



**PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
AUGUST 12, 2026**

COMMISSIONERS IN ATTENDANCE: Christin Van Dine (Chair), Rick Shand, John Frontero, Grant Tilson, Adam Strachan (virtual), Matthew Day (virtual)

EX OFFICIO: Rebecca Ward, Planning Director; Nan Larsen, Senior Planner; Celia Peterson, Environmental Sustainability Project Manager; Alec Barton, Senior Planner; Mark Harrington, Senior City Attorney; John Robertson, City Engineer; Lillian Zollinger, Planner III

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 Seth Beal. Commissioner Adam Strachan and Commissioner Matthew Day are attending virtually.

2. MINUTES APPROVAL

A. Consideration to Approve the Planning Commission Meeting Minutes from July 8, 2026.

MOTION: Commissioner Shand moved to APPROVE the Planning Commission Meeting Minutes from July 8, 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

Commissioner Rick Shand disclosed that he was approached by someone about the Five-Acre Site, but this will not impact his decision on that item. Commissioner Grant Tilson disclosed that he was approached by an individual who stated that they were in support of the Five-Acre Site. This will not impact his decision on the agenda item.

A. Planning Commission Chair Election – The Planning Commission Will Nominate and Elect a Planning Commissioner Chair and Chair Pro Tem to Serve One-Year Terms.

The Planning Commission discussed the Planning Commission Chair election. Commissioner Shand suggested electing Chair Van Dine to serve a second term.

MOTION: Commissioner Shand moved to ELECT Christin Van Dine as the Planning Commission Chair for a second term. The motion was seconded by Commissioner Strachan. The motion passed with the unanimous consent of the Commission.

Chair Van Dine explained that a Chair Pro Tem also needs to be elected. It was noted that Commissioner John Frontero has been serving as the Chair Pro Tem.

MOTION: Commissioner Shand moved to ELECT John Frontero as the Planning Commission Chair Pro Tem for a second term. The motion was seconded by Commissioner Strachan. The motion passed with the unanimous consent of the Commission.

4. PUBLIC COMMUNICATIONS

Chair Van Dine reviewed the public comment guidelines. She asked those making comments to state their full name, sign in, limit comments to three minutes or less, direct comments to the Planning Commission, and remain civil during the comment process.

Julie Caldwell gave her zip code as 84060 and shared comments about the Park City School District athletic facilities expansion. She explained that this will include a shot put and discus structure. However, this structure is not shown on the plans posted on the school district website. Neighbors were only made aware of this structure yesterday when footings were poured, and questions were asked. Ms. Caldwell wanted to know if the Park City School District can unilaterally construct permanent facilities on the North 40 Playing Fields. The Joint Use Agreement specifically addresses permanent or substantial physical changes to the fields. It requires written approval. She believes a shot put and discus facility falls into the category of a permanent or substantial physical change.

Ms. Caldwell reported that the Planning Commission record described the North 40 Playing Fields as an area that has not and will not be disturbed as part of the new athletic facilities project. Her understanding from Randy Upton with the school district is that subsequent changes around the Dozier facility created pressure to move the structure onto the North 40 Playing Fields. It is not clear whether the shot put and discus structure were part of the originally approved Conditional Use Permit (“CUP”) or were subsequently approved as a Modification. Ms. Caldwell requested that further construction on this structure be paused until the outstanding neighborhood questions have been answered.

There were no further public communications.

5. REGULAR AGENDA

- A. Five-Acre Site – Subdivision, Master Planned Development, and Conditional Use Permits** – The Applicant Proposes to Redevelop the Five-Acre Site at the Southwest Corner of Kearns Boulevard and Bonanza Drive with a Mixed-Use Development Including 106 Residential Units, Over 30,000 Square Feet of Commercial and Multidisciplinary Art Space, Community Green Space, and an Underground Parking Garage. The Planning Commission Will Review the Applicant's Traffic Impact Study, Transportation Demand Management Plan, Parking Analysis, Sustainability Plans, and Proposed Building Height Exceptions. MPD: PL-26-06914, CUP: PL-26-06915, CUP: PL-26-06917, Subdivision: PL-26-06920.

