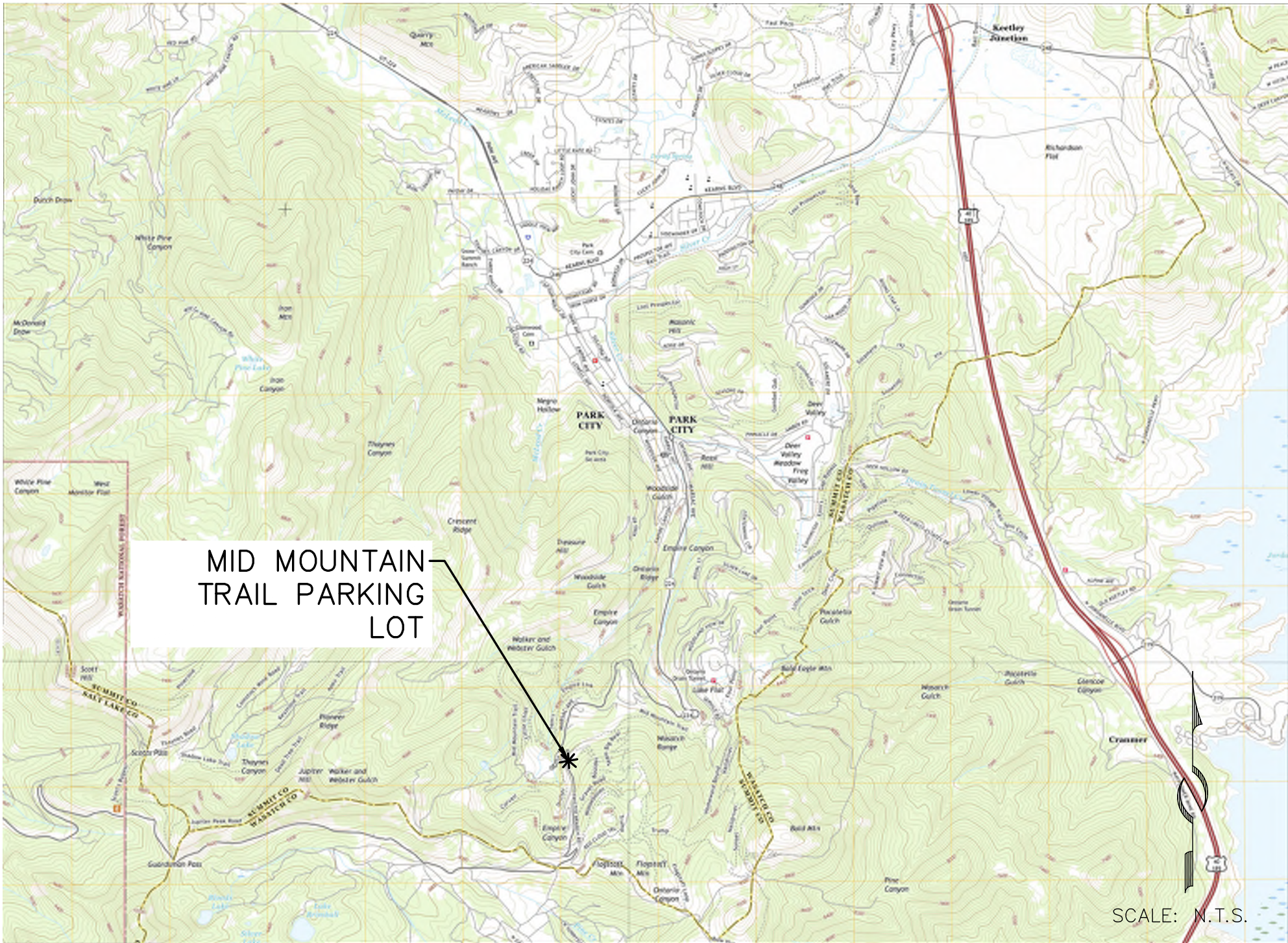
CIVIL ENGINEER

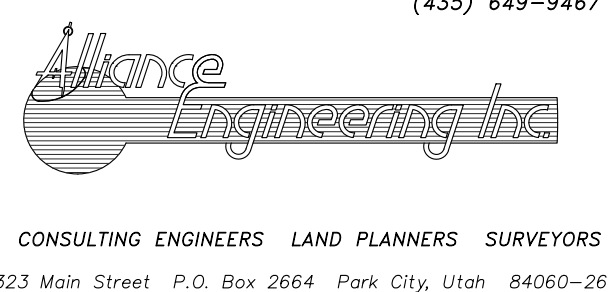
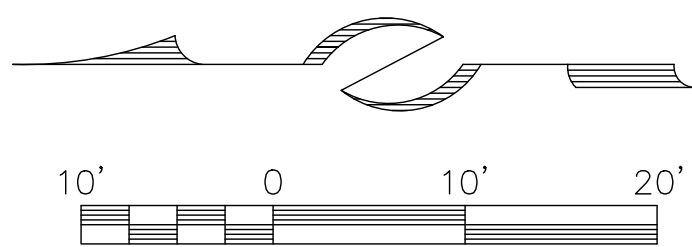
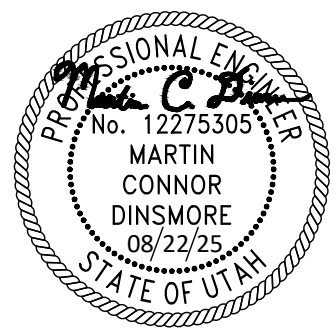


GENERAL NOTES

- G-1 ALL WORK PERFORMED SHALL BE DONE IN ACCORDANCE WITH THE FOLLOWING PLANS & SPECIFICATIONS:
- A. PARK CITY Design Standards, Construction Specifications, and Standard Drawings, Latest Edition.
 - D. Manual of Uniform Traffic Control Devices 2003 Edition, Revision #1 November 2004, Revision #2 December 2007.
 - C. UDOT Standard Specifications for Road and Bridge Construction, latest edition. (for improvements in the UDOT right of way)
 - D. Special conditions of approval and/or permits as required and/or issued by regulatory bodies.
 - E. Approved construction plans and details.
 - F. Approved Traffic Control Plan.
 - G. Storm Water Pollution Prevention Plan. (SWPPP)
- G-2 Contractor/Bidder shall obtain a copy of the specifications, at his cost. Copies of the specifications shall be kept at the job site by the contractor and be available for the contractor, subcontractor, owner or his agent, design engineer, city engineer, and their designated representatives and inspectors.
- G-3 The Contractor shall be responsible for ground and surface water control during construction. This requirement shall include, but not be limited to the installation of utilities, manholes, vaults, catch basins, earthwork operations, and road construction.
- G-4 Prior to any excavation work, the contractor shall contact Blue Stakes for location of existing utilities. The contractor shall be responsible for determining the location of utilities, whether shown on the plans or not, and protecting the utilities during construction. If existing utility lines conflict in location with new construction, the contractor shall notify the engineer in order to resolve the conflict.
- G-5 The contractor shall have a qualified representative to handle grade determination, drainage flow, and connections to existing features using proper grade setting techniques such as, but not limited to, string line, rod and level, GPS, or Surveying.
- G-6 All work performed shall be guaranteed by the contractor and/or his surety against all defects in materials and workmanship of whatever nature for a period of one (1) year from the date of final acceptance of the work by the project owner.
- G-7 The contractor shall be responsible for the installation and maintenance of adequate signs, traffic devices, and warning devices to inform and protect the public during all phases of construction. The contractor shall submit to the Owner and Design Engineer for approval.
- G-8 Compaction testing shall be an integral part of the project. Compaction testing shall include, but shall not be limited to earthwork, trench back-fill, base course, and asphalt pavement. Compaction testing shall be performed by a qualified, independent testing company retained by the contractor.

