



**PARK CITY MUNICIPAL CORPORATION  
PLANNING COMMISSION MEETING MINUTES  
COUNCIL CHAMBERS  
MARSAC MUNICIPAL BUILDING  
JUNE 10, 2026**

**COMMISSIONERS IN ATTENDANCE:** Christin Van Dine (Chair), Rick Shand, Adam Strachan, John Frontero, Grant Tilson, Seth Beal

**EX OFFICIO:** Rebecca Ward, Planning Director; Lillian Zollinger, Planner III; Nan Larsen, Senior Planner; Jacob Klopfenstein, Planner II; Alec Barton, Senior Planner; Virgil Lund, Planner II; Mark Harrington, Senior City Attorney

---

**1. ROLL CALL**

Chair Christin Van Dine called the Planning Commission Meeting to order at 5:30 p.m. All Commissioners are present with the exception of Commissioner Henry Sigg.

**2. MINUTES APPROVAL**

**A. Consideration to Approve the Planning Commission Meeting Minutes from May 27, 2026.**

**MOTION:** Commissioner Shand moved to APPROVE the Planning Commission Meeting Minutes from May 27, 2026. The motion was seconded by Commissioner Frontero. The motion passed with the unanimous consent of the Commission.

**3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES**

There were no communications or disclosures.

**4. PUBLIC COMMUNICATIONS**

There were no public communications.

## 5. WORK SESSION

- A. Parcel PC-SS-121-X (Clark Ranch)** – Zone Change, Subdivision Plan, Master Planned Development, Conditional Use Permit – The Planning Commission Will Review An Updated Proposal from the Applicant with Conceptual Site Plans, Slope Analysis, and a Massing Study. Zone Change PL-25-06656, Subdivision PL-25-06655, MPD PL-25-06654, CUP PL-25-06653.

Chair Van Dine reported that there will not be a public hearing held for this item, because it is a Work Session item. Those interested in submitting comments can do so at [planning@parkcity.gov](mailto:planning@parkcity.gov). Planner III, Lillian Zollinger, and Senior Planner, Nan Larsen, shared information about the Clark Ranch proposal. The applicant is The Alexander Company and the applicant representative, Chris Day, is present at the meeting.

On February 3, 2026, the City Council and Planning Commission conducted a Joint Work Session to provide direction to The Alexander Company for the Clark Ranch affordable housing development. The City Council and Planning Commission recommended:

- Rezoning with an open space buffer between Park City Heights and the Clark Ranch development;
- Reducing building mass and cut and fill; and
- Establishing a maximum building height of up to 35 feet, outlined in Option B1.B.

The Alexander Company has updated their design based on the City Council and Planning Commission feedback. The density has been reduced from 201 units to 164 units. In addition, the applicant has established a 25-foot setback on all sides, and the massing has been broken up from the original 400-foot-long buildings. The building height has been reduced and the stormwater retention pond has been incorporated into the 10-acre disturbance area. Planner Zollinger shared the newly proposed Site Plan.

During this Work Session, the applicant is looking for feedback about the massing and design. There is a desire to understand whether the comments from the Joint Work Session have been incorporated. The applicant also wants to know if there are any additional comments related to the Zone Change, Subdivision, Master Planned Development (“MPD”) or Conditional Use Permit (“CUP”) applications. Planner Zollinger reviewed the submitted massing designs with the Planning Commission. She explained that these images are attached as an exhibit in the Staff Report. This includes the proposed massing design for 14 units, 20 units, and townhomes. Planner Zollinger noted that there are 130 multi-unit dwellings proposed, and 34 townhome units proposed.

This site is in the Sensitive Land Overlay (“SLO”). During the October 22, 2025, Planning Commission Meeting, Staff provided an in-depth review of the SLO. The updated plans provide modifications for the visual assessment and the slope and topographic map. The

overall reduction in the massing and scale has reduced some need for cut and fill, which reduces the impacts to steep slopes. As the applicant moves forward, additional information will be needed to ensure compliance with the requirements of the SLO.

Planner Larsen explained that part of the Clark Ranch application includes a rezone of the development area. Currently, the site is zoned Recreation and Open Space ("ROS"). The applicant proposes to rezone to the Residential Development – Medium Density ("RDM") with a possible Clark Ranch Affordable Housing Overlay. During the Work Session on September 24, 2025, the Planning Commission requested additional information about an affordable housing outlay that is specific to the Clark Ranch project. This has since been provided by Staff. The presentation slides summarize the requirements of the RDM Zoning District and the potential Clark Ranch Affordable Housing Overlay. It addresses density, lot size, perimeter setbacks, building height, building height exceptions, design standards, and minimum open space standards.

During the September 24, 2025, Work Session, the Planning Commission directed Staff to include a sunset clause as part of the Zone Change. The sunset clause would require the project to contain at least 60% Residential Unit Equivalents ("RUE") and receive MPD, CUP, and Subdivision approvals, with a Building Permit issued within two years of approval, or the Clark Ranch Affordable Housing Overlay and RDM Zone Change will be void. Staff posed several questions to the Planning Commission for consideration:

- Does the Planning Commission find the Applicant's updated plans incorporate the recommendation to reduce building mass, cut, and fill?
- Does the Planning Commission find there is adequate architectural variation to establish a maximum Building Height of up to 38 feet?
- Are there modifications or additional information the Planning Commission recommends be considered prior to the next public hearing?

The applicant team provided a supplemental presentation. Mr. Day explained that he is a Development Project Manager with The Alexander Company. His colleague, Colin Cassidy, is attending the Work Session virtually, and Jarrett Moe with Stereotomic is attending the meeting in person. Mr. Day reported that at the Joint Work Session, there was direction to stay within the buffer boundary, reduce the building heights, reduce density, and reduce the massing. The Vicinity Plan was shared and the buffer boundary was highlighted. The Site Plan was reviewed. Mr. Moe and his team studied the neighboring properties in Park City Heights and then the overall massing of the buildings was broken up. There are 10 multi-family buildings with three conceptual building designs. Those designs vary in the density, parking, building height, and roof plan.

Mr. Moe shared the Slope Analysis information with the Commission. He noted that there is a connector road that ties a lower access road and an upper access road. The flattest areas in the 10-acre buildable boundary were selected. The internal roads do not cross slopes exceeding 30%, so there is compliance with the SLO requirements. The frontage

road is still a work in progress. He noted that work is being done with the Engineering Department and an outside engineering group. The goal is to have minimal visual impact.

The Roof Plan was reviewed. Mr. Moe reported that there are variable roof heights with each building type. The Massing Diagram included in the Staff Report illustrates a worst case scenario situation with a 38-foot maximum height from final grade. There is still a considerable amount of work to be done to arrive at the final heights. In the current scenario, flat roof options are presented based on the increased heights required for pitched roof options. The current plan satisfies the requirements in Section 15-6-5(F).

Mr. Moe next reviewed the Parking Plan. The goal is to provide the most parking possible with the least amount of visual impact. Four of the buildings share two mutual subterranean parking structures. The other parking provided is a mix of covered parking and street parking. An effort was made to eliminate surface parking as much as possible and the current parking unit ratio is 1.6 stalls per unit with a 0.9 stalls per bedroom ratio.

The Open Space Diagram was shared. There is currently 31.34% open space proposed. It is anticipated the amount of open space will grow as the grading and landscape plans are further developed. The remaining area outside of the 10-acre boundary is preserved as open space. When combined with the internal open space, there is approximately 88% open space. Mr. Moe shared the Building Footprint Analysis and reported that Park City Heights was used as a guiding principle. There are major breaks incorporated into medium size and smaller size massing with a variation of scale based on the topography.

Several renderings were shared to provide additional context. Mr. Day explained that if the Planning Commission believes the design is on the right track, the next steps are:

- Prepare full planning submittals; and
- Identify an appropriate next meeting date.

Mr. Day asked if the Planning Commission feels the proposal is on the right track now that the previous feedback has been incorporated. Commissioner Rick Shand wanted to further review the Parking Plan. It appeared that there is surface parking located in the middle. Mr. Day clarified that the two lots that appear to be surface lots on the image are actually subterranean lots. Commissioner Shand asked if there is parking inside the buildings on the north side, which was confirmed. Information about the amenity building was provided. Mr. Day reported that there will be four to six units on top of the amenity space and there is some underground parking planned for the amenity building as well.

Commissioner Grant Tilson had a question about Figure 16. He asked if the retention pond will be in Area 1, which was confirmed. Commissioner John Frontero asked about the 60% affordable number. He wanted to know if it is based on a square footage calculation. This was confirmed. Commissioner Frontero wanted to know if the amenity

building will be available to all residents within this project. Mr. Day confirmed this and added that the townhome residents will have access to the amenity building as well.

Commissioner Seth Beal thanked the applicants for providing updated massing and a conceptual layout that compares Park City Heights to the Clark Ranch proposal. The massing images were further reviewed. Chair Van Dine asked Commissioners about the heights and flat roofs that are proposed. It might make sense to consider an increase in height to accommodate a pitched roof so there is better compatibility with the area.

Commissioner Shand asked if the townhomes are proposed to have a flat roof. It was clarified that there is a low angled shed roof proposed. From most perspectives, it will look fairly flat. Commissioner Adam Strachan noted that the proposal does not seem to blend well with Park City Heights, but the roof design might be part of that problem. He would not have an issue with a slight height increase to accommodate more articulated roofing. The view corridor will not be impacted by a slight addition to the height.

Commissioner Strachan noted that there is a Zone Change proposed. He asked if there are guarantees it could be zoned back if this does not move forward as an affordable housing project. Planning Director, Rebecca Ward, explained that this was considered previously when the Commission requested there be a sunset clause established. The rezone would be tied to the affordable housing project. There would be a timeline established for the final process. If that is not met, then the zoning will revert back.

Chair Van Dine asked if other Commissioners are supportive of looking at an option that allows additional roof height. If there is interest, then it would make sense for the applicant to further explore the possibilities. If there is no interest, there can be a discussion about the current proposal. Commissioner Shand would not be opposed to increasing the height somewhat to create additional variation. The question is whether there is a desire to have similar rooflines in the townhomes and stacked flats as seen in Park City Heights. Commissioner Frontero noted that the flat roofs look fine on the submitted materials, but do not match Park City Heights as well. As a result, he is open to a different design. If there is additional height added, it would be preferable to see that on the lower buildings.

The Planning Commission reviewed the questions posed by Staff. Chair Van Dine believed the reduction to building mass and the cut and fill has been done well. Commissioner Tilson finds this proposal is an improvement from the previous proposal. The recommendations from the Joint Work Session were incorporated. Chair Van Dine believed there is consensus for a maximum building height of up to 38 feet. She asked the applicant team to look into options other than flat roofs on some of the buildings.

Commissioner Beal was comfortable with 35 feet and is less comfortable with anything more than that until he can review a plan. Chair Van Dine suggested that the applicant team come back with a visual example of what something else might look like. It would

be worthwhile for the Planning Commission to consider a different roof design that does not drastically increase the overall building height in the development.

Chair Van Dine liked that the retention pond is now within the 10 acres. The wildlife evaluation will be considered when the application returns to the Planning Commission. She asked for additional information about the frontage road. Mr. Day reported that there will need to be additional discussions with the engineering team. It was clarified that the engineering team has been working with an outside consultant on the frontage road. Those discussions were paused until the height of the project could be determined. Based on the last update, there was 60% of the finalized design done before that pause.

Chair Van Dine thanked the applicant team for the updates that were made. The Clark Ranch proposal will be discussed further at a future Planning Commission Meeting.

## **6. REGULAR SESSION**

- A. 844 Empire Avenue – Conditional Use Permit** – The Applicant Requests the Planning Commission Grant an Exception to the Building Setback Standards for Detached Garages at a Significant Historic Site to Accommodate a Subterranean Detached Garage in the Historic Residential - 1 Zoning District. PL-26-06909.

Planner II, Jacob Klopfenstein, presented the Staff Report and explained that this is a CUP application for 844 Empire Avenue. This is a Significant Historic Site that was damaged in a 2014 fire and has remained vacant ever since. The previous owner of this property obtained Historic District Design Review (“HDDR”) approval for a remodel and addition project back in May 2025 and recorded a financial guarantee. However, the property was sold and the property changed ownership in September 2025. The current applicant intends to pursue the remodel and addition but proposes some modifications.

As part of the change in ownership, the applicant and current owner must comply with the previous Historic Preservation Plan. The applicant proposes a detached and partially subterranean car elevator or lift structure that would be approximately 217 square feet and would include stacked storage for up to two vehicles. This would be located on the southeast corner of the site. Planner Klopfenstein shared an image of the existing conditions, looking at the rear of the site from Crescent Tram Road. This side is currently being used as the front entrance, but it is historically the rear façade of the structure.

Planner Klopfenstein reviewed the applicant Site Plan. He pointed out the three different rights-of-way that abut the property, including Crescent Tram Road, Empire Avenue, and the 9<sup>th</sup> Street right-of-way. The approximate footprint of the historic structure is outlined in blue and the detached car elevator is outlined in yellow. A rendering was shared with the Planning Commission. It shows the proposed renovated property from Crescent Tram Road. He pointed out the area where the driveway and car elevator structure would be

located. The driveway would come in off of Crescent Tram Road. The next rendering shows the front façade, which the applicant proposes restoring to the look of the historic front porch. He shared an image that illustrates how the car elevator will work.

For accessory structures in the Historic Residential – 1 Zoning District, the standard is that it must not cover more than 50% of the rear setback area. The applicant is requesting an exception to that requirement, because the car elevator structure would cover more than 50% of the rear setback area. The structure complies with all of the other lot and site requirements as well as the building footprint and building height requirements.