Senior Planner, Nan Larsen, presented the Staff Report and explained that this item is related to the Five-Acre Site, which was previously reviewed by the Planning Commission. She reported that the application includes the following items:

- PL-26-06914: Master Planned Development;
- PL-26-06915: Conditional Use Permit;
- PL-26-06917: Conditional Use Permit;
- PL-26-06920: Subdivision.

The site is located at the corner of Kearns Boulevard and Bonanza Drive. The site is owned by Park City, and through a public-private partnership with Brinshore Development, there is proposed redevelopment of the site. The property has three frontages: Kearns Boulevard, Bonanza Drive, and Munchkin Road. It is located in the General Commercial Zoning District with portions of the site in the Frontage Protection Zone ("FPZ").

The proposal is to redevelop the site with a mixed-use development that includes seven buildings. It is 185,512 square feet, and the proposal is to have 88 affordable housing units and 18 unrestricted housing units. The project also includes over 30,000 square feet of retail, restaurant, and non-profit art space. There is a childcare center proposed as well as an amphitheater, playground, and art pavilion. The applicant is proposing a Master Planned Development ("MPD"), which requires a finding that the project incorporates best planning practices for sustainable development. Environmental Sustainability Project Manager, Celia Peterson, will share information about the criteria.

Planner Larsen reported that the site is located within the General Commercial Zoning District, which has an allowed building height of 35 feet or 40 feet with allowed roof exceptions. There are 25-foot perimeter setbacks required. The FPZ runs along Kearns Boulevard and extends 100 feet into the property from the Kearns Boulevard right-of-way

line. The FPZ requires a 30-foot setback for all structures along Kearns Boulevard, but no structures are proposed within the 30-foot setback. All construction activity within the FPZ requires a CUP that is subject to review by the Planning Commission. During the current meeting, the focus will be on building height as well as parking and traffic.

Through the MPD process, the applicant is requesting additional building height. The Planning Commission may grant a building height exception through the MPD process if the applicant sufficiently demonstrates the six criteria in the Land Management Code ("LMC") are met. During the June 24, 2026, and July 8, 2026, Planning Commission Meetings, the Planning Commission requested additional information from the applicant to clarify building height and provide examples of different roof pitch heights. The applicant has provided three roof variations for the Planning Commission to review.

The 12:12 roof pitch on the six buildings that are requesting additional height ranges from 54.5 feet to 65 feet tall, measured from existing grade. The second option is a flat roof with building heights ranging on the six buildings from 46.5 feet to 55 feet. The third option is a 4:12 roof pitch, which has building heights ranging from 46.5 feet to 55 feet.

Planner Larsen reported that the first criterion is that the increase in height does not result in an increase in square footage or building volume. The applicant has submitted the Development Density Potential to show the buildable area of the site. The allowed development potential is 482,078 square feet, and the applicant proposal is a development that is 185,512 square feet, which is approximately 38% of the allowed density potential. Based on the Staff analysis, the proposal appears to comply with the first criterion.

The second criterion is that buildings have been positioned to minimize visual impacts on adjacent structures. Potential problems on neighboring properties caused by shadows, loss of solar access, and loss of air circulation have been mitigated. Planner Larsen reported that the applicant has submitted a Solar/Shadow Study showing the potential impacts on adjacent structures. The project appears to be compliant with this criterion.

The third criterion is the requirement for adequate landscaping and buffering from adjacent properties and uses. The applicant has updated their Landscaping Plan to show a landscape buffer with trees along the west property line of the site. Planner Larsen explained that this area is outlined in red on the presentation slides. This appears to be compliant with the criteria. The fourth criterion has to do with increased setbacks and separation from adjacent properties. The MPD requires a 25-foot setback along the perimeter of the project. The applicant proposes a 51.5-foot setback along Kearns Boulevard, a 34-foot setback along Bonanza Drive, and a 25-foot setback along Munchkin Road. There is an additional setback of 40 feet along the west property line that adjoins the neighboring site. She explained that this also appears to comply with the criteria.