VICINITY MAP

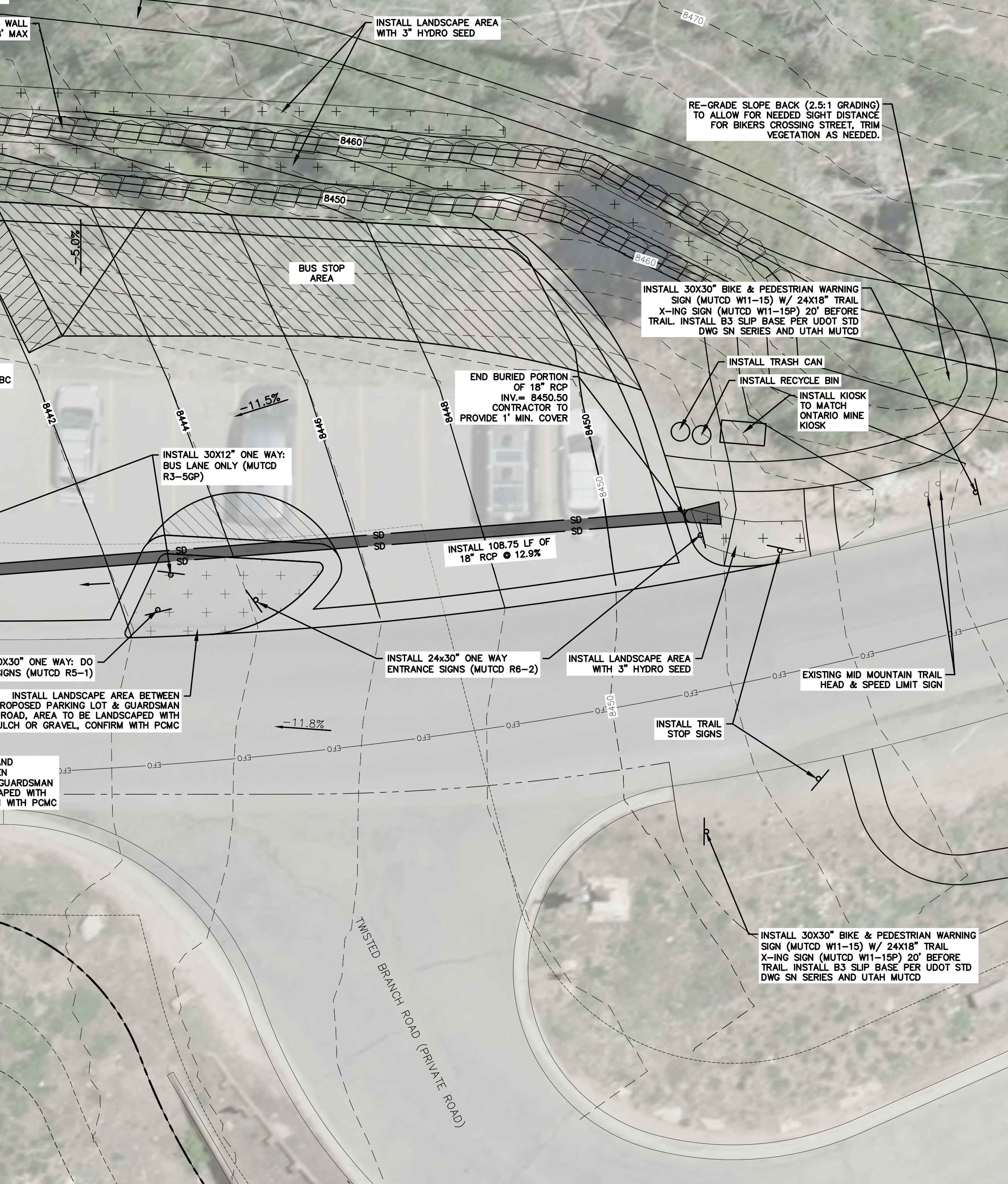




STAFF:
MICHAEL DEMKOWICZ
CONNOR DINSMORE
GABRIAL HARJU
DATE: 08/22/2025

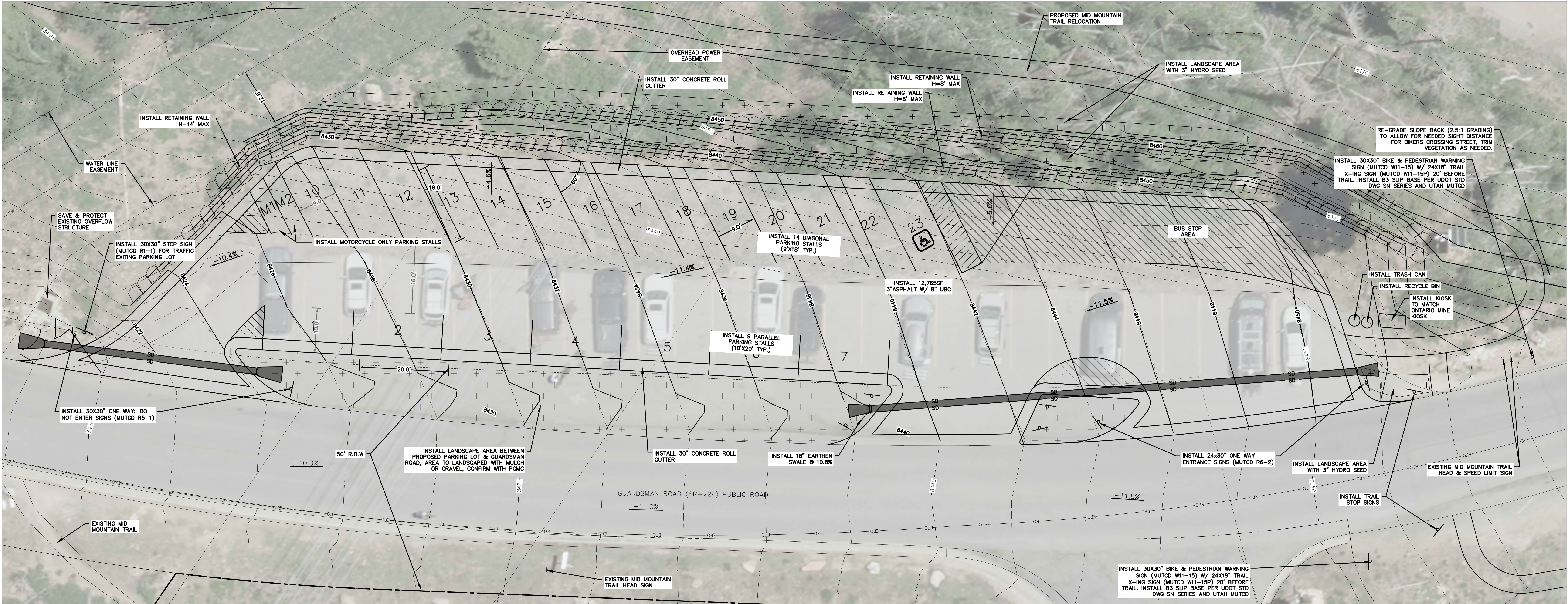
EXISTING CONDITIONS
MID MOUNTAIN TRAIL PARKING PLAN
SOMMET BLANC DEVELOPMENT
FOR: SOMMET BLANC RESIDENCES I, LLC
JOB NO.: 1-11-18
FILE: X:\Empire\dwg\B2 East Design\mid mtn trail\B2 East-Civil - Mid Mt Trail - ALT.dwg

SHEET
1
OF
7
ALT.dwg

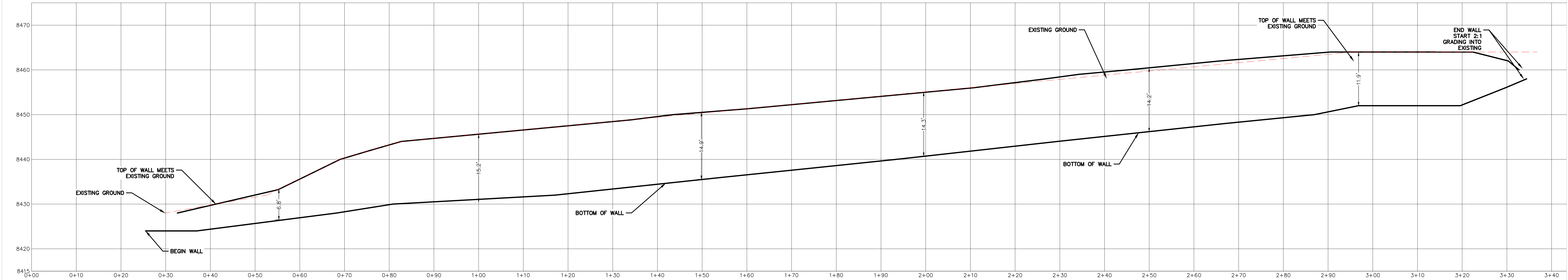


GRADING & SITE PLAN
MID MOUNTAIN TRAIL PARKING PLAN
SOMMET BLANC DEVELOPMENT

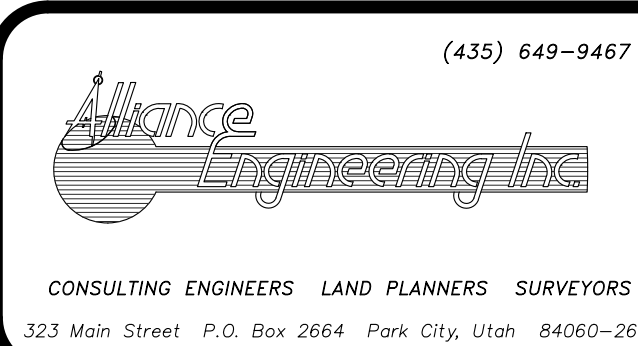
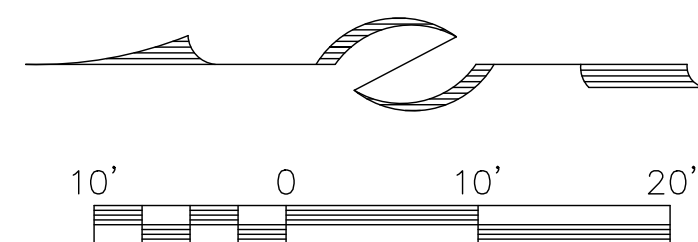
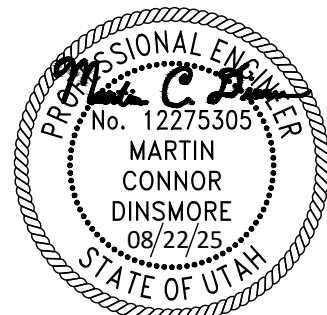
FOR: SOMMET BLANC RESIDENCES I, LLC
JOB NO.: 1-11-18
FILE: X:\Empire\dwg\B2 East Design\mid mtn trail\B2 East-Civil - Mid Mt Trail - ALT.dwg



ROCK WALL PROFILE



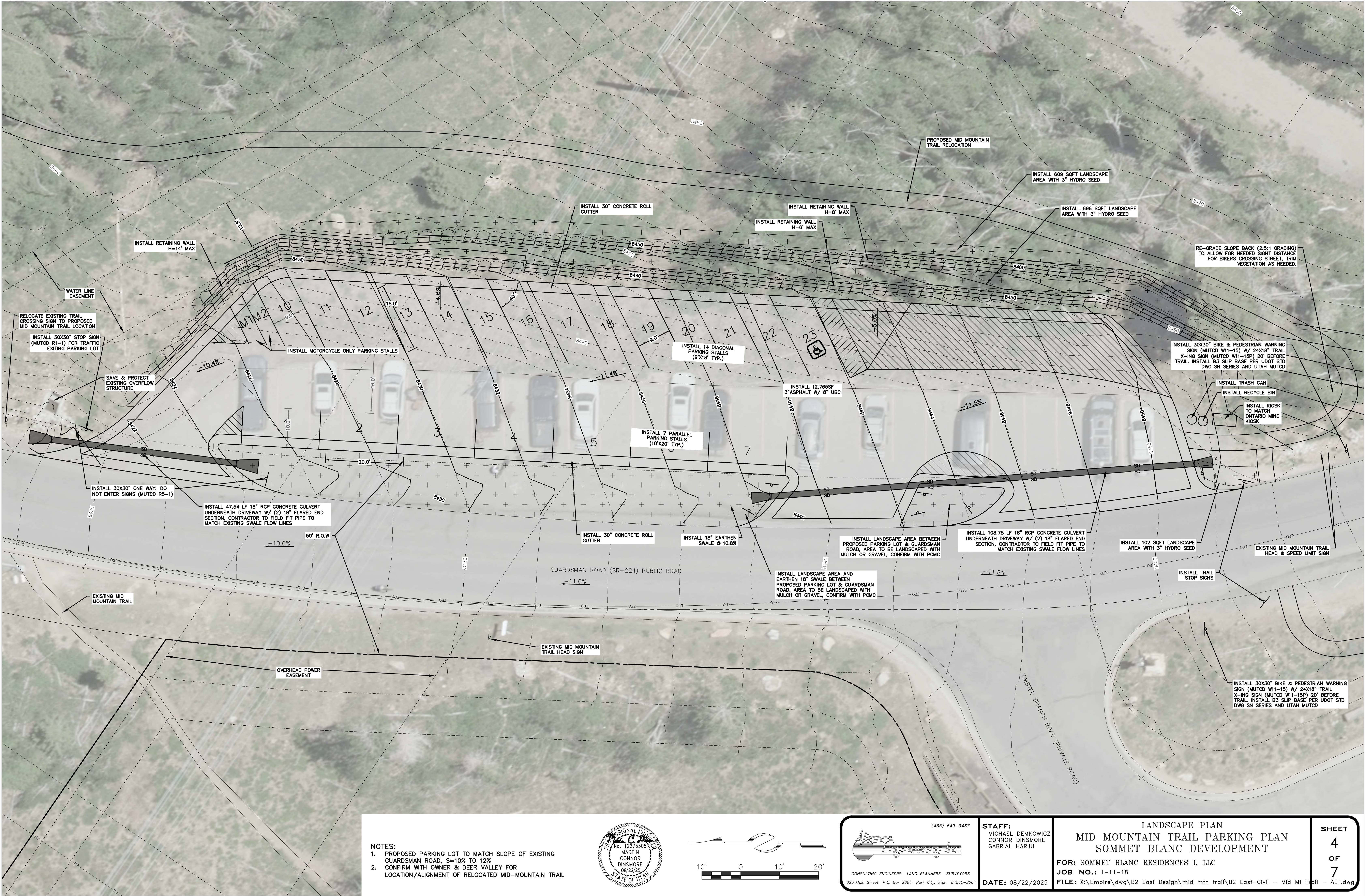
- NOTES:
1. PROPOSED PARKING LOT TO MATCH SLOPE OF EXISTING GUARDSMAN ROAD, S=10% TO 12%
 2. CONFIRM WITH OWNER & DEER VALLEY FOR LOCATION/ALIGNMENT OF RELOCATED MID-MOUNTAIN TRAIL