Land Management Code (“LMC”) Section 15-2.2-4(A) allows the Planning Commission to grant an exception to building setback standards for additions to historic structures, including detached garages, to achieve new construction consistent with the Historic District Regulations, if five criteria are met. The exception criteria were reviewed:

- The applicant must obtain an approved CUP;
- The scale of the addition and/or driveway is compatible with the Historic Building and/or Structure;
- The addition complies with all other provisions of the Zoning District;
- The addition complies with the adopted Building and Fire Codes; and
- The addition complies with the Design Regulations for Historic Districts and Historic Sites.

Planner Klopfenstein reviewed the proposed Conditions of Approval in the Draft Final Action Letter. There are specific conditions that relate to the exception criteria. He reported that there are two proposed amendments to the Draft Final Action Letter:

- Amend Finding of Fact #1 to specify the size of the proposed car lift structure; and
- Eliminate Condition of Approval #11 regarding windows, as this will be addressed during the HDDR review process.

Staff recommends the Planning Commission review the CUP for a partially subterranean car lift within setbacks at 844 Empire Avenue, a Significant Historic Site, conduct a public hearing, and consider approval based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter, as amended.

Commissioner Shand asked to review Figure 2 in the presentation slides. On the upper part of the yellow box, there is a dotted line. He asked if this designates the backyard setback line. Planner Klopfenstein reported that this is an unusual lot that has three front setbacks. The property line immediately south of the proposed garage is a rear yard. The east property line is a side yard, so there is a side setback indicated on the image. Commissioner Shand wanted to know where the south setback of the home is located. Director Ward clarified that the setbacks are represented with the dotted lines shown.

Planner Klopfenstein reminded Commissioners that accessory structures are limited in the rear setback area to 50%. With the way this detached building is currently proposed, it occupies approximately 54% of the rear setback area. There are two different standards. Accessory buildings can be within the rear setback area but have to be at least 1 foot back from the property line. There is also the 50% limitation to consider.

Commissioner Shand noted that the Appeal Panel allowed the removal of Plat Note #3, so the other alternative for the garage is no longer on the table. Planner Klopfenstein confirmed this. The Plat Note that prohibited access from Crescent Tram Road was removed. This means the applicant can have a driveway that comes in off of Crescent Tram Road. He shared information about the history of this project. There was a variance that the previous applicant sought approval for that proposed a garage that would have been in multiple front setbacks on the west side, but that variance was ultimately denied. Planner Klopfenstein clarified that the variance is not part of the current proposal.

Director Ward noted that this application balances historic preservation. For instance, the front façade is being restored, which faces the unbuilt 9<sup>th</sup> Street right-of-way. When the plat process was completed, the Planning Director determination had the three front setbacks. The previous iteration put that detached garage within the front yard area, but that conflicts with the Historic District Regulations that require the garage and parking to be to the rear of the historic structure. She added that the variance request was denied.

Commissioner Shand mentioned the trees on the east side of the property. With the addition to the property and the proposed parking structure, his assumption is that those trees will be removed. Planner Klopfenstein reported that there are at least two larger trees in the northeast corner. One is within the right-of-way and is not impacted by the proposal and the other is proposed to be retained on the site. He shared the applicant plan and pointed out the location of the larger trees in the area. Commissioner Shand pointed out that there are some smaller trees in the southeast corner of the property as well. Planner Klopfenstein clarified that those smaller trees will be removed.

Commissioner Tilson requested a review of Figure 4 in the Meeting Materials Packet. He asked if the image indicates there can be three separate vehicles parked at the same time within the structure. The applicant, Gibby Dunleavy, explained that the image shows the retractable roof and car lift. It will look like pavement. The lift comes up, the two cars can be put into it, the pavement goes down, and it is possible to park there. The third car in the image is shown on pavement section. This car elevator will be lightly enclosed.

There was additional discussion about the car elevator that is proposed on the site. Commissioner Beal requested more information. Planner Klopfenstein explained that inside the structure, there is space for two vehicles and those can be stacked on top of one another. If there are two vehicles inside of the structure, those would not be seen from the outside. On the top, it would appear flat. It is possible to park another vehicle on top of the structure for a total of three parking spaces. From the top, it will more or

less appear like a driveway. Ms. Dunleavy clarified that there is drainage, a pump, and sensors. There is also an electric motor so it is not as noisy as a traditional garage door.

Commissioner Beal reported that a public comment was submitted from a neighbor. That comment expressed concerns about impacts to her yard. He asked how to address the concerns that have been expressed about the stacked wall. Planner Klopfenstein explained that as part of the Building Permit application, there must be an agreement for access if there is construction within five feet of another property line. The applicant will also be required to show that the shoring methods implemented will not impact the neighboring properties. Additional background information was shared. Commissioners felt more comfortable with the proposal due to the clarification that was provided.

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

Commissioner Frontero mentioned the letter that was submitted by the neighbor. He wondered whether there could be a condition for a landscape buffer between the structure and the neighboring property. Chair Van Dine pointed out that the structure is subterranean. Director Ward reported that this site is on a slope. The Staff Report indicates that the proposal is for a partially subterranean car lift. As the slope goes down, there will be some exposed board-formed concrete. There is some distance between the property line and the accessory building, so it is possible to have a bit of landscaping on the east side. Commissioner Frontero suggested this be a Condition of Approval.

Planner Klopfenstein shared an elevation with the Commission and pointed out the location of the proposed structure. There is approximately 7 feet of the board-formed concrete wall that will be vertically above grade and there is approximately 3 feet in between. Commissioner Frontero acknowledged that it might be a challenge to have reasonable vegetation in that area. Ms. Dunleavy reported that there is a large tree on the property to the south and the branches on the applicant property will be removed.

Discussions were had about the Draft Final Action Letter and the proposed modifications. This includes Finding of Fact #1, the removal of Condition of Approval #11, and a modification to Condition of Approval #5. There was support for the amendments.

**MOTION:** Commissioner Shand moved to APPROVE the CUP application for 844 Empire Avenue, based on the following, as amended:

**Procedural History:**

1. The Planning Director approved the previous owner's Historic District Design Review (HDDR) to rehabilitate and remodel the Significant Historic Structure and construct an addition on May 1, 2025.

2. The previous owner entered into an Encumbrance and Agreement for Historic Preservation on July 2, 2025 (Summit County Recorder Entry No. 1238470).
3. The property changed ownership in September 2025, and the Applicant recorded an assignment of encumbrance on September 22, 2025 (Summit County Recorder Entry No. 1241341). The Applicant obtained the previously approved HDDR plans and the architect provided authorization for the Applicant to use the plans on November 12, 2025.
4. The Applicant intends to pursue the previous owner's remodel, rehabilitation, and addition project at the Site with modifications

**Findings of Fact:**

1. Pursuant to Land Management Code (LMC) § 15-2.2-3(E), The maximum allowable Building Footprint for the 3,242-square-foot Lot for both the Single Family Dwelling (SFD) and detached, partially subterranean car lift is 1,351 square feet, and the Applicant proposes a maximum Building Footprint of approximately 1,349 square feet, including the detached subterranean car lift structure, which has a proposed footprint of up to 217 square feet.
2. Pursuant to LMC § 15-2.2-3(H), detached Accessory Buildings within the Rear Setback shall not exceed 18 feet in height, shall be located at least five feet behind the front façade of the Main Building, and shall maintain a minimum Rear Setback of one foot.
  - a. The Applicant proposes a detached subterranean car lift that is a maximum of 18 feet in height, with approximately 7 feet visible above Final Grade.
  - b. The proposed detached subterranean car lift is set back approximately 28 feet behind the front façade of the Historic Structure and maintains a minimum Rear Setback of one foot.
3. Pursuant to LMC § 15-2.2-3(J)(10), detached Accessory Buildings within Side Setbacks may not exceed 18 feet in height, must be set back at least five feet behind the front façade of the main building, and must maintain a minimum setback of three feet.
  - a. The proposed detached subterranean car lift is a maximum of 18 feet in height, is set back approximately 28 feet behind the front façade of the Historic Structure, and maintains a minimum Side Setback of three feet.

4. Pursuant to Land Management Code § 15-2.2-4(A), the Planning Commission may grant an exception to Building Setback and driveway location standards for additions to Historic Structures, including detached Garages, to achieve new construction consistent with the Design Regulations for Historic Districts and Historic Sites if:
  - a. *The Applicant obtains an approved Conditional Use Permit (CUP).*
    - i. The Applicant's proposal complies, as conditioned, with the CUP criteria outlined in LMC § 15-1-10.
  - b. *The scale of the addition and/or driveway is Compatible with the Historic Building and/or Structure.*
    - i. The proposed detached subterranean car lift is a maximum of 18 feet in height, with approximately 7 feet visible above Final Grade.
    - ii. The mass and bulk of the building is primarily subterranean, with the top of the subterranean car lift structure appearing as part of the driveway at the site.
    - iii. The proposed detached subterranean car lift would be set back approximately 28 feet behind the front façade of the Historic Structure in the rear of the Historic Structure and would be subordinate to the Historic Structure on the Site.
    - iv. Condition of Approval 5 requires the Applicant to reduce the width of the proposed 21-foot-wide driveway to a maximum of ten feet prior to Building Permit submittal, required pursuant to LMC § 15-13-2(B)(1)(g)(6).
  - c. *The addition complies with all other provisions of this Chapter.*
    - i. The detached subterranean car lift does not exceed 18 feet in height within the Rear Setback and is set back 28 feet behind the front façade of the Historic Structure and maintains a minimum Rear Setback of one foot.
    - ii. The proposed detached subterranean car lift is a maximum of 18 feet in height, is set back approximately 28 feet behind the front façade of the Historic Structure, and maintains a minimum Side Setback of three feet.
  - d. *The addition complies with the adopted Building and Fire Codes.*
    - i. Condition of Approval 2 requires the Applicant to obtain a Building Permit for the proposed modifications. Compliance with Building and Fire codes is evaluated during the Building Permit review process.
  - e. *The addition complies with the Design Regulations for Historic Districts and Historic Sites:*
    - i. The Applicant proposes board-formed concrete for retaining walls at the Site, required pursuant to LMC § 15-13-2(B)(1)(d)(6).

- ii. The proposed subterranean car lift is in the rear of the Historic Structure and will primarily be subterranean and subordinate to the Historic Structure on the Site. The Applicant proposes landscaping treatments throughout the Site, including on the north side of the driveway adjacent to Crescent Tram Road, required pursuant to LMC § 15-13-2(B)(1)(g)(1).
- iii. The Applicant does not propose changing the Final Grade more than four feet from Existing Grade, required pursuant to LMC § 15-2.2-5. The Applicant proposes removing landscaping to implement the new driveway and Condition of Approval 3 requires the Applicant to replace any Significant Vegetation proposed to be removed, required pursuant to LMC § 15-13-2(B)(1)(g)(3).
- iv. The Applicant proposes Off-Street parking in the subterranean car lift in the rear yard and behind the rear wall plane of the Historic Structure, required pursuant to LMC § 15-13-2(B)(1)(g)(4).
- v. The Applicant proposes a driveway that is ten feet wide immediately in front of the detached subterranean car lift and widens to approximately 21 feet and Condition of Approval 5 requires requiring the Applicant to reduce the width of the driveway to a maximum of ten feet, required pursuant to LMC § 15-13-2(B)(1)(g)(6).
- vi. The Applicant proposes using permeable pavers for the driveway surface, required pursuant to LMC § 15-13-2(B)(1)(g)(8).
- vii. The Applicant does not propose paving up to the building foundation, required pursuant to LMC § 15-13-2(B)(1)(g)(9).
- viii. Staff recommends Condition of Approval 4 requiring the Applicant to provide snow storage on-Site, required pursuant to LMC § 15-13-2(B)(1)(g)(10).
- ix. Condition of Approval 11 requires the Applicant to revise the plans to propose windows that reflect a 2:1 height-to-width ratio and reflect a ratio of solid-to-void that is compatible with the Historic District, required pursuant to LMC § 15-13-2(B)(2)(d)(4) and § 15-13-2(B)(2)(d)(8).
- x. The Applicant proposes the detached subterranean car lift in the rear of the Historic Structure, required pursuant to LMC § 15-13-2(B)(9)(a).
- xi. The Applicant proposes a detached subterranean car lift with a maximum interior width of 10 feet, 8 inches, required pursuant to LMC § 15-13-2(B)(9)(c).