The fifth criterion requires that the additional height results in more than the minimum open space required and results in open space that is publicly accessible. The applicant provided an Open Space Plan that shows the location and amount of publicly accessible open space, which is shown in green on the presentation slides. For redevelopment in the General Commercial Zoning District, it is required that 30% of the site be open space, but there is 60.6% open space proposed, which appears to be compliant with the criteria.

The sixth criterion was shared. Planner Larsen reported that the MPD requires that additional building height be designed to provide a transition in roof elements, in compliance with LMC 15-5 – Architectural Review. While the 12:12 roof pitch option complies with the façade variation requirements, the flat roof option and 4:12 roof pitch option would need to be modified for the building facades to be compliant with the criteria.

Construction within the FPZ requires a CUP, which is reviewed by the Planning Commission. It is subject to all applicable review criteria. The applicable criteria include:

- Building mass, bulk, and orientation, and the location of buildings on the site, including orientation to buildings on adjoining lots;
- Physical design and compatibility with surrounding structures in mass, scale, style, design, and architectural detailing.

Buildings Two and Three are within the FPZ. Building Four has a covered and unenclosed patio that extends into the FPZ. Planner Larsen reported that the heights for Buildings Two and Three range from 46.5 feet to 58 feet, depending on the roof form option. Buildings Two and Three are proposed to front along Kearns Boulevard and are set back a minimum of 51.6 feet. Building Four is proposed to be set back at a minimum of 72 feet. The six larger structures on the site are proposed to be oriented to both the public street and the interior publicly accessible courtyard. The only adjoining property to the Five-Acre Site is the site to the west, which has commercial uses. The nearest commercial structure is also within the FPZ and is setback approximately 45.6 feet.

Senior Planner, Alec Barton, highlighted the key points from the applicant exhibits related to parking and traffic. He reported that this includes a Parking Analysis, Transportation Impact Study (“TIS”), and Transportation Demand Management (“TDM”) Plan. These were prepared by a third-party consultant. The applicant reviewed these documents with the Engineering Team and the Engineering Team then worked with a separate consultant.

Planner Barton shared a parking table that looks at the proposed mix of uses on the Five-Acre Site. Based on the uses that are proposed, the project would require 208 parking spaces. The applicant is proposing 280 parking spaces, which is approximately 35% more parking spaces than required by the code. All of these spaces are proposed within an underground parking structure that would be accessed along Bonanza Drive and on a separate driveway connecting Munchkin Road and Kearns Boulevard. There are also some surface parking spaces envisioned, which include nine spaces on Munchkin Road.

The applicant proposal complies with the LMC requirements for electric vehicle charging stations, conduit requirements for future installations, and both outdoor and enclosed bicycle storage. Planner Barton reported that the applicant submitted a Parking Management Plan that outlines the proposal to manage the 280 parking spaces within the underground garage. The applicant indicated that there would be dedicated parking for residential uses. Approximately 118 of the required spaces are for residential units.

The applicant is also proposing dedicated parking spaces for some of the larger units, in excess of what the code requires. There is a paid parking program proposed for retail uses and visitors to the site, as well as parking monitoring and enforcement. In addition, there are adaptive parking management strategies proposed for the Five-Acre Site.

The Planning Commission can require additional off-street parking spaces or reduce the off-street parking requirement based on a Parking Analysis that is submitted by the applicant. Since the applicant is proposing additional parking, a Parking Analysis has been submitted. Mixed-use developments often require less parking than single-use developments, because they generate less parking demand. While the code does not identify a percentage reduction the Planning Commission can apply to a mixed-use development, it does give the Commission the option to reduce the parking requirement.