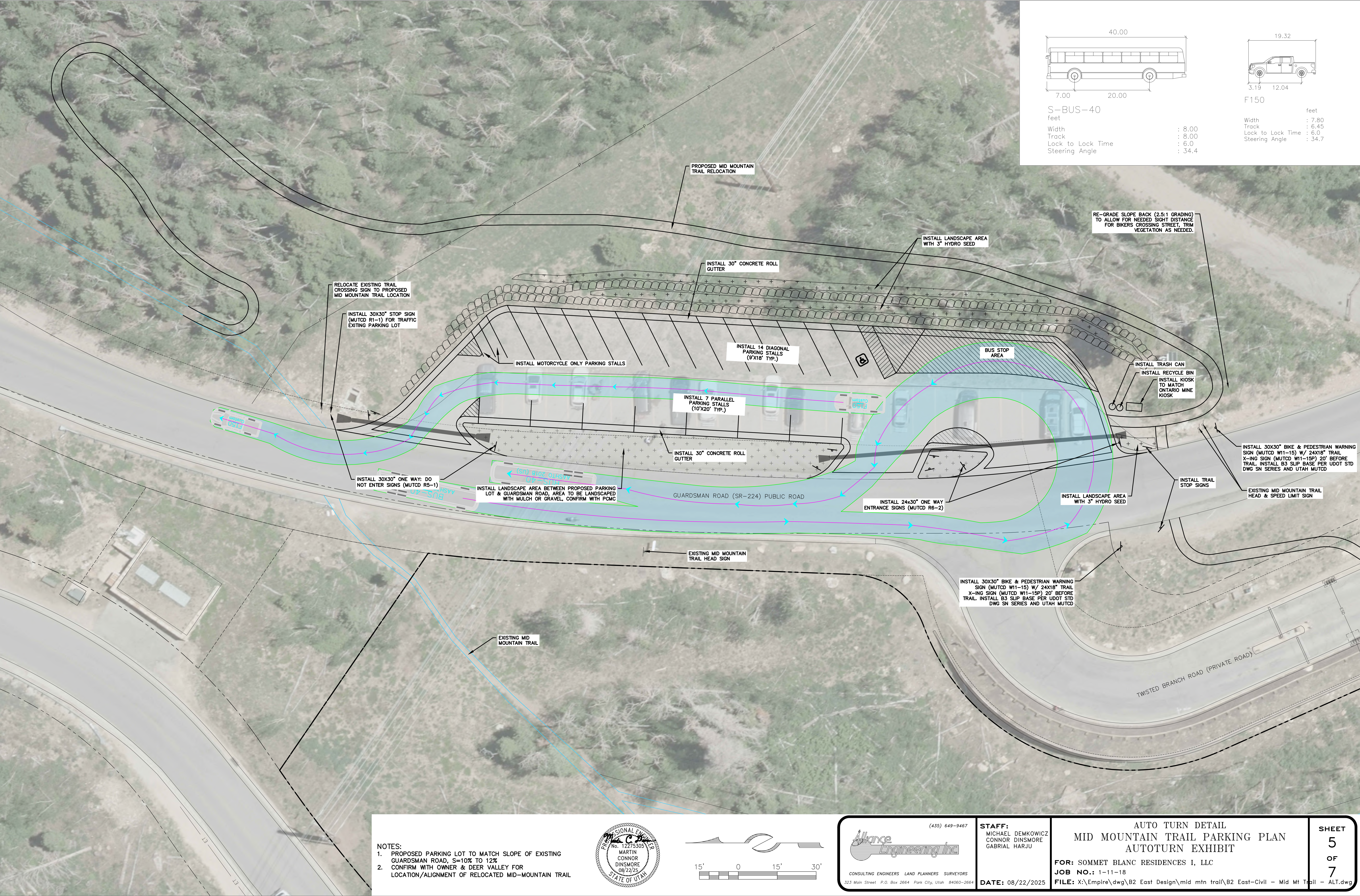


STAFF:
MICHAEL DEMKOWICZ
CONNOR DINSMORE
GABRIEL HARJU
DATE: 08/22/2025

ROCK WALL PLAN AND PROFILE
MID MOUNTAIN TRAIL PARKING PLAN
SOMMET BLANC DEVELOPMENT
FOR: SOMMET BLANC RESIDENCES I, LLC
JOB NO.: 1-11-18
FILE: X:\Empire\dwg\B2 East Design\mid mtn trail\B2 East-Civil - Mid Mt Trail - ALT.dwg

SHEET
3
OF
7
ALT.dwg





40.00

7.00

20.00

S-BUS-40

feet

Width

: 8.00

Track

: 8.00

Lock to Lock Time

: 6.0

Steering Angle

: 34.4

19.32

3.19

12.04

F150

feet

Width

: 7.80

Track

: 6.45

Lock to Lock Time

: 6.0

Steering Angle

: 34.7

NOTES:

1. PROPOSED PARKING LOT TO MATCH SLOPE OF EXISTING GUARDSMAN ROAD, S=10% TO 12%
2. CONFIRM WITH OWNER & DEER VALLEY FOR LOCATION/ALIGNMENT OF RELOCATED MID-MOUNTAIN TRAIL

(435) 649-9467

CONSULTING ENGINEERS LAND PLANNERS SURVEYORS

323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

STAFF:

MICHAEL DEMKOWICZ
CONNOR DINSMORE
GABRIAL HARJU

DATE: 08/22/2025

AUTO TURN DETAIL

MID MOUNTAIN TRAIL PARKING PLAN

AUTOTURN EXHIBIT

FOR: SOMMET BLANC RESIDENCES I, LLC

JOB NO.: 1-11-18

FILE: X:\Empire\dwg\B2 East Design\mid mtn trail\B2 East-Civil - Mid Mt Trail - ALT.dwg

SHEET

5

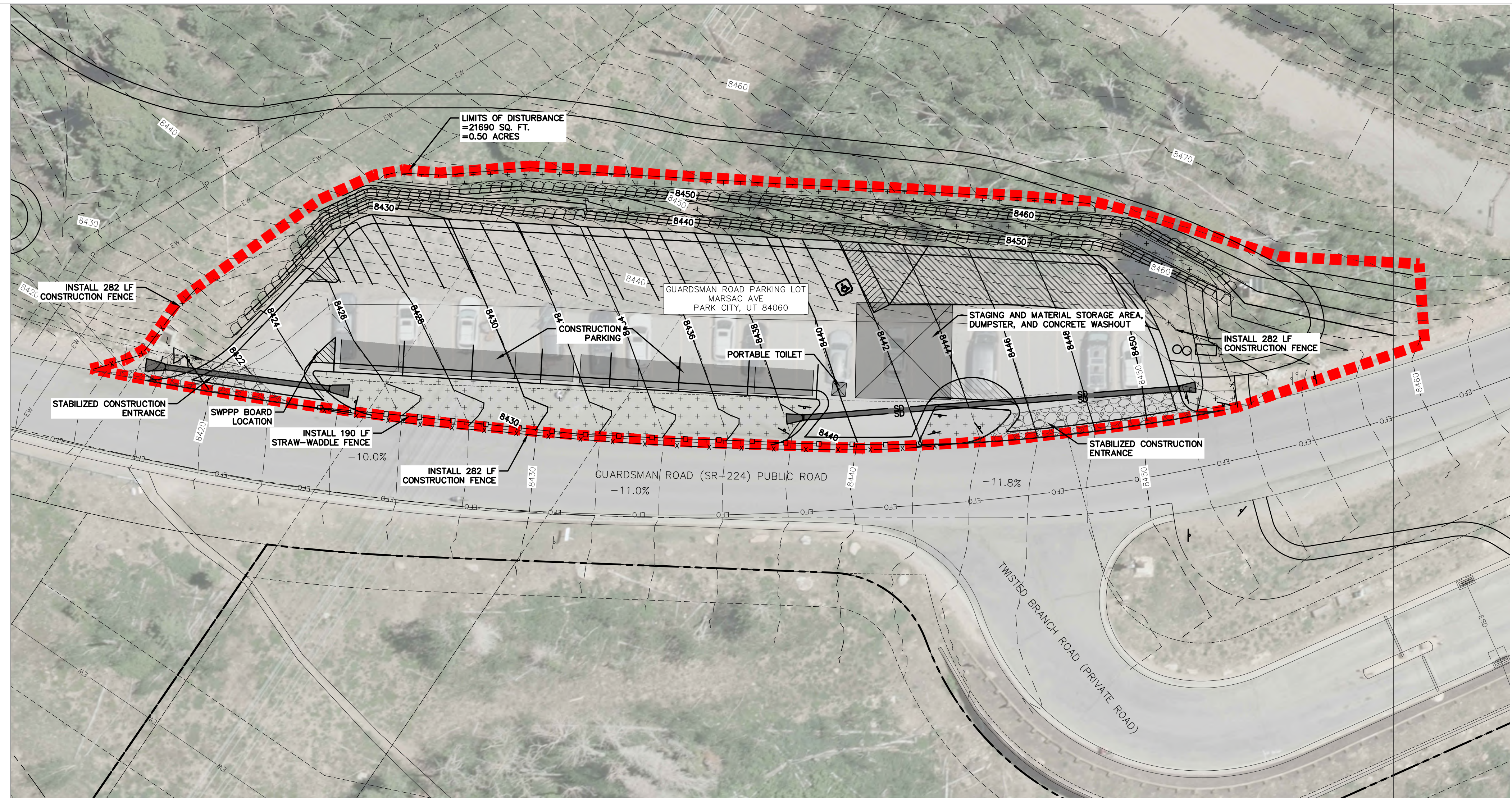
OF

7

ALT.dwg

Page 223 of 257


```
dtl\parkcity\const fence
```

[illegible]

1. Install at any point of ingress or egress at a construction site where adjacent traveled way is paved.
2. Clear and grub area and grade to provide slope shown for driveway, or access/intersection. If adjacent to waterway, use a maximum slope of 2%.
3. Compact subgrade and place filter fabric if required.
4. Place coarse aggregate, 1 to 2 ½ inches size, to a minimum depth of 6 inches for commercial projects, and 4 inches for residential projects.

1. Inspect daily for loss of gravel or sediment buildup.
2. Inspect adjacent roadway for sediment deposit and clean by sweeping or shoveling.
3. Repair entrance and replace gravel as required to maintain control in good working condition.
4. Expand stabilized area as required to accommodate traffic, and off site street parking and prevent erosion at driveway.

2"

8"-9" DIA.

STRAW ROLLS MUST BE PLACED ALONG SLOPE CONTOURS

ADJACENT ROLLS SHALL BE PLACED TIGHTLY AGAINST EACH OTHER

4"

WOOD STAKE, REQ'D.

STRAW WATTLE

STAKE TO BE PLACED AT TOE OF SLOPE.

NOTE:

1. WOOD STAKES SHALL BE 1 1/2"x18" OR 24" (NOMINAL), PLACED ON CONTOUR AND STAKED AT 4' ON CENTER AND IN LOW POINTS TO ASSURE CONTACT WITH GROUND.
2. NO DAYLIGHT SHOULD BE SEEN UNDER THE WATTLE AFTER INSTALLATION.
3. WHEN INSTALLING RUNNING LENGTHS OF STRAW WATTLE, BUTT THE SECOND WATTLE TIGHTLY AGAINST THE FIRST. STAKE THE WATTLES AT EACH END AND FOUR FEET ON CENTERS.
4. STAKES SHOULD BE DRIVEN THROUGH THE MIDDLE OF THE WATTLE, LEAVING 2"-3" OF THE STAKE PROTRUDING ABOVE THE WATTLE.
5. WHEN WATTLE IS INSTALLED ON FLAT GROUND DRIVE THE STAKES STRAIGHT DOWN. WHEN INSTALLING WATTLES ON SLOPES DRIVE STAKES PERPENDICULAR TO THE SLOPE.