- xii. The Applicant proposes a detached subterranean car lift that is single-car width, required pursuant to LMC § 15-13-2(B)(9)(d).
  - xiii. The Applicant proposes a detached subterranean car lift that will primarily be subterranean and is approximately 27% of the footprint of the Historic Structure, required pursuant to LMC § 15-13-2(B)(9)(g).
5. Significant Historic Sites are exempt from Off-Street Parking requirements pursuant to LMC § 15-2.2-4, and the Applicant proposes two parking spaces that are approximately 9 feet wide and 17 feet deep, which are compact spaces that do not count toward LMC-required spaces pursuant to LMC § 15-3-3(F)(3).
6. The Planning Commission evaluates CUPs based on the criteria outlined in LMC § 15-1-10(E). These criteria are outlined below:

| <b>CUP Review Criteria</b>                                                    | <b>Analysis of Proposal</b>                                                                                                                                                                                                                                                                                                                                         |
|-------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Size and location of the site                                                 | Pursuant to LMC § 15-2.2-3(E), the maximum allowable Building Footprint for the SFD and detached subterranean car lift is 1,351 square feet, and the Applicant proposes a maximum Building Footprint of approximately 1,349 square feet, including the detached subterranean car lift.                                                                              |
| Traffic considerations including capacity of the existing Streets in the Area | <i>No unmitigated impacts:</i> The Applicant proposes maintaining the property as an SFD, which is not expected to generate significant additional traffic. The Applicant proposes two Off-Street Parking spaces within the detached subterranean car lift. Access to the Site is permitted from Crescent Tram Road per the 844 Empire Avenue Plat Amendment Lot 1. |
| Utility capacity, including Storm Water run-off                               | <i>No unmitigated impacts:</i> The Development Review Committee evaluated the Applicant's proposal on May 5, 2026, and did not require any Conditions of Approval regarding utility capacity or Storm Water run-off.                                                                                                                                                |
| Emergency vehicle access                                                      | <i>No unmitigated impacts:</i> The Applicant proposes Access to the Site from Crescent Tram Road.                                                                                                                                                                                                                                                                   |

|                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|---------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Location and amount of off-street parking                                                                                             | <i>No unmitigated impacts:</i> The Applicant proposes two Off-Street Parking spaces within the detached, partially subterranean car lift. The proposed parking will be on the rear, southeast portion of the Site, behind and subordinate to the Significant Historic Structure.                                                                                                                                                                                                                                 |
| Internal vehicular and pedestrian circulation system                                                                                  | <i>No unmitigated impacts:</i> The Applicant proposes a driveway to access the Site from Crescent Tram Road, which is allowed pursuant to the 844 Empire Avenue Plat Amendment Lot 1 plat.<br><br>The Applicant proposes stairs and walkways to provide pedestrian circulation throughout the Site, including stairs and a walkway that will provide access to the SFD from the 9th Street ROW, which includes a public access stairway.                                                                         |
| Fencing, Screening, and landscaping to separate the Use from adjoining Uses                                                           | <i>No unmitigated impacts:</i> The Applicant proposes landscaping, Fencing, and retaining walls to separate the detached subterranean car lift from adjoining Uses.                                                                                                                                                                                                                                                                                                                                              |
| Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots | <i>No unmitigated impacts:</i> As noted above, the proposed detached car lift is a maximum of 7 feet above Final Grade. The mass and bulk of the building is primarily subterranean, with the top of the car lift structure appearing as part of the driveway at the site. The proposed detached subterranean car lift is set back approximately 28 feet behind the front façade of the Historic Structure in the rear of the Historic Structure and would be subordinate to the Historic Structure on the Site. |
| Usable open space                                                                                                                     | <i>No unmitigated impacts:</i> The Applicant proposes Open Space on the Site including landscaping along all yards, as well as decks and patios on the west and east sides of the SFD.                                                                                                                                                                                                                                                                                                                           |
| Signs and lighting                                                                                                                    | Condition of Approval 6 requires that pursuant to LMC § 15-5-5(J), any outdoor lighting is down-directed and fully                                                                                                                                                                                                                                                                                                                                                                                               |

|                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                                   | shielded, and 3,000 degrees Kelvin or less. The Applicant does not propose any Signs.                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing                                                                                                                          | <i>No unmitigated impacts:</i> As noted above, the proposed detached subterranean car lift is a maximum of 7 feet above Final Grade. The mass and bulk of the building is primarily subterranean, with the top of the subterranean car lift structure appearing as part of the driveway at the site. The proposed detached subterranean car lift would be set back approximately 28 feet behind the front façade of the Historic Structure in the rear of the Historic Structure and would be subordinate to the Historic Structure on the Site. |
| Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site                                                                                                                                        | Condition of Approval 7 requires the Applicant to comply with Municipal Code of Park City (MCPC) Chapter 6-3 <i>Noise</i> .                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas                                                                                                                          | No unmitigated impacts: The Applicant proposes a 4-foot wood Fence to screen trash and recycling receptacles, which are proposed to be in an enclosure immediately north of the proposed detached subterranean car lift structure.                                                                                                                                                                                                                                                                                                               |
| 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>No unmitigated impacts:</i> The Applicant proposes maintaining the SFD as a primary residence.                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 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; and | The Site is not within the Sensitive Land Overlay (SLO) or within the Park City Soil Ordinance Boundary. There are no known Physical Mine Hazards or waste at the Site. The slopes on the Site are a maximum of 29% and development at the Site does not require a Steep Slope Conditional Use Permit (SSCUP) pursuant to LMC § 15-2.2-6(A).                                                                                                                                                                                                     |
| 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>No unmitigated impacts:</i> The 2025 General Plan outlines goals for the Old Town neighborhood, including preserving Historic neighborhood character and                                                                                                                                                                                                                                                                                                                                                                                      |

|                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                                                                                                                                   | improving connectivity. The proposed detached subterranean car lift is part of the Applicant's proposal to remodel and rehabilitate a Significant Historic Structure. The General Plan also outlines the goal of managing on-street parking limitations in Old Town. The Applicant proposes the detached subterranean car lift to provide two off-Street Parking Spaces for the Site. |
| Radon mitigation; the Planning Director or Planning Commission shall require residential Conditional Uses to 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>No unmitigated impacts:</i> The proposed detached subterranean car lift is not a residential Use.                                                                                                                                                                                                                                                                                  |

#### Conclusions of Law:

1. The proposal complies, as conditioned, with LMC Chapter 15-2.2 *Historic Residential (HR-1) District*.
2. The proposal complies, as conditioned, with LMC Section 15-2.2-4(A) *Existing Historic Buildings And/or Structures*.
3. The proposal complies, as conditioned, with LMC Chapter 15-3 *Off-Street Parking*.
4. The proposal complies, as conditioned, with LMC Section 15-1-10(E) *Conditional Use Review Process*.

#### Conditions of Approval:

1. The Applicant shall obtain Historic District Design Review approval for the proposed modifications.
2. The Applicant shall obtain a Building Permit for the proposed modifications.
3. Any Significant Vegetation removed at the site shall be replaced on-site.

4. The Applicant shall provide snow storage on-site and shall obtain an Encroachment Agreement with the Engineering Department for the heated driveway.
5. The Applicant shall reduce the width of the driveway to a maximum of ten feet prior to Building Permit submittal unless otherwise approved by the Engineering Department.
6. Pursuant to LMC § 15-5-5(J), any outdoor lighting shall be down-directed and fully shielded.
7. The Applicant shall comply with Municipal Code of Park City (MCPC) Chapter 6-3, *Noise*.
8. The Applicant shall obtain Access and Snow Shed Agreements with applicable neighboring properties prior to Building Permit issuance.
9. Retaining wall footings shall not encroach on neighboring properties.
10. Construction shall not impact the existing water infrastructure within the 9<sup>th</sup> Street Right-of-Way immediately north of the Site.
11. All previous Conditions of Approval related to this project remain in effect.

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

- B. 1238, 1242, 1246, 1250, and 1256 Empire Avenue – Plat Amendment –**  
The Applicant Proposes Removing the Property from the Condominium Ownership Act, Vacating the Existing Top Sider Condominiums Plat, and Re-Subdividing the Property to Align with the Historic Lot Configuration of the Property Resulting in the Five-Lot Empire Ridge Plat Amendment in the Recreation Commercial Zoning District (Currently Addressed as 1247 Empire Avenue). PL-26-06911.

Senior Planner, Alec Barton, presented the Staff Report and explained that this is a Plat Amendment application for 1238, 1242, 1246, 1250, and 1256 Empire Avenue. He reported that the current address of this property is 1247 Empire Avenue. All of the other properties on this side of the street have even numbered addresses and there is uncertainty about where this change came from. The addresses for the proposed lot that are included in the Staff Report and Draft Final Action Letter have been vetted by the Summit County GIS Manager. There is satisfaction with the numbering that is shown.

The proposed Plat Amendment is part of Block 18 of Snyder's Addition to Park City. This was originally Lots 30 to 34 and these were each 1,875 square feet. In 1978, the City Council approved the Top Sider Condominiums Plat to combine the five lots into a single 9,375 square foot lot. The applicant proposes to vacate the Top Sider Condominiums Plat and reestablish the historic lot configuration. The neighboring lots on both sides are traditional Old Town lots. The five lots proposed would match those lots and many others in the vicinity. The creation of the five lots is intended for single-family dwellings.

The proposal complies with the lot and site requirements of the Recreation Commercial ("RC") Zoning District. It is the minimum lot size and the minimum lot width for the Zoning District. The building envelope for any proposed single-family dwelling is informed by the setbacks within the Zoning District. The proposed lots comply with that requirement.

One of the goals of the General Plan is to protect the character of Park City and the unique sense of place. Planner Barton explained that one of the strategies to accomplish this goal is to encourage new development that is compatible with the scale of Old Town and the character of the individual neighborhood. Staff finds Good Cause for the proposed Plat Amendment because it reestablishes the historic lot configuration for Snyder's Addition and creates lots that are consistent with the character of the neighborhood.

Planner Barton reviewed some of the Conditions of Approval, such as separate lateral connections for water and sewer for each lot, a snow storage easement along Empire Avenue, and demolition of existing structures prior to recordation of the Plat Amendment.

Staff recommends the Planning Commission review the proposed Plat Amendment, conduct a public hearing, and consider approval based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter.

Chair Van Dine opened the public hearing.

*Malia Brown* gave her zip code as 84060 and explained that she is representing her mother as the property owner of 1259 Norfolk Avenue, the historic home located immediately downhill from the subject parcels. There is no opposition to the reasonable development of private property, but she wants to ensure that any action taken by the City carefully considers the potential impacts on neighboring properties and is supported by sufficient information to protect public health, safety, and welfare. The subject property is located uphill from existing residences within a sensitive hillside environment. She asked the Commission to evaluate the proposed Plat Amendment and the consequences.

Ms. Brown noted that while a Plat Amendment might appear to be a technical matter involving property boundaries or lot configurations, the real world impacts on neighboring properties are often determined by what those changes allow to be built. She requested that the Planning Commission consider hillside stability, excavation, and retaining walls.

The subject property is situated above existing homes. Future development might require additional excavation, grading, retaining walls, underground utilities, foundations, or other hillside modifications. These activities have the potential to impact neighboring properties through soil movement, groundwater migration, settlement, slope instability, and structural impacts. She requested that any future approvals be supported by appropriate geotechnical analysis and engineering reviews to protect the adjacent properties.

Ms. Brown explained that development frequently increases impervious surfaces. These changes can alter historical drainage patterns and increase runoff into neighboring properties. For downhill property owners, changes in drainage have significant long-term consequences, including erosion, foundation impacts, water intrusion, and damage to landscaping improvements. There is already an awareness of the impacts to this historic lot caused by the four-plex building to the south. She requested the Planning Commission carefully evaluate how future development may impact drainage patterns. The Commission can require appropriate engineering analysis to ensure neighboring properties are not adversely impacted. She also asked the Commission to consider the cumulative development potential of the proposed Plat Amendment. She wants to make sure the practical consequences are considered as part of the Commissioner review.

Although detailed construction planning may occur at a later stage of the review, approval of the Plat Amendment could be the first step in a larger redevelopment process. Ms. Brown requested that all future approvals include appropriate measures to address construction related impacts, such as protection of neighboring properties during excavation, grading, and construction activities, or even tenting homes to protect them from construction dust. She clarified that the Planning Commission is not being asked to deny the development, but to ensure that the surrounding property owners are protected.

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

Commissioner Strachan asked what will happen if the plat is not amended and there are no lot lines imposed. He wanted to know if multi-unit subdivisions will be allowed in the area. Director Ward reported that if there were a new multi-unit dwelling proposed, it would require a conditional use review. Steep Slope Conditional Use Permits ("SSCUP") are required in the Historic Zoning Districts, but this is in the RC Zoning District, so there is no SSCUP review. However, there are standards required as part of the Building Permit proposal. In the RC Zone, there is a special section that requires single-family homes to meet many of the requirements included in the Historic Residential District.

Commissioner Shand noted that this will essentially shift from a four-plex to five individual single-family homes. There is an opportunity to employ modern soil erosion methods as opposed to what was done in the 1970s. Commissioner Beal expressed support for the application. When there are proposals to build, certain requirements will need to be met in order to respect the property rights of the neighbors. The comment shared during the public hearing will need to be addressed when future items are brought forward.

Commissioner Frontero finds Good Cause for the application, as it reestablishes historic lot configurations. In addition, the proposal aligns with the General Plan and is consistent with Old Town. Commissioner Frontero expressed support for the Plat Amendment.

**MOTION:** Commissioner Tilson moved to APPROVE the Empire Ridge Plat Amendment application and Vacate the Top Sider Condominium Plat, based on the following:

**Background:**

1. 1247 Empire Avenue is a 9,375-square-foot Lot in the Recreation Commercial (RC) Zoning District developed with four octagonal Structures that operated as timeshare units, each about 785 square feet.
2. The Structures are now vacant.
3. 1247 Empire Avenue is within Block 18 of Snyder's Addition to Park City.
4. On January 19, 1978, the City Council approved the Top Sider Condominiums for four existing octagonal Structures at 1247 Empire Avenue.
5. The Top Sider Condominiums Plat (Sweetwater Park City Condoshare Project VII) was recorded with Summit County on February 28, 1978.