The applicant noted that special events are expected to draw additional visitors to the site. Visitors could be encouraged to take transit, walk, or bike to the site. The Parking Management Plan highlights some other potential ways to reduce single-occupancy vehicle trips to the site, such as paid on-site parking, shuttle service, and event-specific parking management. The project could be conditioned to include those elements. In addition, the applicant could consider Shared Parking Agreements to reduce the overall demand. Staff recommended the applicant submit a comparison of similar-sized projects.

Planner Barton shared information about traffic at the Five-Acre Site. He reported that there are existing gaps within the sidewalk and trail network in Bonanza Park. Some of the gaps have been addressed with recent projects. The sidewalk gap along Munchkin Road would be addressed through the proposed Five-Acre Site project. There are other projects in the works that could address some of the deficiencies in the existing network.

There are currently 10 vehicle access points on the Five-Acre Site. The applicant is proposing to reduce that to three access points. There would be a single access point on Kearns Boulevard, Bonanza Drive, and Munchkin Road. Planner Barton reviewed the TDM Plan information. Due to traffic volumes on the site, the applicant is proposing to restrict left turns on Bonanza Drive and Kearns Boulevard. The applicant also proposes to provide space for dedicated transit lanes on Bonanza Drive. The project incorporates a bike share station and provides additional outdoor and enclosed bicycle storage.

Planner Barton reported that the project would establish pedestrian connections. The applicant has indicated that there would be a carpool and vanpool program as part of the project. The project would reserve dedicated parking spaces for residents. Additionally, there would be the implementation of a Parking Management and Enforcement plan.

Chair Van Dine acknowledged that there are some members of the public who are opposed to the project and there are some who would prefer to see something different on the site. The Planning Commission is tasked with processing the application that is currently before them. She asked that comments during the public hearing be tied to the LMC and General Plan and also be relevant to the submitted application. All comments will be limited to three minutes. There will be additional opportunity to comment in the future. It is possible to submit written comments to planning@parkcity.gov.

The applicant team shared presentation slides with the Planning Commission. Steve Swisher from GTS Development introduced himself. He explained that Lisa Dove-Swisher from GTS Development and David Brint from Brinshore Development are also present at the Planning Commission Meeting. Mr. Swisher shared background information with those present. Something that drove the design was the implementation of the Small Area Plan. The Small Area Plan proposed vertical mixed-use development. It also offered flexibility for density and building height if a development provided a lot of community amenities. In this case, the design is not proposing additional density, but there is additional building height proposed. The Small Area Plan defined a community benefit. He reviewed a page from the Small Area Plan that includes several examples.

Mr. Swisher shared the Site Plan with the Planning Commission. There are 15-foot multi-use pathways placed along Kearns Boulevard and Bonanza Drive. In addition, there is a pathway that goes through the site. It starts at the Kearns entrance, goes across the base of Building One, and then connects with Munchkin Road. There are also plans to have a dedicated bus lane. Some examples of community benefits include underground parking, an amphitheater, grass area, wide gathering space, playgrounds, restaurants, a flex plaza, and hardscape plaza. He shared information about affordable housing units.

The Underground Parking Garage Plan was shared. Mr. Swisher explained that the shape of the parking garage matches the outside edge of the buildings. If something is moved in one area of the development, then it will impact another area of the development. He shared the building elevations and reviewed the proposed materials.

Mr. Swisher reported that retail spaces are typically 12 feet. 3 feet is needed on top of that for structure and interstitial space, which is where the mechanical is located. Part of the reason for the proposed retail height has to do with the Building Code, but part of it is driven by tenant desires. He explained that taller spaces can be beneficial when it comes to sales. The next level would be the affordable housing, with 9-foot ceilings and a 1.4-foot structure. There would then be another 9-foot ceiling and a 5.9-foot structure. The reason that structure is larger is because it is carrying a snow load and needs to slope to

drain. When all of that is added up, and then there is 5 feet for screening, the result is a 46.2-foot overall height from the finished floor to the top of the mechanical screening.