STRAW WATTLE

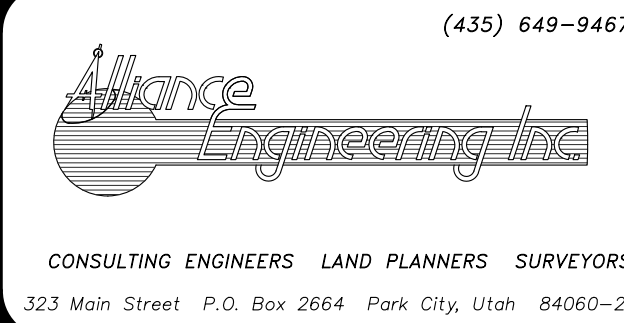
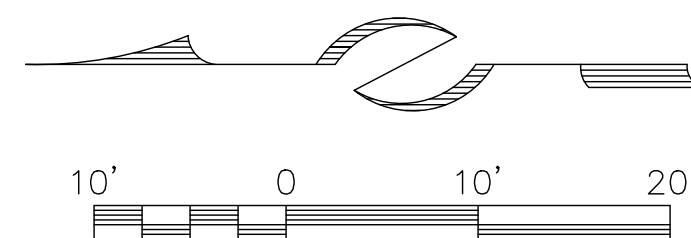
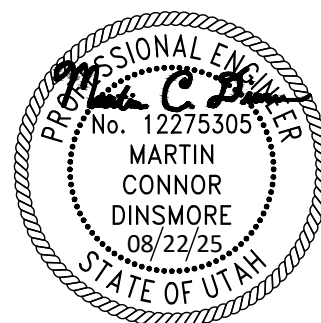
WOOD STAKE

GROUND

FLOW

TRENCH

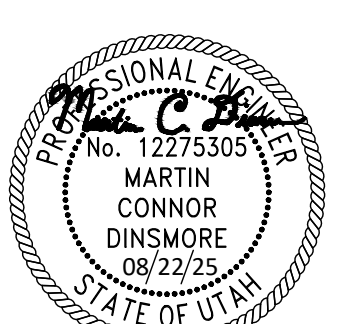
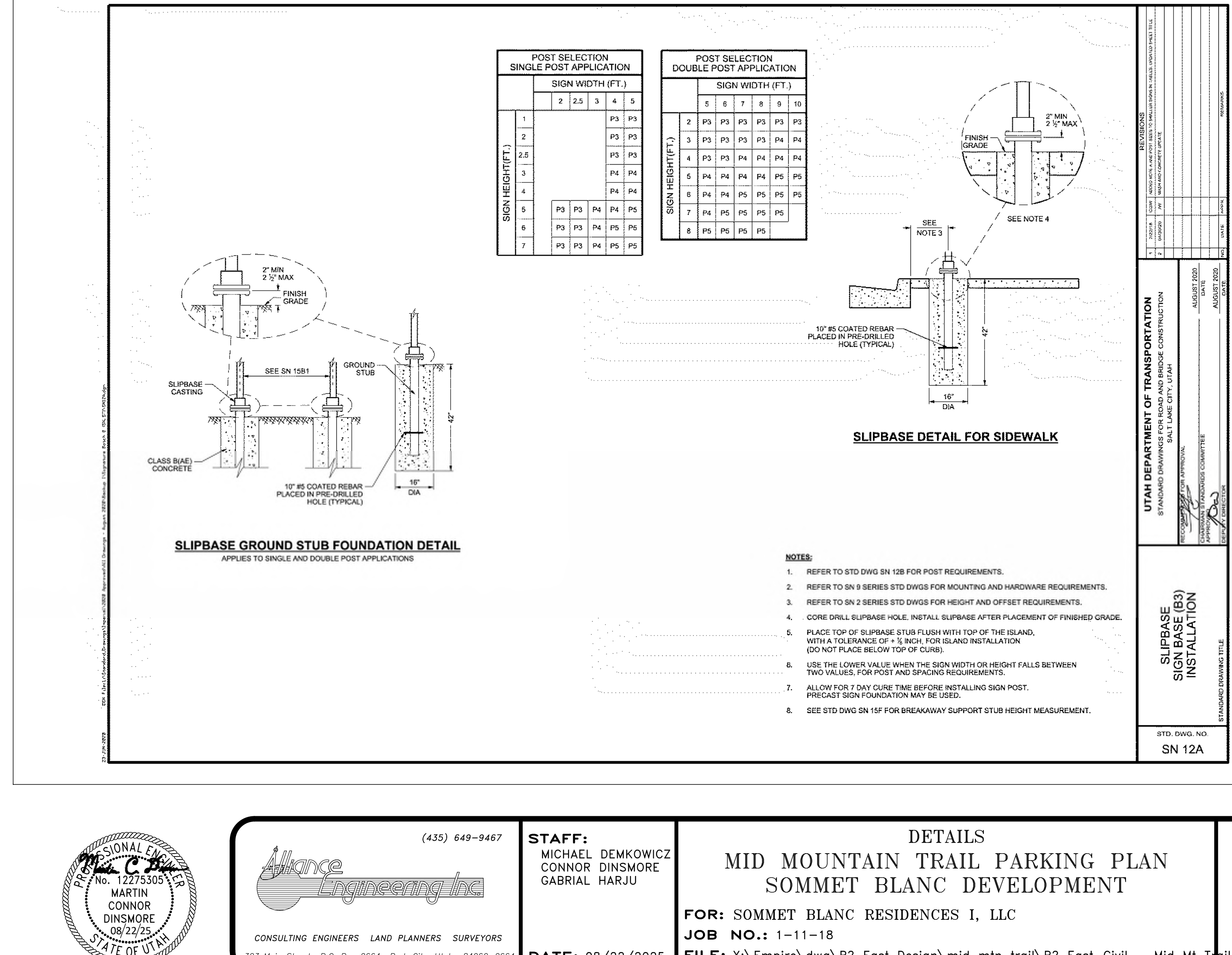
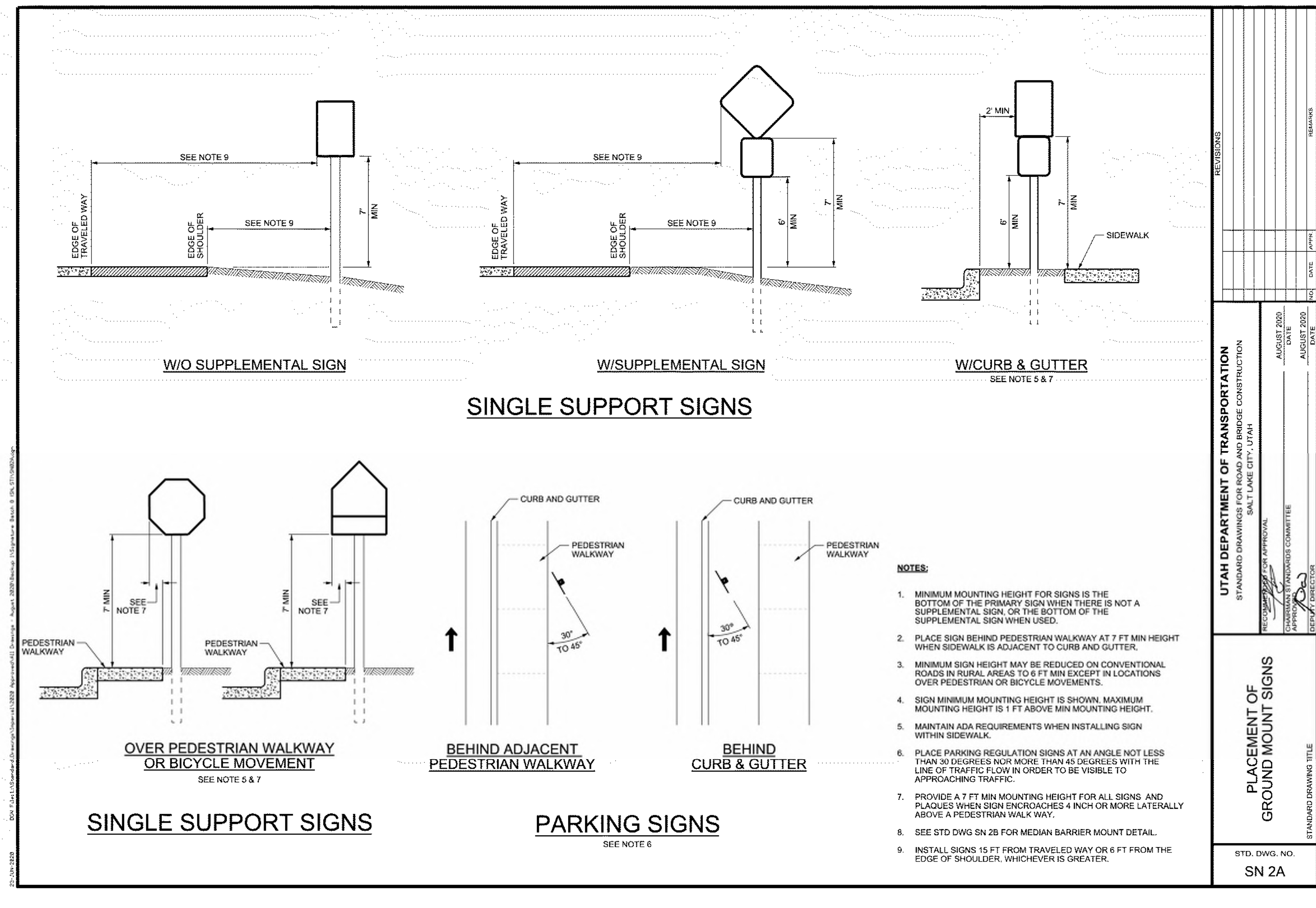
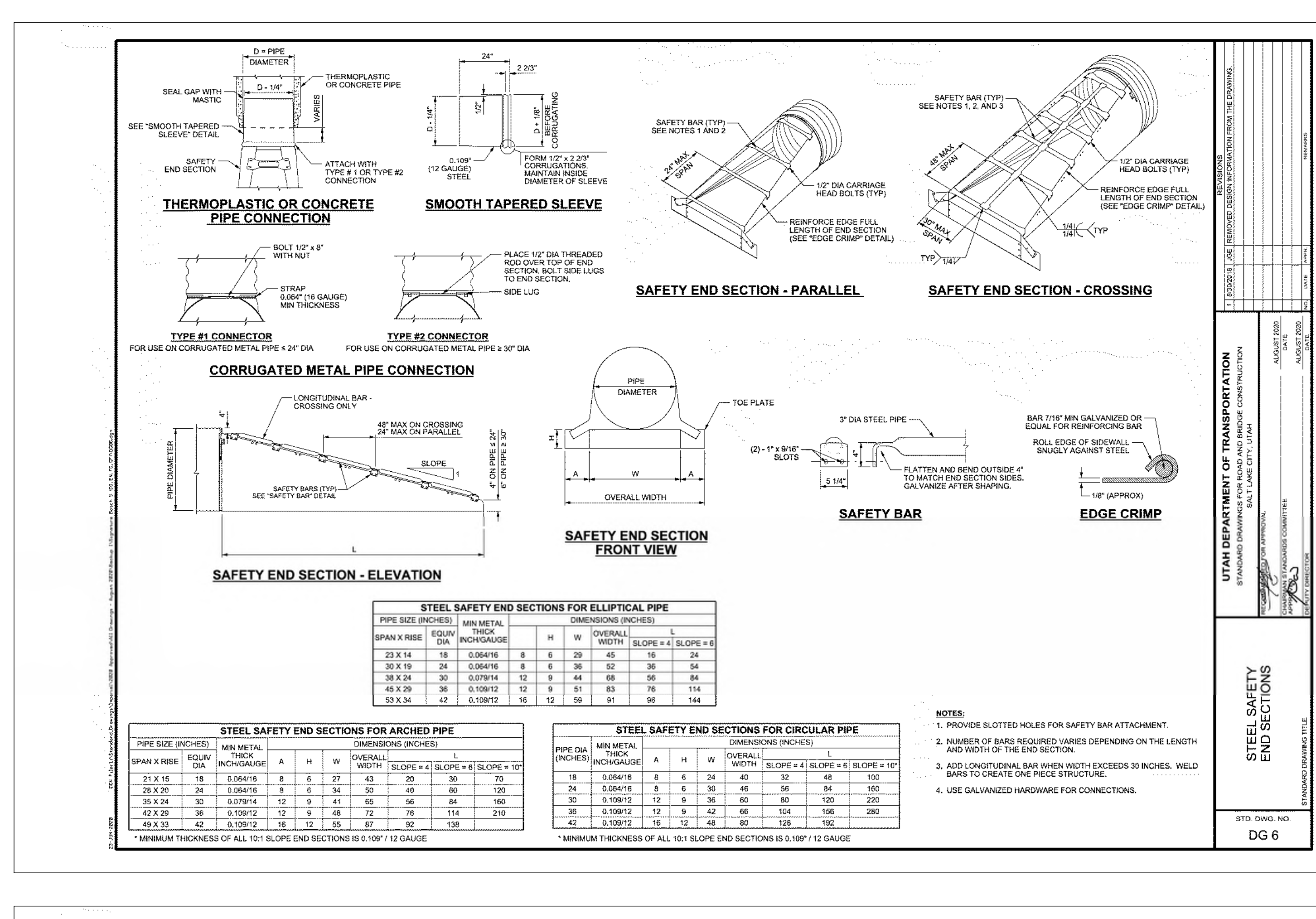
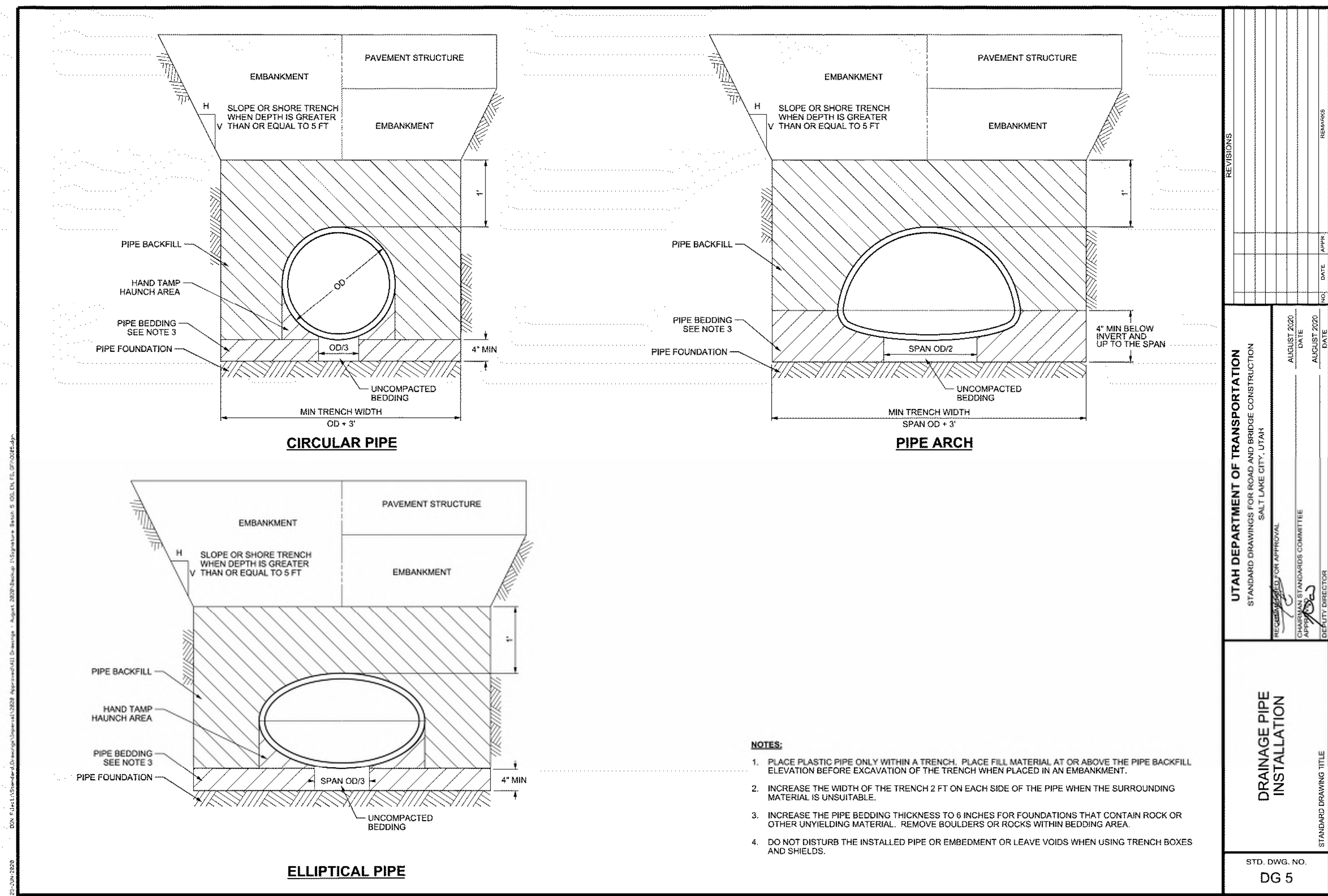
1. CONSTRUCTION PARKING/TRAFFIC MAY NOT BLOCK THE STREET WITHOUT A PERMIT (AVAILABLE FORM THE ENGINEERING DIVISION).
2. MUD TRACKED OUT ONTO THE STREET MUST BE CLEANED PRIOR TO THE END OF THE WORK DAY.
3. THE CONSTRUCTION SITE MUST BE MAINTAINED IN A NEAT MANNER. TRASH AND OTHER DEBRIS MAY NOT ACCUMULATE OUTSIDE THE SITE.
4. ROADSIDE PARKING IS NOT ALLOWED.
5. ANY DISTURBED AREA LEFT EXPOSED FOR A PERIOD GREATER THAN 14 DAYS SHALL BE STABILIZED WITH MULCH OR TEMPORARY SEEDING.
6. EROSION CONTROL MEASURES WILL BE MAINTAINED AT ALL TIMES. IF FULL IMPLEMENTATION OF THE APPROVED PLAN DOES NOT PROVIDE FOR EFFECTIVE EROSION CONTROL, ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED TO CONTROL OR TREAT THE SEDIMENT SOURCE.
7. THE ESCAPE OF SEDIMENT FROM THE SITE SHALL BE PREVENTED BY THE INSTALLATION OF EROSION CONTROL MEASURES AND PRACTICES PRIOR TO, OR CONCURRENT WITH, LAND DISTURBING ACTIVITIES.