**Findings of Fact:**

1. The proposed Empire Ridge Plat Amendment complies with the Lot and Site Requirements of the Recreation Commercial Zoning District.
  - a. The minimum Lot size is 1,875 square feet.
    - i. **Complies.** The Applicant proposes five Lots that are each 1,875 square feet.
  - b. The minimum Lot width is 25 feet.
    - i. **Complies.** Each proposed Lot is 25 feet in width.
2. The Planning Commission finds there is Good Cause to approve the proposed Empire Ridge Plat Amendment.
  - a. The Planning Commission finds Good Cause for the Empire Ridge Plat Amendment because it reestablishes the historic Lot configuration of Snyder's Addition, thereby protecting the character of Old Town and the character of the neighborhood.

- b. General Plan Community Character Strategy 2A calls for development to “Protect Park City’s character and unique sense of place.”
- c. One of the actions for this strategy is to “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.”
- d. The proposed Empire Ridge Plat Amendment supports these goals because it reestablishes the historic Lot configuration for Block 18 of Snyder’s Addition and allows for the construction of Single-Family Dwellings (SFDs) that are compatible with the scale, aesthetics, and materiality of historic structures in Old Town.

**Conclusions of Law:**

1. There is Good Cause for approval of the Empire Ridge Plat Amendment.
2. The Empire Ridge Plat Amendment complies with the requirements of the Land Management Code, including Chapter 15-2.16 *Recreation Commercial (RC) District* and Chapter 15-7.1 *Subdivision Procedures*.

**Conditions of Approval:**

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the plat for compliance with State law, the LMC, and Conditions of Approval, prior to recordation of the plat.
2. The Applicant shall record the plat and an instrument pursuant to Utah Code § 57-8-22 at the County within one year from the date of Planning Commission approval. If recordation is not complete within one year, this approval will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the Planning Director.
3. The Applicant shall include a plat note stating, “Each Lot shall require a separate lateral connection for sewer.”
4. The Applicant shall include a plat note stating, “Existing water connections to Norfolk Avenue shall be abandoned and each Lot shall require a separate water connection with hookups to Empire Avenue to be installed by 1247 Empire, LLC, the owner hereof.”
5. The proposed plat shall include a 10-foot snow storage easement in the front portion of each Lot along Empire Avenue.

6. Demolition of the existing Structures shall occur prior to recordation of the Plat Amendment

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

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

- C. 2863 American Saddler Drive – Plat Amendment** – The Applicant Proposes Amending Lot 55 of the Fairway Meadows Subdivision to Allow for Construction of a Deed-Restricted Affordable Accessory Apartment in the Residential Development Zoning District. PL-26-06885.

Planner Barton presented the Staff Report and explained that this is a Plat Amendment for 2863 American Saddler Drive. Staff received new information after the Staff Report was published. The Planning Commission may take final action, but may also consider continuing this item to allow time to evaluate the new information, pursuant to LMC Section 15-1-12.5. Staff recommends continuing this item to a date uncertain.

Director Ward clarified that there was new information received about potential conflicts with the Covenants, Conditions, and Restrictions (“CC&Rs”). Staff would like additional time to review, evaluate, and update the Staff Report accordingly. It was determined that the presentation and public hearing will occur as planned. There can be a presentation from the applicant and then the Commission will make a decision about a continuation.

Planner Barton reported that the Fairway Meadows Subdivision was approved in January 1992. It created 61 lots and established both a maximum house size and a maximum garage size on the size of the lot. It also established a process to combine lots and increase the maximum house size. Since the subdivision was approved, there has only been one instance of a lot combination, which happened approximately five years ago. There have been no other Plat Amendments in the Fairway Meadows Subdivision.

The applicant is proposing to amend Lot 55 for the construction of an 867 square foot deed-restricted affordable accessory apartment. The proposal complies with the lot and site requirements of the RC Zoning District. Planner Barton reiterated that there is a desire to take additional time to review potential conflicts with the CC&Rs. He reported that the existing home is 4,333 square feet, including the garage. The applicant is also proposing additions to the single-family dwelling that would increase the size of the single-family dwelling and the garage to the maximum of 6,100 square feet.

The LMC includes regulations for accessory apartments. There are regulations for the size and number of bedrooms, but the proposed apartment complies with those regulations. If the Planning Commission approves this application, Staff recommends

Conditions of Approval limiting the proposed accessory apartment to 867 square feet and stating that this is a deed-restricted affordable accessory apartment in perpetuity at 50% AMI. In addition, the rental term for the apartment can be no less than 90 days and nightly rentals are prohibited. Planner Barton reported that the proposal complies with the off-street parking requirements, which is two spaces for the single-family dwelling and one space for the accessory apartment. He explained that there is capacity for four parking spaces in the proposed garage with additional space for parking in the driveway.

There is Good Cause for the application, as the proposed accessory apartment addresses the critical housing shortage, furthers the health and welfare of Park City, and utilizes best planning practices. As indicated earlier, Staff would like additional time to evaluate the CC&Rs issue that was raised after publication of the Staff Report.

Planner Barton explained that the applicant is proposing additions to the single-family dwelling and garage that would take that structure to the platted maximum of 6,100 square feet. There is not a Plat Amendment needed for that work, but the proposed accessory apartment would take it over the platted maximum for the Fairway Meadows Subdivision.

Commissioner Shand wanted to understand how this would differ from the application seen previously where a deck was going to be enclosed but it exceeded the platted maximum for the area. Planner Barton reiterated the Good Cause and noted that the project can be conditioned to ensure it is a deed-restricted affordable unit in perpetuity.

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

Commissioner Beal expressed support for a continuation so additional information can be reviewed by Staff and the Commission. Commissioner Frontero agreed and noted that there seems to be important information that Staff would like to review and present.

**MOTION:** Commissioner Strachan moved to CONTINUE the Plat Amendment for 2863 American Saddler Drive and the public hearing to a date uncertain. The motion was seconded by Commissioner Beal. The motion passed with the unanimous consent of the Commission.

**D. 2100 Deer Valley Drive – Plat Amendment** – The Applicant Proposes to Amend the Pine Inn Condominium Plat for Unit 10 to Reflect Existing Conditions and to Add 179 Square Feet of Private Area for a Loft. PL-26-06921.

Planner II, Virgil Lund, presented the Staff Report and explained that this is a Plat Amendment for 2100 Deer Valley Drive. The platted square footage for Unit 10 is 1,120 square feet. According to the applicant and applicant representative, the as-built square footage of the unit is actually 1,348 square feet. In 2025, there was a 179 square foot loft

constructed without an approved Building Permit. The loft area is within the existing structure and is currently platted as private space. The total platted private area square footage will be increased to 1,527 square feet with the proposed Plat Amendment.

An exterior photograph of Unit 10 was shared as well as a diagram that shows the loft area that was constructed. The proposal complies with the Residential Development ("RD") Zoning District requirements, the off-street parking requirements for the condominium, and the Deer Valley Large Scale MPD. There is Good Cause for this application because there is no expansion of the exterior structure, the loft area is within previously platted private area, and no private street, right-of-way, or easement will be vacated or amended. Staff recommends the Planning Commission review the proposed Plat Amendment, conduct a public hearing, and consider approval based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter. The applicant representative and attorney for the project can answer questions.

Commissioner Beal wanted to better understand what happened. Planner Lund explained that what was built is what was shown on the Building Permit, but there was never approval. It was communicated to the contractor at the time that a Plat Amendment was required prior to Building Permit approval, but the contractor constructed the loft.

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

Commissioner Beal believed that when procedural items fail intentionally, there should be consequences, but he does not believe that is what happened in this case. He expressed concerns about procedural failures in general. Commissioner Shand asked the Senior City Attorney if there has been a situation where someone intentionally reversed the process order and approached the City after the fact. Senior City Attorney, Mark Harrington, explained that compliance is the goal. It was suggested that the Commission focus on compliance rather than the order of the process that occurred.

**MOTION:** Commissioner Beal moved to APPROVE the Plat Amendment at 2100 Deer Valley Drive, Unit 10, based on the following:

**Findings of Fact:**

1. The proposed plat amendment complies with the Residential Development Zoning District requirements.
  - a. Setbacks: 20 feet Front, 15 feet Rear, and 12 Feet Side.
    - i. The existing Structure maintains Setbacks greater than 80 feet from all Lot Lines. No exterior alterations or additions are proposed.
  - b. Building Height: 28 feet.

- i. The proposed plat amendment will not increase the Building Height of the Structure. The existing Structure is approximately 27 feet from Existing Grade.
2. The proposal complies with LMC Chapter 15-3, Off-Street Parking.
  - a. Condominiums between 1,000 square feet and 2,000 square feet require 1.5 Parking Spaces per Dwelling Unit.
  - b. With the proposed plat amendment, Unit 10 will increase from 1,120 square feet to 1,527 square feet and requires 1.5 Parking Spaces.
  - c. With the proposed plat amendment, the total required number of Parking Spaces for the Development is 18.
  - d. The proposed plat amendment complies with Off-Street parking requirements; there are 22 existing Parking Spaces in an underground garage.
3. The proposal complies with the 12th Amended Deer Valley Large Scale Master Planned Development.
  - a. The Deer Valley Large Scale MPD allocates 45 units for the Trail's End and Pine Inn Condominiums. Thirty-five units were constructed at Trail's End and 10 units were constructed at Pine Inn. No additional units are proposed with the plat amendment.
4. The proposal complies with the requirements in the Land Management Code for plat amendments. There is Good Cause for the Plat Amendment.
  - a. There is no external unit boundary expansion and no negative impacts on adjacent units since the loft area is constructed within previously platted private area. The proposed plat amendment does not create an additional Unit and complies with the original Condominium approval, Off-Street Parking requirements, and the Deer Valley Large Scale MPD. No Public Street, Right-of-Way, or easement will be vacated or amended.

#### **Conclusions of Law:**

1. There is Good Cause for this Plat Amendment.
2. The Plat Amendment is consistent with condominium plat regulations outlined in LMC § 15-7.1-3(B), § 15-7.1-6, and Chapters 15-3 *Off-Street Parking* and 15-2.13 *Residential Development District*.

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

**Conditions of Approval:**

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the plat for compliance with State law and the Land Management Code.
2. The Applicant shall record the plat at the County within one year from the date of Planning Commission approval. If recordation is not complete within one year, this approval will be void, unless a request for an extension is made to the Planning Department in writing prior to the expiration date and an extension is granted by the Planning Director.
3. All Conditions of Approval from the Deer Valley Large Scale Master Planned Development shall continue to apply.
4. The Applicant is required to complete the Building Permit process for the loft area once the plat amendment is recorded.

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

**7. ADJOURNMENT**

**MOTION:** Commissioner Shand moved to ADJOURN the Planning Commission Meeting. Commissioner Frontero seconded the motion. The motion passed with the unanimous consent of the Commission.

The Planning Commission Meeting adjourned at approximately 7:13 p.m.

PARCEL PC-SS-121-X

# CLARK RANCH

## *Work Session*

Planning Commission  
June 10, 2026



# Joint Work Session

- February 3, 2026 - Joint Council & Commission Work Session

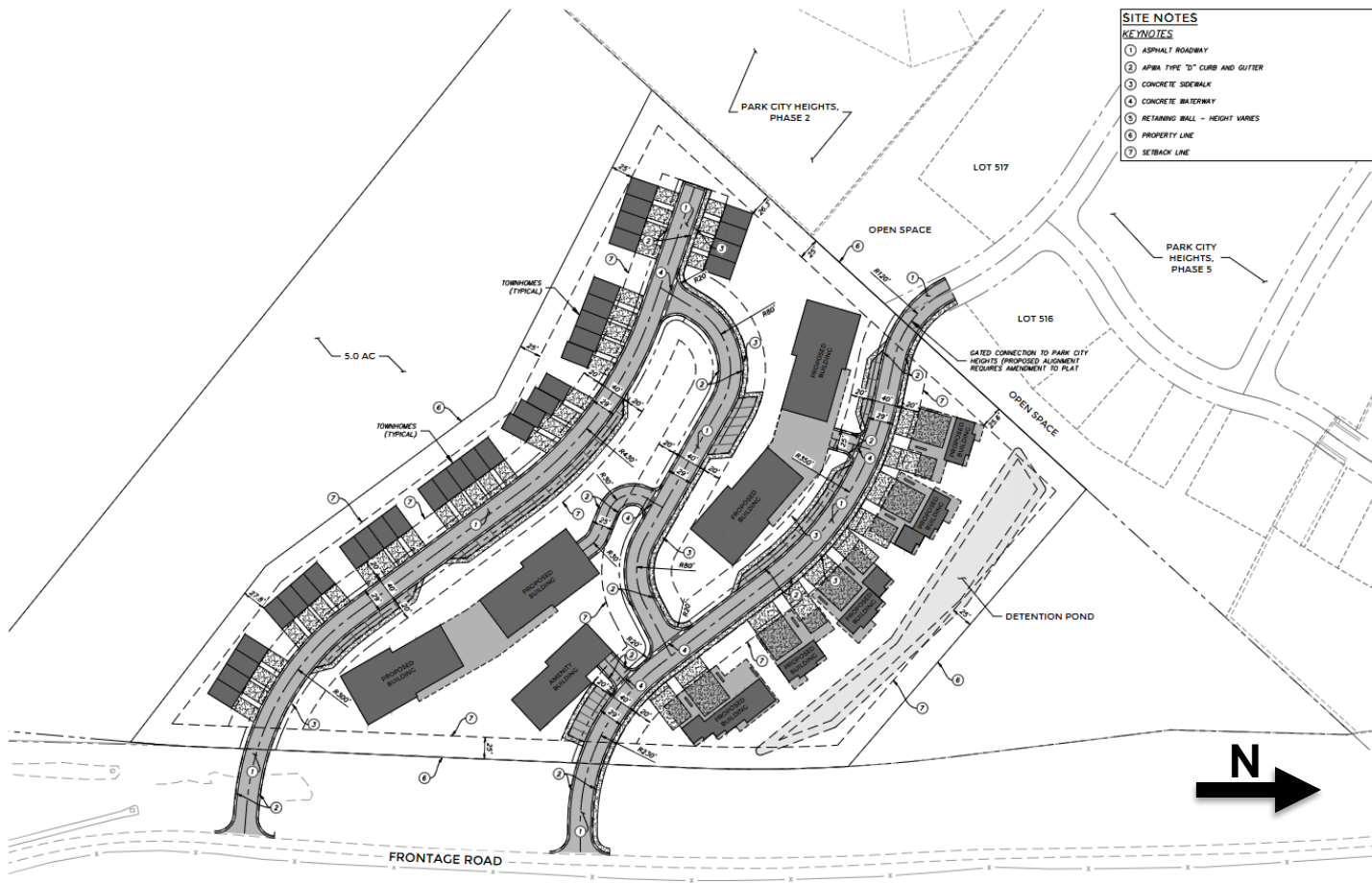
| Option B1 (Open Space Buffer)<br>134 to 162 units |                                                                                                                                       |                                                                        |
|---------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|
|                                                   | Multi-Unit Dwellings                                                                                                                  | Townhomes                                                              |
| <b>B1.B</b><br>35-Foot Height<br>162 total units  | 18 buildings<br><br>4 buildings with 8 units per building<br><br>14 buildings with 7 units per building<br><br><b>130 total units</b> | 8 buildings with 4 units per building<br><br><b>32 total townhomes</b> |