The LMC allows for a 35-foot height and then another 5 feet for mechanical screening. Mr. Swisher explained that the proposal is approximately 6.2 feet over what is allowed. The issue on this site is that there is a slope. The center points of the building, which are where the breezeways are located, were designed to match the finished floor. However, one end of the building goes lower than the other. He stated that the variance results in an additional 2 feet to 6 feet, depending on where the building is located on the Five-Acre Site. The base building with mechanical screening is proposed to be 46.2 feet. The other heights that have been mentioned are the result of the slope that exists on the site.

Mr. Swisher shared several renderings with the Planning Commission. He explained that there is a desire to make the design open with the shops facing both directions within the breezeway. There was an eye-level drawing shown to illustrate the proposed building height exceptions. This highlights that the intermittent peaks of the buildings extend above the allowed height. Additional drawings have been included in the Staff Report.

The applicant team was asked to come back with different roof options. Mr. Swisher shared renderings of the 12:12 roof pitch, 4:12 roof pitch, and flat roof option. Based on a preliminary analysis, if either the flat roof option or 4:12 option are selected, the design will need to be changed, which will impact the unit count. There will be approximately 20 bedrooms lost. He clarified that the 12:12 option complies with the façade variation.

Additional renderings were shared with the Planning Commission. Mr. Swisher stated that the applicant team likes the historical feel of the 12:12 roof pitch. In addition, the 12:12 roof pitch breaks up the roof line visually, but it is ultimately up to the Commission.

The Landscape Plan was reviewed as well as the proposed setbacks for the site. Mr. Swisher explained that in the image shown, the dark color represents the LMC setback requirement. As for open space, at the last meeting, there were questions about the definition. He clarified that it does not include building footprints, service drives, or parking. All of the other spaces are considered open space. Mr. Swisher shared additional information about the community amenities that will be provided on the site.

The parking on the site is underground and there are reserved spaces for the residential use. The shared spaces in the center are for employees and retail customers. Mr. Swisher explained that it could be challenging to encourage visitors to pay to park underground. There will likely be a program implemented where there will be a certain amount of free time before the paid parking starts. Due to the challenges, there is a desire for the parking to be plentiful and for the parking garage to be open with bright lighting.

The Site Context Analysis was shared with the Planning Commission. Mr. Swisher reported that within a 10-minute walk of the site, there is access to a wide variety of

services. At a previous meeting, the Planning Commission asked about the traffic in the neighborhood. Mr. Swisher shared a presentation slide focused on access and circulation. There will be a solid traffic network and there will not be one exit loaded with the majority of the traffic. It is expected that as people become used to entering and exiting the garage, they will choose the area with the least amount of traffic, which will likely be Munchkin Road. He pointed out the transit lane that will be provided. Mr. Swisher next shared information about the trail system and the multi-use pathways.

The ITE Parking Demand and Supply chart was shared. Mr. Swisher explained that one of the issues with the LMC analysis of parking is that it does not reflect the additional parking required for the community benefits on the site. He pointed out that the community benefits are not only for the residents, but for the entire community. A project has been designed that attempts to maximize the amount of outdoor dining available. An analysis was conducted to determine the parking demand based on the time of day.

Scottie Duclos from Hales Engineering introduced himself to the Planning Commission. He explained that the Travel Demand Management Plan incorporated several plans. It includes a transit lane with stops at the site to increase transit ridership and availability, a bike share program, bicycle parking, pedestrian connections and multi-use pathways, active uses on the ground level, breezeways, on-site childcare, and a parking garage. There will be a parking garage with paid public parking for those wishing to access the site. He explained that this will discourage vehicle travel and encourage transit use.

Mr. Swisher reported that there was time spent refining the transit lane layout. The bus stop in front of Building Six will be 100 feet long. The reason it will be 100 feet long is so two buses can park and load there. There is a pull-off in front of Building Five that will be used for deliveries, which should prevent delivery drivers from stopping in the transit lane. This would be restricted from use during the busiest transit times so transit can use the pull-off area for buses as well. At the Kearns Boulevard end of the site, 24 feet would be taken off the edge of the site to allow for the same kind of dedicated transit lane.