DATE: 08/22/2025

FILE: X:\Empire\dwg\B2 East Design\mid mtn trail\B2 East-Civil - Mid Mt Trail - ALT

HEET
6
OF
7
ALT.dwg



Alliance Engineering Inc.
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

STAFF:
MICHAEL DEMKOWICZ
CONNOR DINSMORE
GABRIEL HARJU
DATE: 08/22/2025

DETAILS
MID MOUNTAIN TRAIL PARKING PLAN
SOMMET BLANC DEVELOPMENT
FOR: SOMMET BLANC RESIDENCES I, LLC
JOB NO.: 1-11-18
FILE: X:\Empire.dwg\B2 East Design\mid mtn trail\B2 East-Civil - Mid Mt Trail - ALT.dwg

SHEET
7
OF
7
ALT.dwg



Planning Department

June 27, 2024

Douglas Ogilvy
Parcel: PCA-S-98-SD-1A

CC: Sommet Blanc, LLC

NOTICE OF PLANNING DIRECTOR ACTION

Description

Address:	Parcel: PCA-S-98-SD-1A
Zoning District:	Residential Development
Application:	Administrative Conditional Use Permit
Project Number:	PL-24-06144
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	June 27, 2024
Project Summary:	The Applicant Proposes retaining walls greater than six feet at the Mid-Mountain Trailhead.

Action Taken

On June 27, 2024, the Planning Director conducted a public hearing and approved the retaining walls greater than six feet according to the following findings of fact, conclusions of law, and conditions of approval.

Findings of Fact

1. The Applicant proposes a retaining wall greater than six feet at the Mid Mountain Trailhead.
2. The Mid-Mountain Trailhead and Parking Area has been an unofficial Parking Area for many years and is popular for recreational users in the Summer and Winter months.
3. The proposal complies with the RD Zoning District requirements found in LMC Chapter 15-2.13
 - a. Front Setback



Planning Department

- i. The proposed retaining wall is less than four feet in the Front Setback.
 - b. Side Setback
 - i. The proposed retaining wall is greater than 12 feet from any side property line.
 - c. Rear Setback
 - i. The proposed retaining wall is greater than 15 feet from the rear property line.
 - d. Vegetation Protection
 - i. The Applicant proposes to remove seven trees with a diameter of 6" inches or greater.
 - ii. LMC § 15-5-5(N)(4)(i)(2) establishes exceptions where the Forestry Board and Planning Director may approve the removal of Significant Vegetation "if upon their review it is found that equivalent replacement is impossible, would be detrimental to the site's existing and/or proposed vegetation, or violates Chapter 11-21 Utah Wildland-Urban Interface Code."
 - iii. On June 6, 2024, the Forestry Board reviewed the proposal and determined the replacement of Significant Vegetation would be detrimental to the site's existing vegetation and approved the removal of seven trees with a diameter of 6" inches or greater.
- 4. The proposal, as conditioned, complies with LMC § 15-4-2 Fences and Retaining Walls
 - i. Fences and retaining walls shall not exceed six feet (6') in height measured from Final Grade within any required Rear Setback or Side Setback. Within any required Front Setback or Street Side Setback, Fences and retaining walls shall not exceed four feet (4') in height, measured from Final Grade.
 - ii. The proposed retaining wall will not exceed four feet in height within any Front Setback and is not located within any Side or Rear Setback.
- 5. The proposal, as conditioned, complies with the Conditional Use Permit criteria outlined in LMC § 15-1-10(E).
 - a. Size and Location of Site
 - i. The proposed retaining wall will help stabilize the existing Parking Area and slope and is located within property lines.



Planning Department

- b. Traffic Capacity
 - i. No mitigation required.
- c. Utility Capacity
 - i. The Development Review Committee reviewed the proposal on June 4, 2024, and confirmed the proposal conforms with their requirements.
- d. Emergency Vehicle Access
 - i. The Park City Fire District reviewed the proposal on June 4, 2024, and confirmed the proposal conforms with their requirements.
- e. Off-Street Parking
 - i. The proposed Parking Area improvements will increase the amount of Off-street parking for recreation uses from 15 Parking Spaces to 29.
- f. Internal Vehicular and Pedestrian Circulation System
 - i. The proposed Parking Area improvements will help increase pedestrian and vehicle safety at the Mid Mountain Trailhead.
- g. Fencing, Screening, and Landscaping
 - i. The Applicant proposes retaining walls greater than six feet along the hillside to stabilize the slope surrounding the Parking Area. The maximum height that the retaining walls will reach is 12 feet from Final Grade and will span the length of the Parking Area, approximately 288 feet across. The proposed retaining wall will be constructed of rocks.
- h. Structure Mass, Bulk, and Orientation
 - i. The total square footage for the proposed Parking Area improvements will be approximately 18,000 square feet. Vegetation must be protected during development activity, and disturbed areas must be replaced to existing or improved conditions.
- i. Useable Open Space
 - i. The proposed Parking Area improvements will increase the accessibility to Open Space for the community.
- j. Signs and Lighting
 - i. Municipal Code of Park City § 12-8-1 lists exceptions from the Sign Code requirements: "Signs located inside open-air recreational facilities that are not oriented to public streets, such as signs in ski



Planning Department

- resorts, skateboard parks, and golf courses, are exempt from the requirements of this Title.”
- ii. The Applicant proposes a trailhead kiosk sign that is four feet wide by four feet tall and approximately eight feet tall and is not oriented to Marsac Avenue, similar to other kiosk signs at Park City trailheads.
 - iii. There will be six signs, approximately seven square feet each, oriented towards Marsac Avenue.
 - iv. The Sign Code states the following in § 12-8-1(A): “CITY SIGNS. Signs erected by or at the direction of the Park City Municipal Corporation are exempt from the requirements of this Title.”
 - v. The Trails and Open Space and Engineering Department requires the Applicant to install entrance and exit signs, trail crossing warning signs, a stop sign at the Parking Area exit, and trail stop signs for trail users.
- k. Physical Design and Compatibility with Surrounding Structures
- i. The Applicant proposes retaining walls greater than six feet along the hillside to stabilize the slope surrounding the Parking Area. The maximum height that the retaining walls will reach is 12 feet from Final Grade and will span the length of the Parking Area, approximately 288 feet across. The proposed retaining wall will be constructed of rocks.
- l. Noise, Vibration, Odors, Steam, or Other Mechanical Structures
- i. The applicant proposes installing a 110-square-foot singular pit toilet on the east side of the Parking Area, to be maintained by the Trails and Open Space Department.
- m. Control of Delivery and Service Vehicles; Loading and Unloading; Screening of Trash and Recycling Pickup Areas
- i. A trash can is proposed to be installed on the east side of the Trailhead, and will be screened with existing vegetation.
- n. Expected Ownership
- i. Parcel PCA-S-98-SD-1A is owned by REDUS LLC and has signed off on this application. The Applicant has obtained approval by UDOT for the proposed work adjacent to the Marsac Avenue Right of Way.