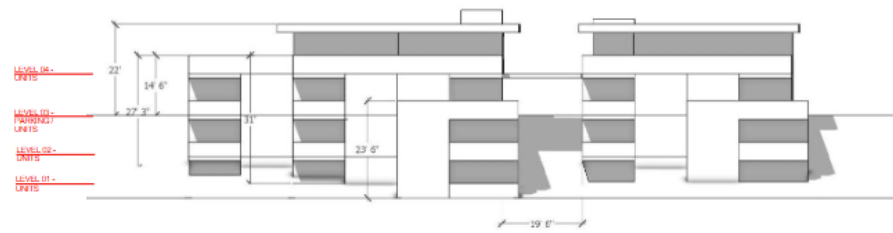
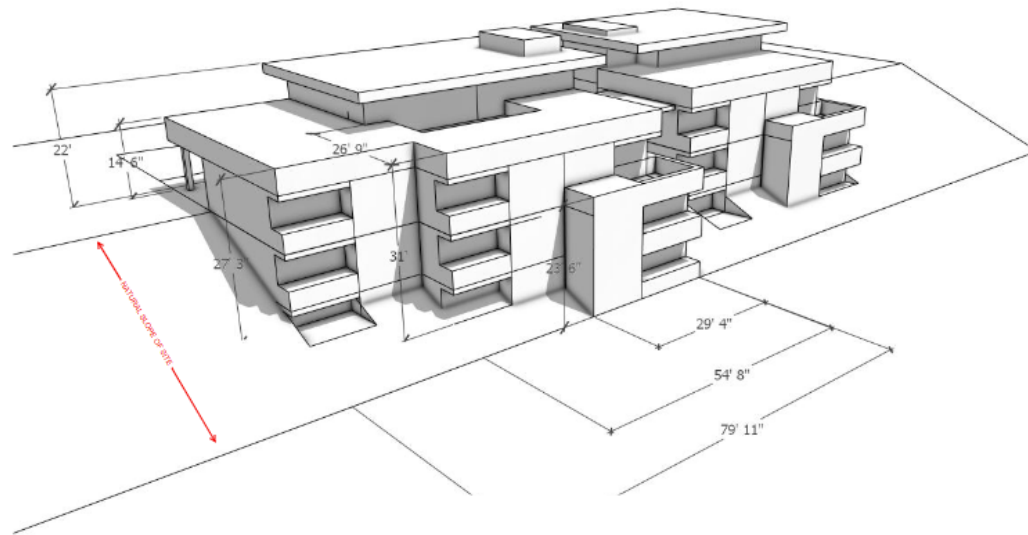


**SITE NOTES**

KEYNOTES

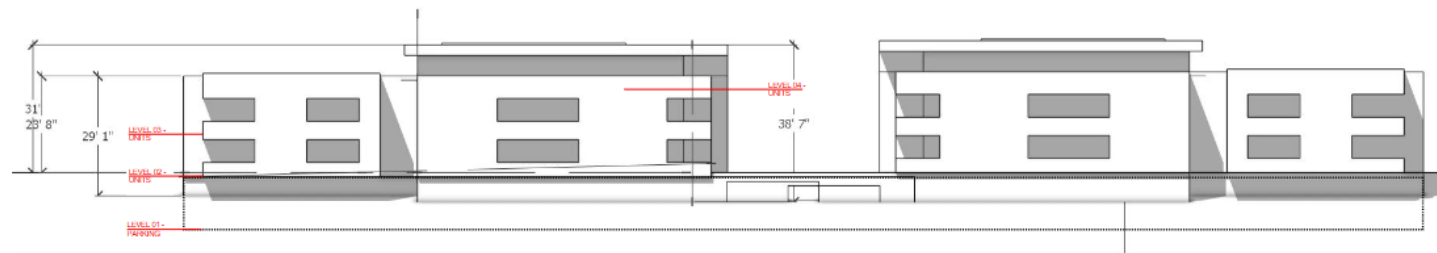
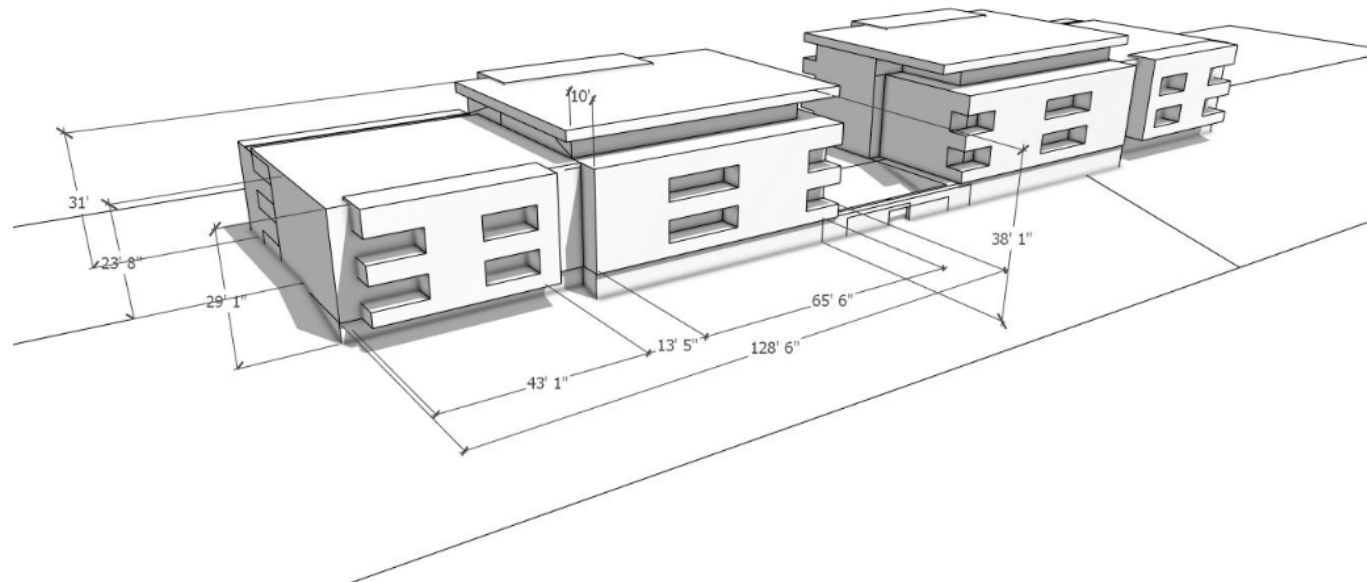
- 1 ASPHALT ROADWAY
- 2 APIA TYPE "D" CURB AND GUTTER
- 3 CONCRETE SIDEWALK
- 4 CONCRETE WATERWAY
- 5 RETAINING WALL - HEIGHT VARIES
- 6 PROPERTY LINE
- 7 SETBACK LINE





**14 UNIT MASSING / 11 UNIT  
MASSING DIAGRAM**

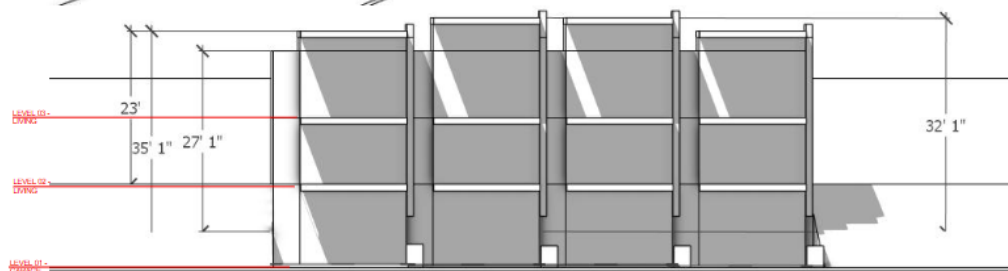
**14 UNIT MASSING DIAGRAM**  
**MASSING ORGANIZATION AND CONCEPTUAL LAYOUT**  
**CONCEPTUAL: FOR COMPARISON PURPOSES ONLY**



**20 UNIT MASSING DIAGRAM**

**MASSING ORGANIZATION AND CONCEPTUAL LAYOUT**

**CONCEPTUAL: FOR COMPARISON PURPOSES ONLY**



**MASSING ORGANIZATION AND CONCEPTUAL LAYOUT**  
**CONCEPTUAL: FOR COMPARISON PURPOSES ONLY**

# Sensitive Land Overlay

Updated plan provides modifications for:

- Visual Assessment
- Slope/Topographic Map



# Rezone

- Recreation and Open Space (ROS)
- Sensitive Land Overlay (SLO)
- Rezone to: Residential Development-Medium Density (RDM)
- Possible Affordable Housing Overlay

| Require                 | RDM Zoning District               | Proposed Possible Affordable Housing Overlay Requirements                              | Current Proposal  |
|-------------------------|-----------------------------------|----------------------------------------------------------------------------------------|-------------------|
| Density                 | 8 units/acre under MPD – 80 units | 16.4 units/acre under MPD – at least 60% to be affordable / attainable deed restricted | 16.4 units / acre |
| Lot Size                | Not applicable                    | Developable lot not to exceed 10 acres                                                 | 10 acres          |
| Perimeter Setback (MPD) | 25 feet                           | 25 feet                                                                                | 25 feet           |

# Rezone

| Require                  | RDM Zoning District                                    | Proposed Possible Affordable Housing Overlay Requirements                                                                                                                                                                                                                                                                                                                                                                                     | Current Proposal                                                                                                                                                               |
|--------------------------|--------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Building Height</i>   | 28 feet or 33 feet for a roof pitch of 4:12 or greater | <p>Underlying Zoning District applies. Planning Commission may grant an exception if:</p> <ul style="list-style-type: none"> <li>Structures step back with the Grade</li> <li>Massing is compatible with the site topography and surrounding developments</li> <li>Roofline horizontal plane stepped, to correspond to the width of the Dwelling Unit</li> <li>Low profile Buildings that orient with existing contours encouraged</li> </ul> | <p>31 feet, with flat roofs, for the 14-Unit Building</p> <p>38 feet, with flat roofs, for the 20-Unit Building</p> <p>35 feet 1 inch, with flat roofs, for the town homes</p> |
| <i>Design Guidelines</i> |                                                        | <p>Reviewed by the Planning Commission.</p> <ul style="list-style-type: none"> <li>Architectural design follow site's natural topography</li> <li>Retaining walls and exterior wall heights limited</li> <li>Materials shall be sustainable, firewise, suited for the site</li> </ul>                                                                                                                                                         | Design modified to create greater architectural interest                                                                                                                       |
| <i>Open Space</i>        | Not applicable without an MPD                          | <p>Outside development pods:</p> <ul style="list-style-type: none"> <li>Remain Natural Open Space: <ul style="list-style-type: none"> <li>Protected by a conservation easement</li> <li>Comply with MPD Open Space requirements.</li> </ul> </li> </ul>                                                                                                                                                                                       | No longer proposes development pods. Areas outside of the proposed Structures are proposed to remain Open Space.                                                               |

# Questions for the Commission

- *Does the Planning Commission find the Applicant's updated plans incorporate the recommendation to reduce building mass, cut, and fill?*
- *Does the Planning Commission find there is adequate architectural variation to establish a maximum Building Height of up to 38 feet?*
- *Are there modifications or additional information the Planning Commission recommends be considered prior to the next public hearing?*



# CLARK RANCH

PARK CITY, UTAH



**Alexander**  
*Company*

CONCEPTUAL · CONCEPTUAL · CONCEPTUAL · CONCEPTUAL · CONCEPTUAL

# Meet the Team Here Today

**Alexander**  
*Company*



IN PERSON



**CHRIS DAY**

DEVELOPMENT  
PROJECT MANAGER

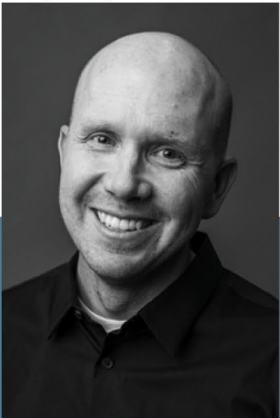
VIRTUAL



**COLIN CASSADY**

DEVELOPMENT  
PROJECT MANAGER

IN PERSON



**JARRETT MOE**

PRINCIPAL / OWNER

CONCEPTUAL · CONCEPTUAL · CONCEPTUAL · CONCEPTUAL · CONCEPTUAL



# Where We Left Off

Joint Work Session  
February 2026

- » Selected preferred boundary
- » Building heights up to 35'\*
- » Up to 130 units of multi-family
- » 32 townhomes