Planning Department

- o. Environmentally Sensitive Lands, Physical Hazards, Historic Mining Waste, Park City Soils Ordinance, or Steep Slopes
 - i. The proposed Parking Area improvement plans were evaluated and presented as part of the Sommet Blanc MPD/CUP Approval. The Planning Commission reviewed the proposed location and plans for the Mid-Mountain Trailhead improvements attached as Exhibit X to the March 9, 2022, Planning Commission packet.
 - ii. Staff determined at that time “The MPD Conclusion of Law #10 notes that the Flagstaff Annexation was not included in the Sensitive Lands Overlay. The MPD does not assert why this is, but it may be because at the time of annexation, the City and Applicant strategically chose specific development pods and donated the other acreage to preservation. Fourteen (14) technical reports were required and submitted with the annexation agreement that covered detailed reports of the area including a mine soil mitigation plan, open space management plan, a trails master plan, historic preservation, and wildlife management plan (amongst others). Again, these plans were utilized to suggest the least sensitive areas for development while preserving 826 acres as Open Space. The 2004 Village at Empire Pass MPD Conclusion of Law #10 noted “The Sensitive Lands (overlay) Zone did not specifically apply to the Empire Pass Large-Scale MPD annexation; however, the locations of the development pods are based on Sensitive Lands principles.” See March 9, 2022 Planning Commission Staff Report, Minutes.
 - iii. The Applicant proposes retaining walls to stabilize the slope surrounding the Parking Area. The proposed retaining walls are appropriate for the site and necessary to stabilize the surrounding hillside for the Parking Area improvements. Condition of Approval 3 requires the Applicant to provide engineered plans and a geotechnical report to be reviewed by the Engineering Department prior to Building Permit issuance.
 - iv. The proposed Parking Area improvements do not conflict with any Physical Mine Hazards, and it is outside the Soils Ordinance Boundary. No wetlands, ridgelines, stream corridors, or wildlife habitat will be impacted.



Planning Department

- v. The Flagstaff technical report number 13 “Wildlife Management Plan” does not mention the Mid-Mountain Trailhead as a Sensitive Wildlife Area. The Open Space Management plan does not specifically mention the Mid-Mountain Trailhead, but it could be inferred that the “trailhead” mentioned is referring to the Mid-Mountain Trailhead. “Deer Valley and UPK have historically cooperated with the Utah Department of Transportation (UDOT) in providing a base parking area and snowmobile route through the Deer Valley ski area for use by property owners in Wasatch County in accessing cabins and/or lots outside the boundaries of Deer Valley ski resort. This route is the same as that referred to under the commercial snowmobile operations section, above. While the parking area and trailhead will ultimately be relocated, Deer Valley and UPK will continue to work with UDOT in providing winter access to Wasatch County landowners.”
- vi. The proposal includes parallel parking stalls for vehicles with trailers. There are no additional technical reports that mention the Mid-Mountain Trailhead
- p. General Plan
 - i. Goal 4 of the General Plan states: “Conserve a connected, healthy network of open space for continued access to and respect for the Natural Setting.” The proposed Parking Area improvements will increase access and connectivity in Open Space areas.
 - ii. Goal 9 of the General Plan states: “Park City will continue to provide unparalleled parks and recreation opportunities for residents and visitors.” The proposed Parking Area improvements will provide residents and visitors with improved access to recreational opportunities.
- 6. Staff published notice on the City’s website and the Utah Public Notice website and posted notice to the property on June 12, 2024.
- 7. Staff mailed courtesy notice to property owners within 300 feet on June 12, 2024. The Park Record published courtesy notice on June 12, 2024.

Conclusions of Law

- 1. The proposal complies with the Land Management Code requirements pursuant to Chapter 15-2.13 *Residential Development Zoning District*, Chapter 15-4-2



Planning Department

Fences and Retaining Walls, and Section 15-1-10, Conditional Use Review Process.

2. The Use will be compatible with surrounding Structures in use, scale, mass, and circulation.
3. The effects of any differences in use or scale have been mitigated through careful planning.

Conditions of Approval

1. Final building plans and construction details shall reflect substantial compliance with the final plans dated June 13, 2024, submitted to the Planning Department and reviewed June 27, 2024, by the Planning Director.
2. The Applicant is responsible for notifying the Planning Department prior to making any changes from the approved plans. Any changes, modifications, or deviations from the approved scope of work shall be submitted in writing for review and approval/denial in accordance with the applicable standards by the Planning Director prior to construction.
3. The Applicant shall provide detailed engineered plans and a geotechnical report for the proposed retaining walls and Parking Area improvements at building permit submittal.
4. The Applicant shall obtain a license agreement, subject to City Attorney's Office approval, which ensures the City's ability to operate, manage and maintain the Mid-Mountain parking lot (snow removal to remain within the EPMOA) prior to Building Permit Issuance.
5. The Mid-Mountain Trailhead parking lot shall be constructed by 10/15/24.
6. All disturbed vegetation must be replaced to existing or improved conditions and shall comply with LMC § 15-5-5(N). Seeded areas shall have at least 80% or more germination prior to site completion.
7. The Applicant shall submit a landscape plan at Building Permit submittal.

If you have questions or concerns regarding this Final Action Letter, please call 385-481-2036 or email virgil.lund@parkcity.org

Sincerely,

DocuSigned by:
A handwritten signature in black ink that reads "Rebecca Ward".
E4F79E75E143478...

Rebecca Ward



Planning Department

Planning Director

CC: Virgil Lund

Planning Commission Staff Report



Subject: 2291 Lucky John Drive
Application: PL-25-06585
Author: Virgil Lund, Planner II
Date: September 10, 2025
Type of Item: Conditional Use Permit

Recommendation

(I) Review the Conditional Use Permit (CUP) for raising and grazing of one mini horse and one mini donkey at 2291 Lucky John Drive, (II) conduct a public hearing, and (III) consider approving the CUP based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter (Exhibit A).

Description

Applicant: Jeffrey Phillips
Applicant Representative: Angelica Villalobos

Location: 2291 Lucky John Drive

Zoning District: Single Family

Adjacent Land Uses: Single-Family Dwellings

Reason for Review: Raising and Grazing of horses in the Single Family Zoning District requires a CUP.¹ The Planning Commission reviews and takes final action on CUPs.

CUP Conditional Use Permit
LMC Land Management Code
SF Single Family
SFD Single-Family Dwelling

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

Background

2291 Lucky John Drive is Lot 13 of the Holiday Ranchettes Subdivision, recorded May 31, 1974 (Recorder Entry No. [123347](#)).

¹ LMC [§ 15-2.11-2\(B\)\(8\)](#) and LMC [§ 15-1-8](#)



Figure 1: 2291 Lucky John Drive Highlighted in Red



Figure 2: Site Plan Showing the Existing Barn and Fenced Area for the Animals

On November 3, 2024, a code violation complaint form was filed with Code Enforcement for the keeping of animals at 2291 Lucky John Drive without a CUP or Animal Management Plan.

On June 17, 2025, the Applicant filed a CUP application for raising and grazing of one mini horse and one mini donkey and submitted an Animal Management Plan (Exhibit B).

The Applicant applied for one mini horse and one mini donkey. On September 2, 2025, the Applicant indicated he has two mini donkeys. Staff recommends approval for the Applicant's initial request: one mini horse and one mini donkey. Per the Land Management Code (LMC), two horses are permitted per acre, however, this requirement shall not trump the more restrictive requirements outlined in the Holiday Ranchettes CC&Rs restricting two horses per Lot.

Analysis

(I) The Land Management Code establishes a CUP for raising and grazing of horses in the Single Family (SF) Zoning District Requirements. The Applicant proposes that this also include one mini-donkey.

LMC [§ 15-2.11-3](#) outlines the Setback requirements for Structures in the SF Zoning District:

Front Setback: 20 feet.

Rear Setback: 15 feet.

Side Setback: 12 feet.

Complies: The barn is greater than 30 feet from all property lines.



Figure 3: Barn Distances to Property Lines

Land Management Code (LMC) [§ 15-2.11-2\(B\)\(8\)](#) “Uses” states raising and grazing of horses requires a CUP in the SF Zoning District.

The Applicant is requesting a CUP for one mini horse and one mini donkey. LMC [§ 15-15-1](#) does not define “horse” or “donkey” but states that words not defined in the LMC shall have a meaning consistent with Webster’s New Collegiate Dictionary, latest edition:

- Horse: “a large solid-hoofed herbivorous ungulate mammal (*Equus caballus*, family Equidae) domesticated since prehistoric times and used as a beast of burden, a draft animal, or for riding.”
- Donkey: “the domestic ass (*Equus asinus*).”

Similarities between horses and donkeys include:

- Both belong to the Equidae family.
- Both are herbivores and solid-hoofed ungulates.

Differences include:

- Donkeys are generally smaller in size.
- Donkeys have a distinct vocalization (a bray).
- They are separate species.
- Horses prefer fresh, lush grass, while donkeys more readily eat coarse plants and shrubs.

Staff recommends Condition of Approval 3:

- Grazing is limited to one mini horse and one mini donkey for the property.
- Compliance with the Noise Ordinance outlined in Municipal Code of Park City Chapter 6-3 is required at all times. Pursuant to [Section 6-3-8\(E\) Animals](#), owning, keeping, possessing, or harboring any animal or animals that, by frequent or habitual noise making, violates Section 6-3-9 is prohibited. [Section 6-3-9](#) establishes 50 dBA in residential areas from 10:00 PM – 6:00 AM and 55 dBA from 6:00 AM – 10:00 PM.
- Manure is required to be regularly collected and stored in enclosed containers within the barn and shall be removed from the property several times each week.
- Pursuant to Municipal Code of Park City Section [6-1-11](#), waste shall be collected and emptied curbside by the County or a licensed collector. Such receptacles must not be set out for collection prior to 6:00 PM of the day before collection. Empty receptacles shall be removed from the street as soon as practical after being emptied, and in every case must be removed from the street prior to 11:59 PM the day they are emptied.
- The Applicant is responsible for submitting a drainage and runoff management plan for Engineering review within one week of this Conditional Use Permit issuance and shall make any required modifications to drainage and runoff within 30 days.
- Hay and grain shall be stored in sealed containers inside the barn to prevent spoilage and pest infestation.

LMC [§ 15-2.11-9](#) outlines criteria for raising and grazing of horses:

1. Any barn must be located a minimum of 75 feet from the nearest neighboring Dwelling Unit.
 - a. *Complies. The nearest neighboring Dwelling Unit is 94.56 feet north of the barn.*



Figure 4: Distances to Neighboring Dwelling Units

2. There shall be a maximum of two horses per acre.
 - a. *Complies: Lot 13 is 2.32 acres. Per the LMC, two horses are permitted per acre, however, this requirement shall not trump the more restrictive requirements outlined in the Holiday Ranchettes CC&Rs restricting two horses per Lot. Condition of Approval 4 requires the Applicant to update the Animal Management Plan to limit grazing to one mini horse and one mini donkey.*
3. Terrain and Slope of the Property must be suitable for horses.
 - a. *Complies: The barn and fenced area for the animals are a flat area.*



Figure 5: Existing Conditions Photo, Taken From Google Street View

4. The Applicant must submit an Animal Management Plan outlining waste removal/odors, drainage and runoff, bedding materials, flies, and feed/hay.
 - a. Staff recommends Condition of Approval 3 requiring:
 - i. The Animal Management Plan shall include the following details:
 1. Grazing is limited to one mini horse and one mini donkey for the property.
 2. **Waste Removal and Odor Control:** Manure is required to be regularly collected and stored in enclosed containers within the barn and shall be removed from the property several times each week.
 3. Pursuant to Municipal Code of Park City [Section 6-1-11](#), waste shall be collected and emptied curbside by the County or a licensed collector. Such receptacles must not be set out for collection prior to 6:00 PM of the day before collection. Empty receptacles shall be removed from the street as soon as practical after being emptied, and in every case must be removed from the street prior to 11:59 PM the day they are emptied.
 4. **Drainage and Runoff:** The Applicant is responsible for submitting a drainage and runoff management plan for

Engineering review within one week of this Conditional Use Permit issuance and shall make any required modifications to drainage and runoff within 30 days.

5. **Fly Control Measures:** Manure is required to be regularly collected and stored in enclosed containers within the barn and shall be removed from the property several times each week.
6. **Feed & Hay Storage:** Hay and grain shall be stored in sealed containers inside the barn to prevent spoilage and pest infestation.

(II) The proposal, as conditioned, complies with the Conditional Use Permit criteria outlined in Land Management Code Section 15-1-10(E).

There are certain Uses that, because of unique characteristics or potential impacts on the municipality, surrounding neighbors, or adjacent land Uses, may not be Compatible in some Areas or may be Compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts.

The Planning Commission shall approve a Conditional Use if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed Use in accordance with applicable standards. The Planning Commission may deny the Conditional Use if the proposed Use cannot be substantially mitigated by the proposal or imposition of reasonable conditions to achieve compliance with applicable standards. LMC [§ 15-1-10](#).

CUP Review Criteria	Analysis of Proposal
Size and location of the Site	Complies: The SF Zoning District allows two horses per acre. Lot 13 is 2.32 acres.
Traffic considerations including capacity of the existing Streets in the Area	Complies: No additional traffic is generated from the proposed raising and grazing of the mini horse and mini donkey.
Utility capacity, including Storm Water run-off	Complies: The Development Review Committee (DRC) reviewed the proposal on August 5, 2025, and confirmed the proposal conforms to their requirements.
Emergency vehicle Access	Complies: The Park City Fire District reviewed the proposal on August 5, 2025, and confirmed the proposal conforms to all emergency vehicle access requirements.
Location and amount of Off-	Complies:

Street parking	LMC § 15-3-6 does not require additional Off-Street Parking Spaces for the raising and grazing of horses. The existing parking for the Single-Family Dwelling (SFD) will not be impacted.
Internal vehicular and pedestrian circulation system	Complies: The internal vehicular and pedestrian circulation system will not be impacted by the proposed Use. There is a fenced area for the animals to graze outside the barn.
Fencing, Screening, and landscaping to separate the Use from adjoining Uses	Complies: The east, south, and west sides of the barn are screened by mature aspen and pine trees (see Figure 5 above). The north side of the barn is not screened but there are wooden rail fences between the barn and the neighboring property to the north. The fenced area outside the barn for the animals to graze is approximately 730 square feet.
Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots	Complies: The barn is approximately 790 square feet and in the Front Yard.
Usable Open Space	Complies: The proposed Use does not impact any Open Space areas in the Holiday Ranchettes Subdivision.
Signs and lighting	Not Applicable: No signs or exterior lighting are proposed with this application. If Outdoor Lighting is proposed to be installed, it requires compliance with the dark sky code (LMC § 15-5-5(J)) and Planning Department review and approval.
Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing	Complies: The barn is approximately 790 square feet and 17 feet tall. The east, south, and west sides of the barn are screened by mature aspen and pine trees.
Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site	Condition of Approval: There are no mechanical factors associated with the proposed Use. The Applicant shall adhere to Municipal Code of Park City Chapter 6-3 , <i>Noise</i> .
Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas	Complies: No loading or unloading zones will be impacted by the proposed Use. All trash and recycling areas are located inside the barn.
Expected Ownership	2291 Lucky John Drive is under private ownership

	and the maintenance and care for the animals is the responsibility of the property owner.
Within and adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the existing topography of the Site	Complies: The barn is on a flat area, not within the Sensitive Land Overlay, and not in the Soils Ordinance Boundary. The property does not include physical mine hazards or historic mine waste.
Reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding	Goal 2.3 of the General Plan identifies Park Meadows as a “primary resident neighborhood.” The proposed Use is ancillary to the property’s primary Use as an SFD.
Radon mitigation; residential Conditional Uses shall include the installation of a basic radon remediation system that allows for the installation of a radon remediation air handler if or when radon mitigation is required for the space in accordance with residential building codes.	Not Applicable: The barn is not a residential Structure and does not require a radon mitigation system.

(III) The Development Review Committee reviewed the proposal on August 5, 2025 and confirmed the proposal conforms to their requirements.²

Department Review

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

Notice

Staff published notice on the City’s website and the Utah Public Notice website and posted notice to the property on August 27, 2025. Staff mailed courtesy notice to property owners within 300 feet on August 27, 2025. The *Park Record* published courtesy notice on August 27, 2025.³

² 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).

³ LMC [§ 15-1-21](#)

Public Input

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

Alternatives

The Planning Commission may:

- Approve the CUP for raising and grazing of one mini horse and one mini donkey at 2291 Lucky John Drive.
- Deny the CUP and direct staff to make Findings for the denial.
- Request additional information and continue the discussion to a date certain.

Exhibits

A: Draft Final Action Letter

B: Applicant's Animal Management Plan



Planning Department

September 10, 2025

Angelica Villalobos

CC: Jeffrey Phillips

NOTICE OF PLANNING COMMISSION ACTION

Description

Address: 2291 Lucky John Drive

Zoning District: Single Family

Application: Conditional Use Permit

Project Number: PL-25-06585

Action: APPROVED WITH CONDITIONS (See Below)

Date of Final Action: September 10, 2025

Project Summary: The Applicant proposes a Conditional Use Permit for the raising and grazing of one mini horse and one mini donkey at 2291 Lucky John Drive.

Action Taken

On September 10, 2025, the Planning Commission conducted a public hearing and approved the Conditional Use Permit according to the following findings of fact, conclusions of law, and conditions of approval.

Findings of Fact

1. The Applicant requests a CUP for the raising and grazing of one mini horse and one mini donkey on Lot 13 of the Holiday Ranchettes Subdivision (2291 Lucky John Drive). The Applicant has had the animals at this address for approximately three years.
2. The Holiday Ranchettes Subdivision was recorded May 31, 1974 (Recorder Entry No. 123347).
3. On November 3, 2024, a code violation complaint form was filed with Code Enforcement for the keeping of animals at 2291 Lucky John Drive without a CUP or Animal Management Plan.



Planning Department

4. On June 17, 2025, the Applicant filed a CUP application for raising and grazing of one mini horse and one mini donkey and submitted an Animal Management Plan.
5. The Applicant applied for one mini horse and one mini donkey. On September 2, 2025, the Applicant indicated he has two mini donkeys. Staff recommends approval for the Applicant's initial request: one mini horse and one mini donkey. Per the LMC, two horses are permitted per acre, however, this requirement shall not trump the more restrictive requirements outlined in the Holiday Ranchettes CC&Rs restricting two horses per Lot.
6. The Land Management Code establishes a CUP for raising and grazing of horses in the Single Family (SF) Zoning District Requirements. The Applicant proposes that this also include one mini-donkey.
 - a. LMC § 15-2.11-3 outlines the Setback requirements for Structures in the SF Zoning District.
 - i. Front Setback: 20 feet.
 - ii. Rear Setback: 15 feet.
 - iii. Side Setback: 12 feet.
 1. The barn is greater than 30 feet from all property lines.
 - b. Land Management Code (LMC) § 15-2.11-2(B)(8) "Uses", states raising and grazing of horses requires a CUP in the SF Zoning District.
 - i. The Applicant is requesting a CUP for one mini horse and one mini donkey. LMC § 15-15-1 does not define "horse" or "donkey" but states that words not defined in the LMC shall have a meaning consistent with Webster's New Collegiate Dictionary, latest edition.
 - ii. Horse: "a large solid-hoofed herbivorous ungulate mammal (*Equus caballus*, family *Equidae*) domesticated since prehistoric times and used as a beast of burden, a draft animal, or for riding."
 - iii. Donkey: "the domestic ass (*Equus asinus*)."
 - iv. Similarities between horses and donkeys include:
 1. Both belong to the *Equidae* family.
 2. Both are herbivores and solid-hoofed ungulates.
 - v. Differences include:
 1. Donkeys are generally smaller in size.
 2. Donkeys have a distinct vocalization (a bray).
 3. They are separate species.



Planning Department

4. Horses prefer fresh, lush grass, while donkeys more readily eat coarse plants and shrubs.
- c. LMC § 15-2.11-9 outlines criteria for raising and grazing of horses.
 - i. Any barn must be located a minimum of 75 feet from the nearest neighboring Dwelling Unit.
 1. The nearest neighboring Dwelling Unit is 94.56 feet north of the barn.
 - ii. There shall be a maximum of two horses per acre.
 1. Lot 13 is 2.32 acres. Per the LMC, two horses are permitted per acre, however, this requirement shall not trump the more restrictive requirements outlined in the Holiday Ranchettes CC&Rs restricting two horses per Lot.
 - iii. Terrain and Slope of the Property must be suitable for horses.
 1. The barn and fenced area for the animals are a flat area.
 - iv. The Applicant submitted an Animal Management Plan outlining waste removal/odors, drainage and runoff, bedding materials, flies, and feed/hay.
7. The proposal, as conditioned, complies with the Conditional Use Permit criteria outlined in Land Management Code Section 15-1-10(E).
 - a. Size and location of the Site
 - i. The SF Zoning District allows two horses per acre. Lot 13 is 2.32 acres.
 - b. Traffic considerations including capacity of the existing Streets in the Area
 - i. No additional traffic is generated from the proposed raising and grazing of the mini horse and mini donkey.
 - c. Utility capacity, including Storm Water run-off
 - i. The Development Review Committee (DRC) reviewed the proposal on August 5, 2025, and confirmed the proposal conforms with their requirements.
 - d. Emergency vehicle Access
 - i. The Park City Fire District reviewed the proposal on August 5, 2025, and confirmed the proposal conforms to all emergency vehicle access requirements.
 - e. Location and amount of off-Street parking