*\*From existing grade*



# Vicinity Plan



**CLARK  
RANCH**

CONCEPTUAL · CONCEPTUAL · CONCEPTUAL · CONCEPTUAL · CONCEPTUAL

# Site Plan



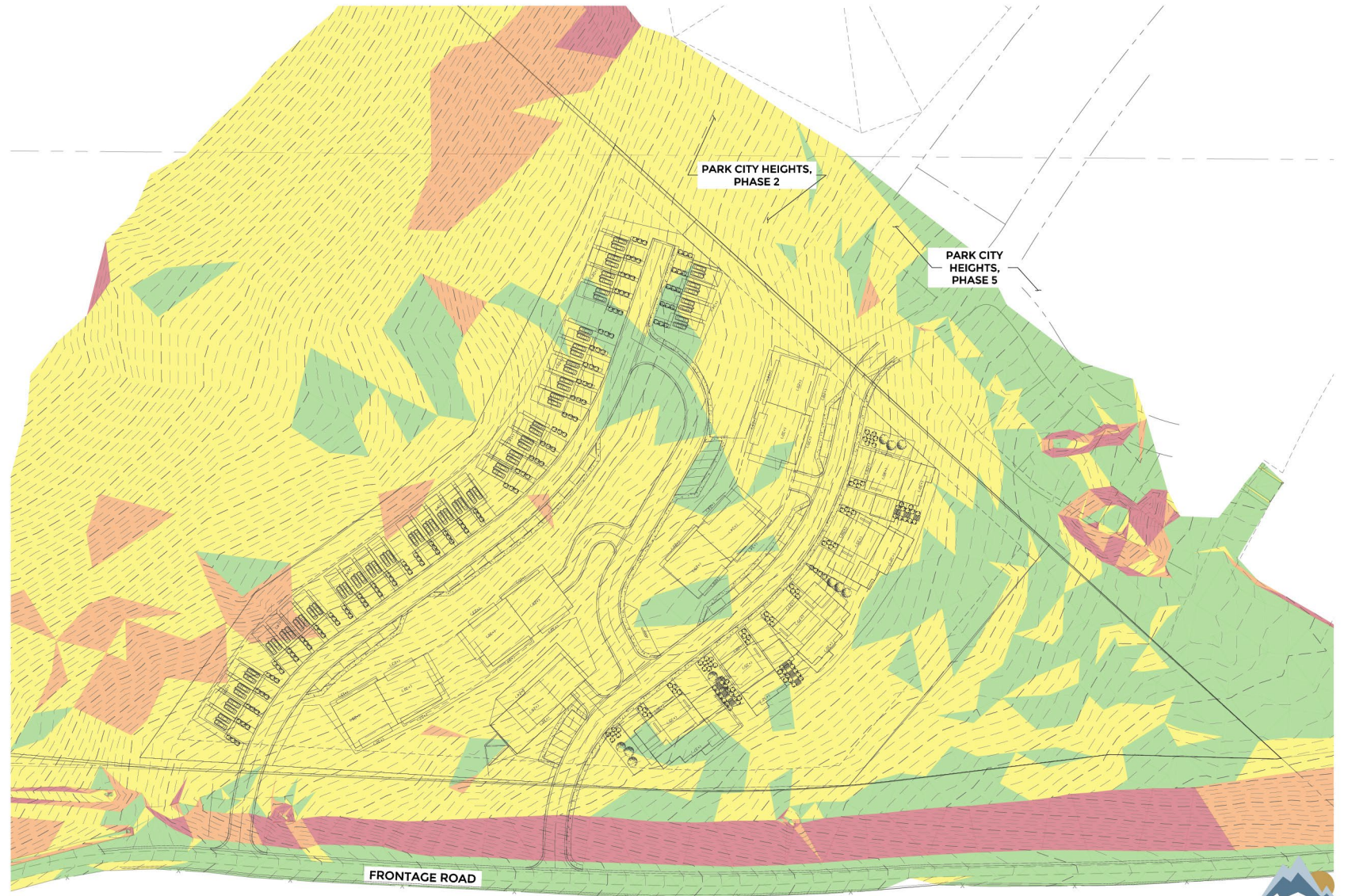
# Slope Analysis

0% - 15%

15% - 30%

30% - 40%

40% +



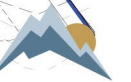
CLARK  
RANCH

CONCEPTUAL · CONCEPTUAL · CONCEPTUAL · CONCEPTUAL · CONCEPTUAL

# Roof Plan

UP TO  
28'

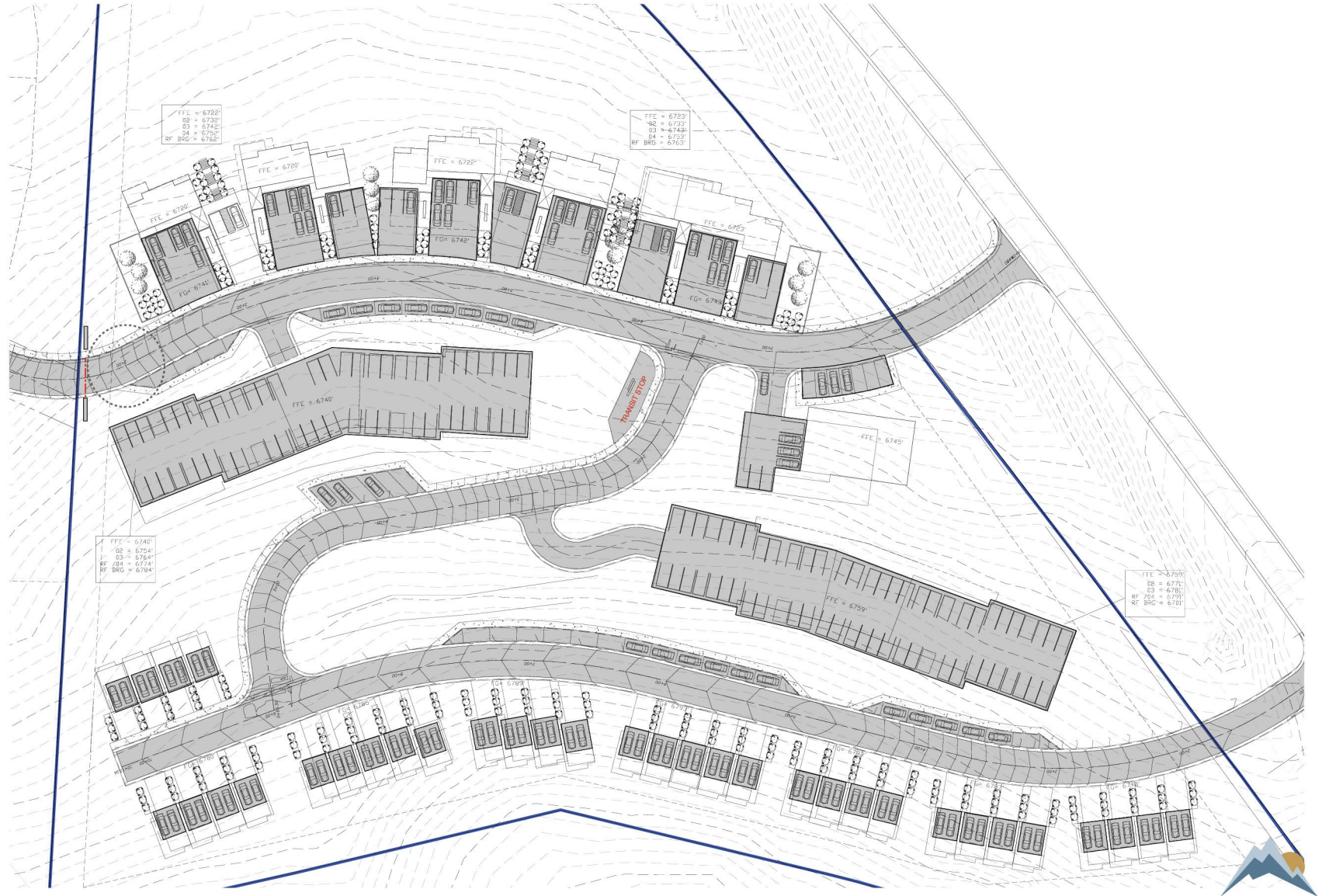
UP TO  
35'



CLARK  
RANCH

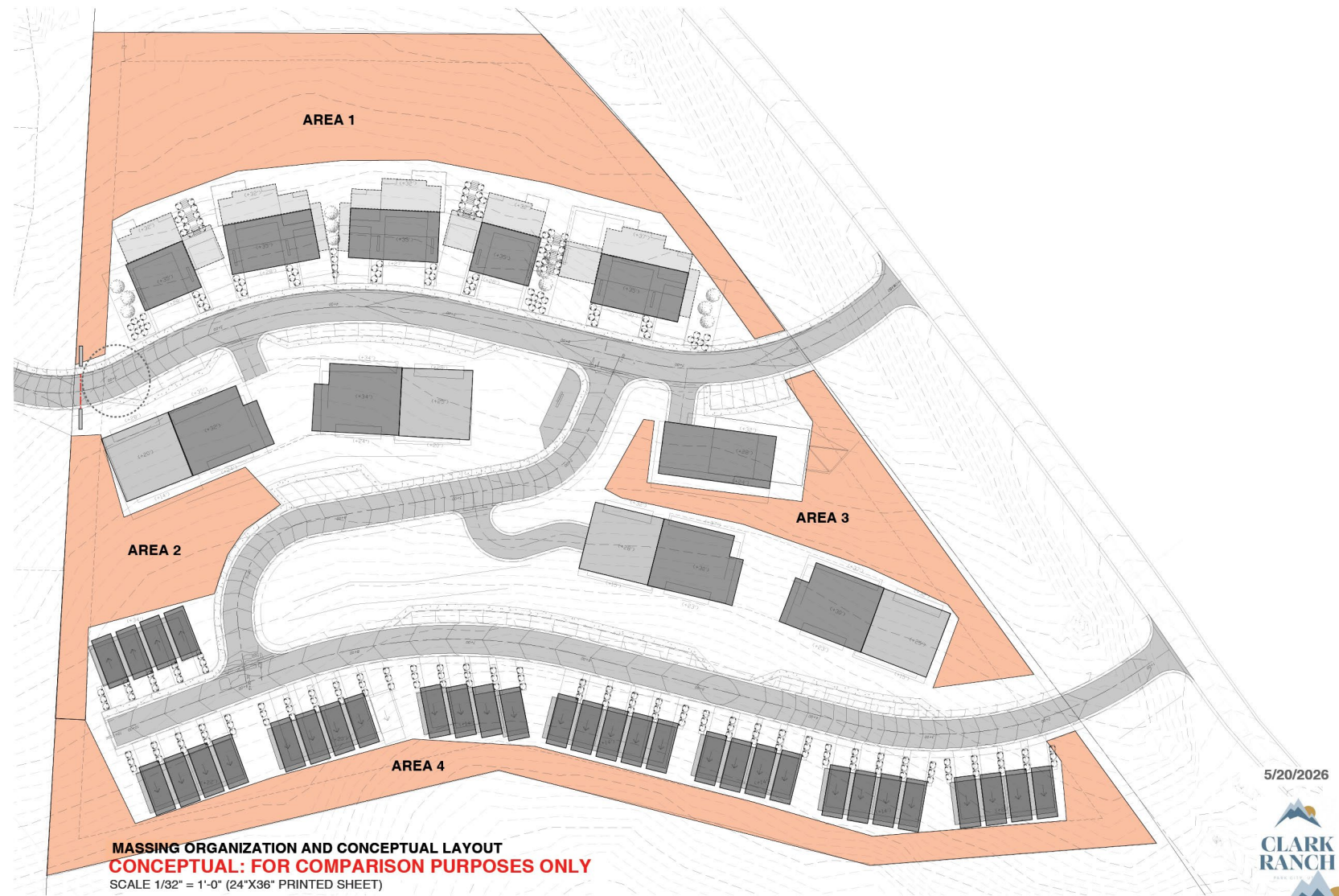
CONCEPTUAL · CONCEPTUAL · CONCEPTUAL · CONCEPTUAL · CONCEPTUAL

# Parking Plan



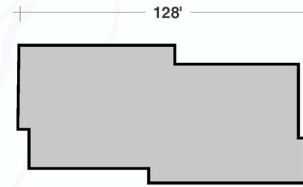
# Open Space Diagram

31.34%  
open space

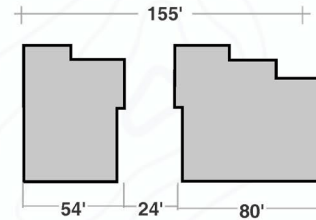


# Building Footprint Analysis

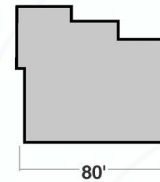
## CLARK RANCH



20 UNIT MF FOOTPRINT



13 UNIT FOOTPRINT

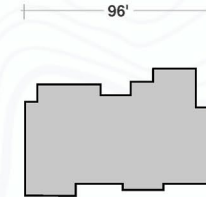


8 UNIT MF FOOTPRINT

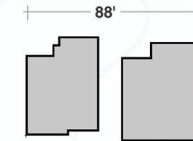


TOWNHOME GROUP FOOTPRINT

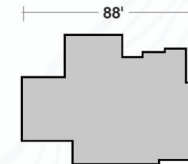
## PARK CITY HEIGHTS



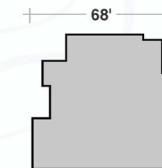
4 PLEX FOOTPRINT



COTTAGES FOOTPRINT



ESTATE HOME FOOTPRINT



ESTATE HOME FOOTPRINT

# Massing / Site Perspective



CONCEPTUAL CONCEPTUAL CONCEPTUAL CONCEPTUAL CONCEPTUAL

# Massing / Site Perspective



# Next Steps

- » Prepare full planning submittals
- » Identify appropriate next meeting date

An aerial photograph of a residential development. The image shows a large area of land with a mix of green trees and brownish, cleared areas. A road network is visible, including a multi-lane highway at the bottom and several smaller roads. A large, semi-circular cluster of houses is shown, with some houses highlighted in a light blue color. A road runs along the left side of this cluster, and another road runs along the bottom. The word "CONCEPTUAL" is repeated five times across the bottom of the image. In the top left corner, there is a dark blue rectangular box with the word "Questions?" in white. In the bottom right corner, there is a logo for "CLARK RANCH" featuring a stylized mountain and the text "CLARK RANCH".

# Questions?



# 844 Empire Avenue

## Conditional Use Permit

Planning Commission  
PL-26-06909 | June 10, 2026



# 844 Empire

## Background

- Significant Historic Site; damaged in 2014 fire and vacant since
- Previous owner obtained HDDR approval for remodel and addition project in May 2025 and recorded a Financial Guarantee
- Property changed ownership in September 2025, and current Applicant wants to pursue the previous HDDR project, with modifications
- Applicant must comply with previous owner's Historic Preservation Plan



# 844 Empire

## Proposal

- Applicant proposes a detached, partially subterranean car elevator/lift Structure that is ~217 square feet and would include stacked storage for up to two vehicles in the southeast corner of the Site.

---

# 844 Empire

---



# 844 Empire



---

# 844 Empire

---



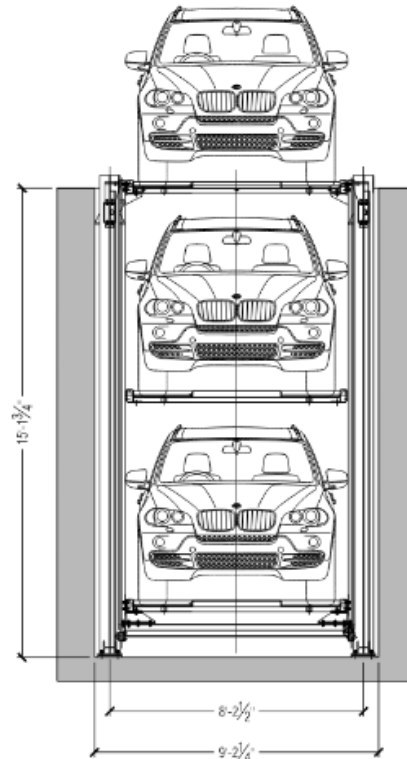
---

# 844 Empire

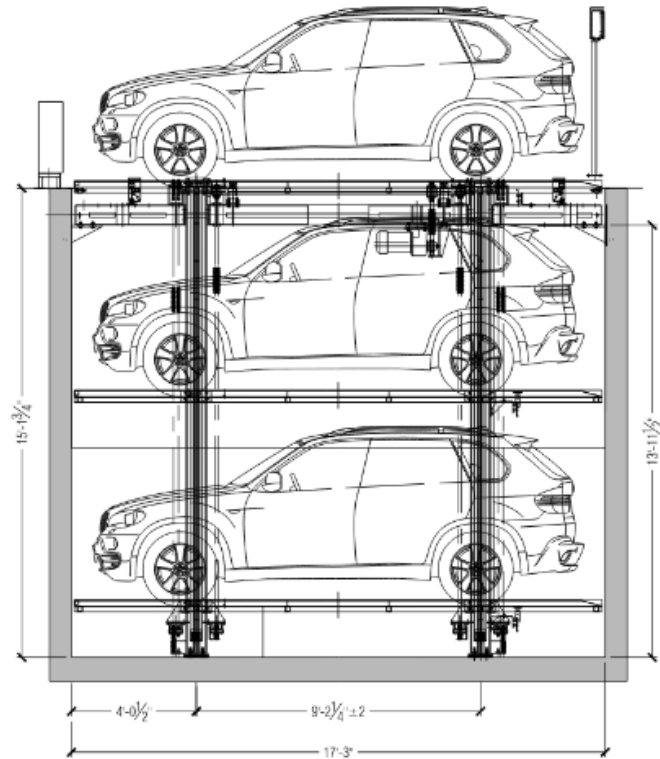
---



# 844 Empire



2 FRONT VIEW  
DOWN POSITION  
SCALE 1/8" = 1'-0"



3 SIDE VIEW  
DOWN POSITION  
SCALE 1/8" = 1'-0"

# 844 Empire

## HR-1 Zone

- HR-1 requirements prohibit Accessory Structures from covering more than 50% of the Rear Setback area
- Applicant seeks Planning Commission approval of an exception to this requirement because the proposed car lift Structure would cover more than 50% of the Rear Setback
- Structure complies with all other Lot and Site Requirements, as well as Building Footprint and Building Height requirements



# 844 Empire

## HR-1 Exception

- LMC § 15-2.2-4(A) allows Planning Commission to grant exception to Building Setback standards for additions to Historic Structures, including detached Garages, to achieve new construction consistent with Historic District Regulations, if five criteria are met.

# 844 Empire

## HR-1 Exception Criteria

1. The Applicant must obtain an approved CUP
2. The scale of the addition and/or driveway is Compatible with the Historic Building and/or Structure
3. The addition complies with all other provisions of the zoning district
4. The addition complies with the adopted Building and Fire Codes
5. The addition complies with the Design Regulations for Historic Districts and Historic Sites



# 844 Empire - CUP

## Conditions of Approval

- 1. The Applicant shall obtain Historic District Design Review approval for the proposed modifications.*
- 2. The Applicant shall obtain a Building Permit for the proposed modifications.*
- 3. Any Significant Vegetation removed at the site shall be replaced on-site*
- 4. The Applicant shall provide snow storage on-site and shall obtain an Encroachment Agreement with the Engineering Department for the heated driveway.*
- 5. The Applicant shall reduce the width of the driveway to a maximum of ten feet prior to Building Permit submittal.*



# 844 Empire - CUP

## Conditions of Approval

*8. The Applicant shall obtain Access and Snow Shed Agreements with applicable neighboring properties prior to Building Permit issuance.*

*9. Retaining wall footings shall not encroach on neighboring properties.*

- Other Conditions of Approval regarding outdoor lighting, noise impacts, and utility impacts outlined in the Draft Final Action Letter

# 844 Empire - CUP

## FAL Amendments

- Amend Finding of Fact #1 to specify the size of the proposed car lift Structure
- Eliminate Condition of Approval #11 regarding windows – this will be addressed during HDDR review

# Recommendation

(I) Review the CUP for a partially subterranean car lift within Setbacks at 844 Empire Avenue, a Significant Historic Site,

(II) conduct a public hearing, and

(III) consider approving the CUP based on the Findings of Fact, Conclusions of Law, and Conditions of Approval, as amended, in the Draft Final Action Letter.

The Planning Commission may:

- Approve the Conditional Use Permit.
- Deny the Conditional Use Permit and direct staff to make Findings for the denial.
- Request additional information and continue the discussion to a date certain.

An aerial photograph of a mountain town, likely Park City, Utah, covered in snow. The town's buildings are densely packed in the lower half of the image, while the upper half shows the steep, snow-covered slopes of the surrounding mountains. A large, white title is centered in the upper portion of the image, framed by two horizontal white lines.

# Empire Ridge

## Plat Amendment

PL-26-06911  
June 10, 2026



- Block 18 – Snyder’s Addition to Park City
  - Lots 30-34 – each 1,875 square feet
- Top Sider Condominiums – January 1978
  - Combined five Lots into a single 9,375-square-foot Lot



# Proposal

- Vacate the Top Sider Condominiums plat
- Reestablish the historic Lot configuration
- Create five Lots for Single-Family Dwellings



# Proposal



---

# Analysis

---

- The proposal complies with the Lot and Site Requirements of the Recreation Commercial Zoning District

| Requirement                                 | Analysis of Proposal                                                               |
|---------------------------------------------|------------------------------------------------------------------------------------|
| <b>Lot Size:</b> Minimum 1,875 square feet. | <b>Complies.</b> The Applicant proposes five Lots that are each 1,875 square feet. |
| <b>Lot Width:</b> Minimum 25 feet.          | <b>Complies.</b> Each proposed Lot is 25 feet in width.                            |

# General Plan

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

*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.*



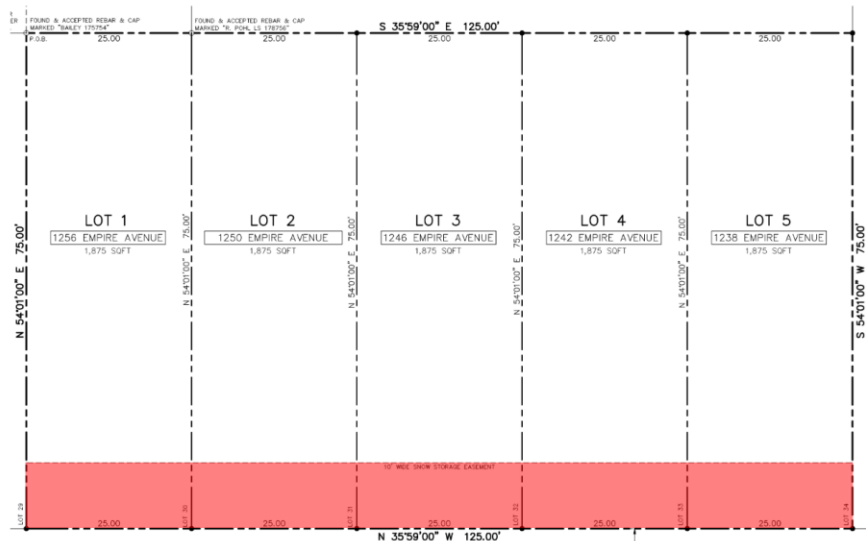
# Good Cause

- Reestablishes the historic Lot configuration of Snyder's Addition
- Protect neighborhood character and the character of Old Town



# Conditions

- Separate lateral connections for water and sewer for each Lot
- Snow storage easement along Empire Avenue
- Demolition of existing Structures prior to recordation of Plat Amendment



# Recommendation

(I) Review the proposed Plat Amendment

(II) conduct a public hearing, and

(III) consider approving the proposal based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the draft Final Action Letter

The Planning Commission may:

- Approve the Plat Amendment;
  - Deny the Plat Amendment and direct staff to make Findings for the denial;
- or
- Request additional information and continue the discussion to a date certain.

**Maureen Moriarty & Malia Brown**  
[REDACTED] **Norfolk Ave.**  
**Park City, UT 84060**  
**(435) [REDACTED]**

**June 10, 2026**

**To: Planning Commission of Park City, UT**  
**Park City Municipal**  
**445 Marsac Avenue**  
**Park City, UT 84060**

**Re: PL-26-06911 (1238, 1242, 1250, 1256 Empire Avenue also known as 1247 Empire Avenue)**

**Chair, Commissioners, and Staff:**

**Thank you for the opportunity to speak.**

**My name is Malia Brown and I represent my mother as property owner of 1259 Norfolk Avenue, the historic home, located immediately downhill from the parcels that are the subject of this proposed plat amendment.**

**At the outset, I want to make clear that we are not opposed to reasonable development of private property. Property owners have important rights, and responsible redevelopment can benefit both the neighborhood and the community.**

**My purpose tonight is not to prevent development, but rather to ensure that any action taken by the City carefully considers the potential impacts on neighboring properties and is supported by sufficient information to protect the public health, safety, and welfare.**

**As the subject property is located uphill from existing residences within a sensitive hillside environment, I respectfully ask the Commission to evaluate not only the proposed plat amendment itself, but also the practical consequences that may result from the development rights and buildout potential created by the amendment.**

**While a plat amendment may appear to be a technical matter involving property boundaries or lot configuration, the real-world impacts on neighboring properties are often determined**

by what those changes ultimately allow to be built.

Accordingly, I respectfully request that the Commission carefully consider the following issues.

#### **HILLSIDE STABILITY, EXCAVATION, AND RETAINING WALLS**

The subject property is situated above existing homes and improvements. Future development may require excavation, grading, retaining walls, underground utilities, foundations, or other hillside modifications.

These activities have the potential to affect neighboring properties through soil movement, groundwater migration, settlement, slope instability, or structural impacts.

I respectfully request that the Commission ensure that any future approvals are supported by appropriate geotechnical analysis and engineering review sufficient to protect adjacent properties and existing improvements.

#### **STORMWATER, DRAINAGE, AND SNOWMELT**

Water follows gravity, and gravity does not recognize property lines.

Development frequently increases impervious surfaces through roofs, driveways, patios, retaining walls, and other improvements. These changes can alter historical drainage patterns and increase runoff onto neighboring properties.