Planning Department

- i. LMC § 15-3-6 does not require additional off-street Parking Spaces for the raising and grazing of horses. The existing parking for the Single-Family Dwelling (SFD) will not be impacted.
- f. Internal vehicular and pedestrian circulation system
 - i. The internal vehicular and pedestrian circulation system will not be impacted by the proposed Use. There is a fenced area for the animals to graze outside the barn.
- g. Fencing, Screening, and landscaping to separate the Use from adjoining Uses
 - i. The east, south, and west sides of the barn are screened by mature aspen and pine trees. The north side of the barn is not screened but there are wooden rail fences between the barn and the neighboring property to the north. The fenced area outside the barn for the animals to graze is approximately 730 square feet.
- h. Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots.
 - i. The barn is approximately 790 square feet and in the Front Yard.
- i. Useable Open Space
 - i. The proposed Use does not impact any Open Space areas in the Holiday Ranchettes Subdivision.
- j. Signs and Lighting
 - i. No signs or exterior lighting are proposed with this application. If Outdoor Lighting is proposed to be installed, it requires compliance with the dark sky code (LMC § 15-5-5(J)) and Planning Department review and approval.
- k. Physical Design and Compatibility with Surrounding Structures
 - i. The barn is approximately 790 square feet and 17 feet tall. The east, south, and west sides of the barn are screened by mature aspen and pine trees.
- l. Noise, Vibration, Odors, Steam, or Other Mechanical Factors
 - i. There are no mechanical factors associated with the proposed Use. Condition of Approval 1 requires adherence to Municipal Code of Park City Chapter 6-3 Noise.
- m. Control of Delivery and Service Vehicles, Loading and Unloading Zones, and Screening of Trash and Recycling Pickup Areas



Planning Department

- i. No loading or unloading zones will be impacted by the proposed Use. All trash and recycling areas are located inside the barn.
 - n. Expected Ownership and Management
 - i. 2291 Lucky John Drive is under private ownership and the maintenance and care for the animals is the responsibility of the property owner.
 - o. Within and Adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste, and Park City Soils Ordinance, Steep Slopes, and Appropriateness of the Proposed Structure to the Existing Topography of the Site
 - i. The barn is on a flat area, not within the Sensitive Land Overlay, and not in the Soils Ordinance Boundary. The property does not include physical mine hazards or historic mine waste.
 - p. Reviewed for Consistency with the Goals and Objectives of the Park City General Plan
 - i. Goal 2.3 of the General Plan identifies Park Meadows as a “primary resident neighborhood.” The proposed Use is ancillary to the property’s primary Use as an SFD.
 - q. Radon mitigation; residential Conditional Uses shall include the installation of a basic radon remediation system that allows for the installation of a radon remediation air handler if or when radon mitigation is required for the space in accordance with residential building codes.
 - i. The barn is not a residential Structure and does not require a radon mitigation system.
8. The Development Review Committee reviewed the proposal on August 5, 2025 and confirmed the proposal conforms to their requirements.
 9. Staff published notice on the City’s website and the Utah Public Notice website and posted notice to the property on August 27, 2025.
 10. Staff mailed courtesy notice to property owners within 300 feet on August 27, 2025. The Park Record published courtesy notice on August 27, 2025.

Conclusions of Law

1. The proposed CUP complies with the LMC requirements pursuant to Chapter 15-2.11 *Single Family Zoning District* and Section 15-1-10 *Conditional Use Review Process*.
2. The use will be compatible with surrounding Structures in use, scale, mass, and circulation.



Planning Department

3. The effects of any differences in use or scale have been mitigated through careful planning.

Conditions of Approval

1. The Applicant shall adhere to Municipal Code of Park City Chapter 6-3, Noise.
2. If Outdoor Lighting is proposed to be installed, it requires compliance with the dark sky code (LMC Section 15-5-5(J)) and Planning Department review and approval.
3. The Animal Management Plan shall include the following:
 - a. Grazing is limited to one mini horse and one mini donkey for the property.
 - b. Compliance with the Noise Ordinance outlined in Municipal Code of Park City Chapter 6-3 is required at all times. Pursuant to Section 6-3-8(E) *Animals*, owning, keeping, possessing, or harboring any animal or animals that, by frequent or habitual noise making, violates Section 6-3-9 is prohibited. Section 6-3-9 establishes 50 dBA in residential areas from 10:00 PM – 6:00 AM and 55 dBA from 6:00 AM – 10:00 PM.
 - c. **Waste Removal and Odor Control:** Manure is required to be regularly collected and stored in enclosed containers within the barn and shall be removed from the property several times each week.
 - i. Pursuant to Municipal Code of Park City Section 6-1-11, waste shall be collected and emptied curbside by the County or a licensed collector. Such receptacles must not be set out for collection prior to 6:00 PM of the day before collection. Empty receptacles shall be removed from the street as soon as practical after being emptied, and in every case must be removed from the street prior to 11:59 PM the day they are emptied.
 - d. **Drainage and Runoff:** The Applicant is responsible for submitting a drainage and runoff management plan for Engineering review within one week of this Conditional Use Permit issuance and shall make any required modifications to drainage and runoff within 30 days.
 - e. **Fly Control Measures:** Manure is required to be regularly collected and stored in enclosed containers within the barn and shall be removed from the property several times each week.
 - f. **Feed & Hay Storage:** Hay and grain shall be stored in sealed containers inside the barn to prevent spoilage and pest infestation.

If you have questions or concerns regarding this Final Action Letter, please call 385-481-2036 or email virgil.lund@parkcity.gov.

Sincerely,



Planning Department

Christin Van Dine
Planning Commission Chair

CC: Virgil Lund

September 5, 2025

Park City Municipal Corporation
P.O. Box 1480
Park City, UT 84060-1480

Subject: Response to Inquiry Regarding Horse Raising and Grazing

Dear Assistant Building Official:

I appreciate your letter regarding the raising and grazing of horses on my property, particularly concerning the barn's proximity to neighboring dwellings and the management of waste (see attached photo), drainage, and other environmental factors. I understand the importance of maintaining a responsible and well-managed environment for both the mini horse/mini donkey and the surrounding community.

In response to your request, I have outlined an **Animal Management Plan** addressing the key areas of concern:

1. Waste Removal & Odor Control

- Manure is collected and removed in manure containers, several times during the week and disposed of at the Ace Transfer Station in Heber by our workers, PC Home Care Services. We do not store it anywhere on the property.
- The barn is pressure washed, swept, and cleaned, and has proper ventilation and maintained to reduce any buildup.

2. Drainage & Runoff Management

- There are no runoffs on either side, all on-sight, and everything is clear and not going to the nearby stream.

3. Bedding Materials

- Our mini horse and mini donkeys have bedding on absorbent materials such as straw, which is replaced regularly to ensure cleanliness and odor control.

4. Fly Control Measures

- Manure is removed frequently to discourage fly breeding and there are rarely any flies in the barn.
- Proper storage of feed and hay will prevent pest attraction.

5. Feed & Hay Storage

- Hay and grain are stored in sealed containers inside the barn to prevent spoilage and pest infestation.
- Feeding areas are kept clean and washed to prevent excess waste and odors.

Holiday Ranch subdivision is a designated acquisition area, specifically for horses.

Please keep in mind that we have had our female Mini Horse Paris and female Mini Donkey Petunia for 3 years now. In addition, to our surprise, Petunia (mini donkey) had a baby foal a year after. We named him Pierre. We did not know Petunia was pregnant when we brought her home from the farm. They have become a big part of our family, and they are not only loved by us but by our neighborhood as well. Several of our neighbors and their kids often stop by and pet them and take pictures with them. We take really good care of them, keep them clean, take them on walks, and keep them in their designated area.

We are well aware that we have a few neighbors in the neighborhood that dislike animals in our community, but we do our best to deal with them.

I am committed to ensuring responsible animal management while maintaining harmony with the surrounding community. If you require additional details or would like to discuss any specific concerns further, please feel free to contact me.

Thank you for your time and consideration. I look forward to working together to ensure environmentally responsible and well-maintained property.

Sincerely,



Jeffrey Phillips

Public Input

Proposal:

Conditional use permit for raising and grazing of one mini pony and one mini donkey

As a neighbor of 2291 Lucky John Dr I would like to know if Mr Philips (owner) who has had 1 mini pony and 2 mini donkeys for the last 3+ years, plus a chicken coop and ducks and a green house without a conditional use permit and is now requesting one?

I have had several times words with Mr Philips and his workers about the neglect of the animals (not feeding them or cleaning up their droppings). After my comments that nobody takes care of these animals the workers would walk them on my neighbors front grass.They did this twice.

Also when they do feed the animals they also are feeding all the wildlife on Boot Hill, we have obese raccoons and 30-40 ducks in our irrigation ditch who get the food from the property of Mr Philips.

Also when they clean up the poop they put it in garbage bins(9) and put these out (sometimes) on a Tuesday evening for pick up on Wednesday morning and these bins could still be there after a few days. During this hot summer the smell was awful and screaming donkeys for food is offensive.

So do I think Mr Philips should get this permit? Absolutely NOT. He should have bought a farm outside the city limits. Also it will be a public hearing on September 10 but to be honest I don't feel safe to come and tell all my concerns. The police has been at the property before and the family sharing the driveway with Mr Philips have seen people walking around with rifles.

Park Meadows Neighbor

Mr Lund,

I would like to voice my opposition to granting Jeffrey Phillips of 2291 Lucky John Drive a conditional use permit for raising and grazing one mini horse and one mini donkey.

Currently Mr. Phillips has two mini donkeys and one mini horse on his property. Does this invalidate the permit or is he getting rid of one donkey?

The reasons for the objection are:

1. Smell from the manure and poor handling of the livestock waste.
2. Increased noise from one of the donkeys frequently braying.
3. Increase vermin in the neighbors yards.
4. Poor animal welfare.

5. The general condition of the property is not up to the neighborhood standards.

1. SMELL: Mr. Phillips uses seven to nine Republic Service waste bins to remove the manure. This past summer he has failed to put out his trash bins on a weekly basis. On one occasion went two weeks without having his trash picked up. Where is he storing the manure? The last time he failed to put out his trash was on 27 August. As you know we have had an extremely dry summer and during the rain this past week the smell of urine and wet mature could be detected two lots over.

2. NOISE: Mr. Phillips has not consistently fed his livestock hence the braying of the hungry donkey. His pasture has been denuded of almost all grazing material. Holiday Ranchetts HOA has water rights and an irrigation ditch system. The State Engineer stopped the HOA flow of water in early July this year. Mr. Phillips has not irrigated his lot with culinary water to keep his grass alive thus supply grazing material for his animals. His pens are too small to supply adequate grazing for his three animals.

3. VERMIN: When the irrigation ditch was flowing he had 40-50 wild mallard ducks living and breeding near/on his property. Mr. Phillips is either feeding the ducks or he has poor livestock feed management. Even when the ditch went dry the ducks stayed leading me to believe there is an available food source for the ducks. This has also brought in a large amount of of vermin to his neighbor's yards (Unita ground squirrel, field mice, vols). The vermin further reduce available forage and decimate neighbors landscaping plants. I have an extremely well fed badger in my back yard (first time in 20 years) and a family of raccoons.

4. ANIMAL WELFARE: Mr. Phillips has owned the property since 2017 I have never witnessed the livestock being groomed or exercised regularly. Maybe once or twice a year will he walk/exercise the animals and when he does he lets them graze on a neighbors yard (that is watered all summer). The neighbors do not live there full time, having discussed the matter with them, they have not given their permission for grazing of animals. There is very little human interaction with these animals.

5. NEIGHBORHOOD: Mr. Phillips yard is not up to the neighborhood standard since his front yrd is basically a barn yard.

If something is unclear please do not hesitate to call. I will not be able to attend the September 10, 2025 meeting.

Please confirm my objection will be available to the Planning Commission.

Apologies for such a long note but please DO NOT approve the requested conditional use permit.

Regards,

Steve Streamer

Good Morning,

I have given a lot of thought to their request to keep a combination (donkeys and mini horses) on their property. Notwithstanding that our homeowners association only allows for two horses, which I understand is not up to the City to become involved or to enforce, I am not in favor of allowing donkeys. If I understood you correctly on our call, the city code is currently two horses, dependent upon lot size. If that is correct, than I am in favor of sticking with the current code. I believe by changing what is on the books and granting a special circumstance this will set a precedent for other animals that currently are not allowed. Donkeys are not horses.