For downhill property owners, changes in drainage can have significant long-term consequences, including erosion, foundation impacts, icing conditions, water intrusion, and damage to landscaping and improvements. We are already the smallest building in this zone and we are experiencing these issues particularly as we have warmer winters.

William Popp, in Engineering and Christine Williams in Stormwater and Water Compliance are already aware of the impacts on our historic lot from the fourplex building nextdoor.

I respectfully request that the Commission carefully evaluate how future development may affect drainage patterns and require appropriate engineering analysis to ensure neighboring properties are not adversely impacted.

#### **DEVELOPMENT INTENSITY, MASSING, AND NEIGHBORHOOD COMPATIBILITY**

I also ask the Commission to consider the cumulative development potential that may result

from the proposed plat amendment.

The practical impacts on neighboring properties will ultimately be determined not by lines on a plat map, but by the density, grading, excavation, building mass, building placement, and structures that may result from those lines.

While future development applications may address specific design elements, the Commission's decision tonight may influence the scale and intensity of future development on the property.

I respectfully request that those practical consequences be considered as part of the Commission's review.

### **PROTECTION OF EXISTING IMPROVEMENTS**

The surrounding neighborhood contains homes, retaining walls, utilities, drainage systems, landscaping, and other improvements that have been developed and maintained over many years.

These existing improvements represent substantial investments by neighboring property owners.

I respectfully request that the Commission consider the potential effects of future development on adjacent properties and ensure that appropriate measures are incorporated into future approvals to protect neighboring improvements from avoidable damage.

### **CONSTRUCTION IMPACTS**

Although detailed construction planning may occur at later stages of review, approval of the plat amendment may be the first step in a larger redevelopment process.

I respectfully request that any future approvals include appropriate measures to address construction-related impacts and protect neighboring properties during excavation, grading, and construction activities, including but not limited to, tenting our home or other measures to protect our home from construction dust, blasting, and other impacts.

In conclusion, we are not asking the Commission to deny development.

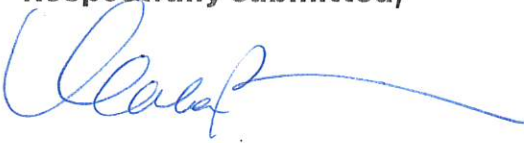
Rather, we are asking the Commission to ensure that the rights of the property owner seeking the amendment are balanced with the rights of neighboring property owners whose homes, safety, drainage, access, and property interests may be affected by the

consequences of the decision.

Should the Commission approve the application, I respectfully request that future development approvals include appropriate geotechnical review, drainage review, documentation of existing conditions, and construction-impact mitigation measures sufficient to protect neighboring properties.

Thank you for your time, your service, and your thoughtful consideration of these issues.

Respectfully submitted,



**Malia Brown**

**And Maureen Moriarty**

---

# Fairway Meadows

## Lot 55

### Plat Amendment

---

PL-26-06885

June 10, 2026



# Continuation

- Staff received new information since the staff report was published on Friday.
- The Planning Commission may take Final Action but may consider continuing this item to allow time to evaluate this new information pursuant to Land Management Code Section 15-1-12.5
- Staff recommends continuing the item to a date uncertain

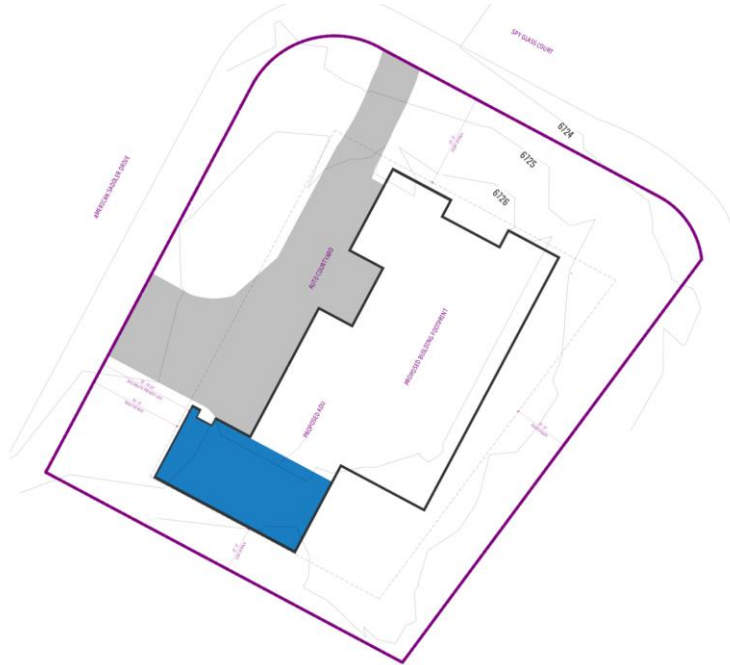
# Background

- Fairway Meadows Subdivision – approved January 1992
  - Created 61 Lots
  - Established a Maximum House Size based on the size of the Lot
  - Established a maximum garage size
  - Established a process to combine Lots and increase the Maximum House Size
- Lot 11 Amended Plat
  - Combined Lots 11 and 12
  - Increased the Maximum House Size to 8,250 square feet



# Proposal

- Amend Lot 55 to allow for the construction of an 867-square-foot deed-restricted affordable Accessory Apartment



# Analysis

- The proposal complies with the Lot and Site Requirements of the Recreation Commercial Zoning District

| Requirement                                                                              | Analysis of Proposal                                                                                                                                                                                                                                                      |
|------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Density:</b> Maximum three units per acre                                             | <b>Complies.</b> Lot 55 is a 0.38-acre Lot with an existing SFD. Density is established by the Fairway Meadows Subdivision Plat.<br><br>An Accessory Apartment is an allowed Use in the RD Zoning District, subject to the requirements of LMC <a href="#">§ 15-4-7</a> . |
| <b>Front Setback:</b><br>The Plat requires greater Front Setbacks than the LMC – 25 feet | <b>Complies.</b> Lot 55 is a double frontage Lot with Front Setbacks along American Saddler Drive and Spyglass Court. The Applicant proposes minimum Setbacks of 25 feet, 10 inches on American Saddler Drive and more than 26 feet on Spyglass Court.                    |
| <b>Rear Setback:</b> 15 feet                                                             | <b>Complies:</b> The proposed Structure is greater than 25 feet from the Rear Lot Line.                                                                                                                                                                                   |
| <b>Side Setback:</b> 12 feet                                                             | <b>Complies:</b> The proposed Structure is 12 feet from the Side Lot Line.                                                                                                                                                                                                |

# Analysis

|                    | Existing         | Proposed         | Change            |
|--------------------|------------------|------------------|-------------------|
| Main Level         | 2373 square feet | 2645 square feet | +272 square feet  |
| Upper Level        | 1239 square feet | 2546 square feet | +1307 square feet |
| Total Livable Area | 3612 square feet | 5191 square feet | +1579 square feet |
| Garage             | 721 square feet  | 909 square feet  | +188 square feet  |
| Total SFD          | 4333 square feet | 6100 square feet | +1767 square feet |

7. MAXIMUM HOUSE SIZE IN FAIRWAY MEADOWS SHALL BE AS SHOWN IN TABLE AT UPPER LEFT. MAXIMUM UNPENALIZED GARAGE SIZE IS 600 SQUARE FEET; GARAGE SQUARE FOOTAGE OVER 600 SQUARE FEET SHALL BE DEDUCTED FROM THE MAXIMUM HOUSE SQUARE FOOTAGE TO DETERMINE THE MAXIMUM HOUSE SIZE FOR THAT HOUSE.

# Analysis

- The proposal complies with LMC regulations for Accessory Apartments

| Criteria                                                                                                                                       | Analysis of Proposal                                                                                                                                                                                                                                                            |
|------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Size:</b> No more than one third of the dwelling size, no less than 280 square feet, and no more than 1,000 square feet.                    | <b>Complies.</b> The proposed Accessory Apartment is 867 square feet, about 17% the size of the primary dwelling including proposed additions.                                                                                                                                  |
| <b>Bedrooms:</b> No more than two.                                                                                                             | <b>Complies.</b> The proposed Accessory Apartment includes one bedroom.                                                                                                                                                                                                         |
| <b>Floor Area:</b> May not increase the floor Area of a Structure over the maximum floor Area as specified in the LMC or Subdivision approval. | <b>Condition of Approval recommended.</b> Condition of Approval 4 requires the amended plat to include a plat note limiting Lot 55 to 867 additional square feet for a deed-restricted affordable Accessory Apartment only.                                                     |
| <b>Parking:</b> One space per bedroom.                                                                                                         | <b>Complies.</b> One space required. See Analysis Section III below.                                                                                                                                                                                                            |
| <b>Prohibition on Nightly Rentals.</b>                                                                                                         | <b>Condition of Approval recommended.</b> Condition of Approval 6 requires the Applicant to record a deed restriction in a form approved by the City Attorney requiring the rental term for the Accessory Apartment to be no less than 90 days and prohibiting Nightly Rentals. |

---

# Analysis

---

- The proposal complies with LMC regulations for Off-Street Parking
  - Single-Family Dwelling: 2 spaces per unit
  - Accessory Apartment: 1 space per bedroom
- 3 spaces required
- 4 spaces in garage; additional space for parking in driveway

# Good Cause

- Addresses the City's critical housing shortage
- Furthers health and welfare of Park City
- Utilizes best planning practices



# General Plan

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

*Allow context appropriate infill in existing neighborhoods to discourage sprawl and utilize existing infrastructure.*

*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.*

*Allow the creation of Accessory Apartments in residential neighborhoods when compatible with existing character and located in near proximity to transit, amenities, and services.*

# Conditions

- Limitations on Maximum House Size and garage remain in effect
- Deed restrictions
  - 50 percent area median income in perpetuity
  - Rental term is 90 days or more and Nightly Rentals are prohibited





**2100 Deer Valley Drive**  
PL-26-06921

**PARK CITY**

1881

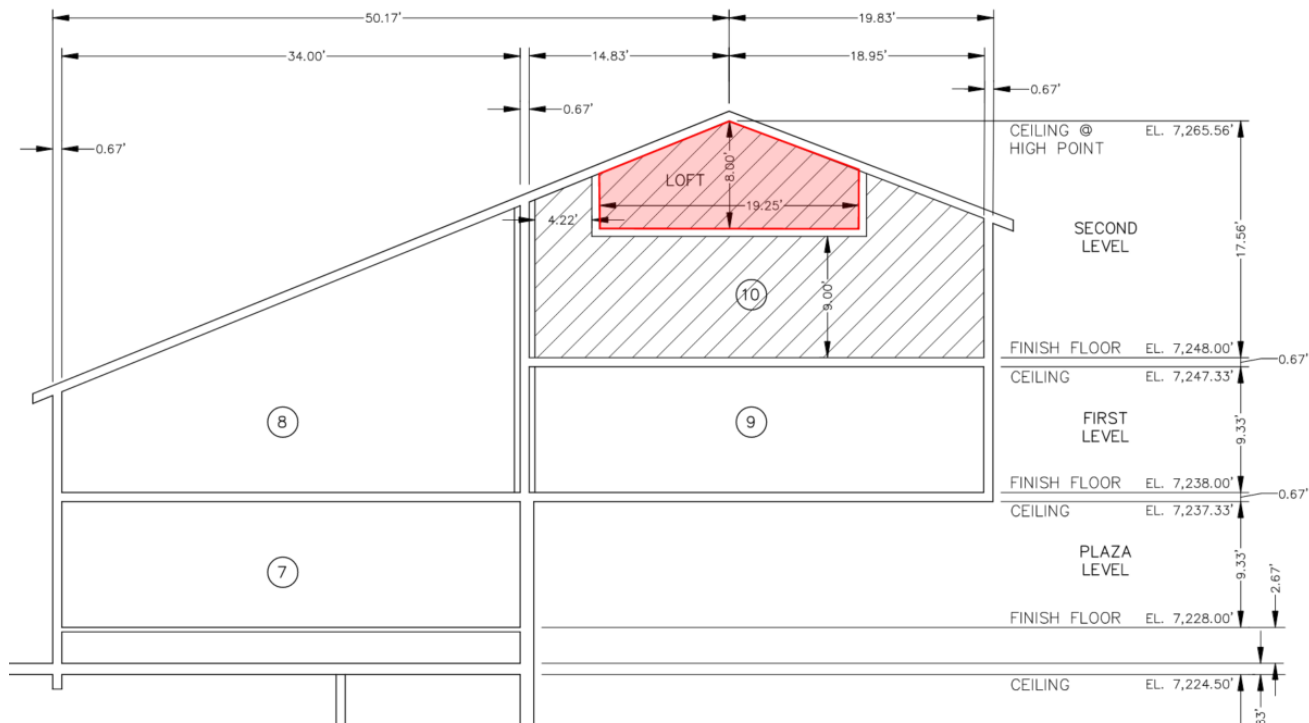
# Background

- Platted square footage from 1985 shows the unit is 1,120 square feet.
- According to the Applicant, the as-built square footage is 1,348 square feet.
- 179-square-foot loft was constructed in 2025 without an approved building permit.
- The loft area is within the existing Structure and is platted private space.
- Total private area square footage to be increased to 1,527 square feet.

# Unit 10



# Unit 10



---



---

# Analysis

---

- The proposal complies with the RD Zoning District requirements, off-street parking and the Deer Valley large-scale MPD.

# Good Cause

- No expansion of the exterior Structure.
- Within previously platted private space.
- No public Street, Right-of-Way, or easement will be vacated or amended.



# Final Action

- Review the plat amendment, open a public hearing, and consider approving based on the Final Action Letter.