There was a question during the last Planning Commission Meeting about trash collection. Mr. Swisher explained that there will be a trash chute near the elevators for residents to use. The chute goes into a trash room, which will have bins on wheels that can be moved to a trash collection area next to the entrance to the garage on the west. When the garbage is collected, the bins will be moved out and then returned to the trash rooms afterward. There is a freight elevator in Building Five. The commercial spaces will collect garbage inside their spaces, move the garbage using the freight elevator, and then take the garbage to the trash room. The exact size of the trash room will be determined shortly. He added that recycling will also be facilitated on the site.

Commissioner Tilson had a question about the roof pitch options that were presented. It appears that the flat roof does not comply with the façade variation requirement, but he asked for additional information about the 4:12 roof pitch. Mr. Swisher reported that the

façade variation requires a 15-foot change in a building over 120 feet long. With the 12:12 roof pitch, there is a 4-foot bump-out with the center breezeway, and there is 12 feet for the roof pitch. The 4 feet and 12 feet total 16 feet, which was above the 15-foot requirement. With the 4:12 roof pitch, the total with the bump out only reaches 6.5 feet. That means there will need to be another break in the façade to meet the requirement.

Commissioner Frontero asked the applicant to further review the access and circulation information and restate the left-hand restrictions that have been proposed. Mr. Swisher explained that there is one entrance to the project on Kearns Boulevard. There is a ramp that drops down 18 feet to provide an entrance to the garage. If someone wants to turn left when exiting the garage, that will block the driveway and create a queue back to the garage. Mr. Swisher explained that it is better for both the traffic on Kearns Boulevard and the traffic coming out of the garage to have there be a right-in and right-out.

On the Bonanza Drive edge, there is one curb cut, which is the entrance to the garage. The garage requires two entrances. The entrance on Munchkin Road is also a ramp that goes down to the same location. At that point, it is possible to do a left turn out or in. Munchkin Road is a slower street and does not have as much traffic as the others. There is also a longer queue space that goes back to the garage entrance. It is anticipated that people who live in the development or visit the development often will choose whatever route works best. He believes most people will want to use the Munchkin Road entrance.

Commissioner Frontero stated that there are two entrances to the parking garage. Mr. Swisher clarified that there are three ramps down into the parking garage and two actual entrances. Discussions were had about road ownership, maintenance, and circulation.

Chair Van Dine opened the public hearing.

Mary Olszewski gave her zip code as 84060. She reminded the Planning Commission that it is expensive to live in Park City, as the costs of groceries, gas, and restaurants are higher than in other areas. It does not necessarily make sense to put affordable housing units in an expensive environment. Ms. Olszewski stated that she crosses Bonanza Drive and Kearns Boulevard frequently in the winter. During that time of year, there is a police vehicle parked in the area to manage traffic and accidents. This is a busy location, and she is concerned that the proposed development will worsen the existing conditions.

Dick Grannis gave his zip code as 84060 and shared several reasons he believes this proposal should not move forward. He mentioned the precedent of The Yarrow, which was proposed to be redeveloped, but the building height variance was not granted. Mr. Grannis stated that if someone is seeking a variance or exception, there needs to be a good reason to approve that request. He does not believe the reasons that have been shared by the applicant are strong enough to warrant the building height exception that

is proposed. Mr. Grannis expressed concerns about the traffic flow pattern that was described earlier, as it could be difficult to leave the parking garage located on the site.

Charlotte O'Connell stated that her zip code is 84060. She thought there would be more of a traffic analysis provided during the Planning Commission Meeting. She assumed there would be additional information about how the intersections will be impacted by the proposed development. Ms. O'Connell stated that her main concern has to do with traffic. It appears there will be 912 movements per day for retail and 756 movements per day for residential. She wants to understand how those additional movements will be managed.

Ms. O'Connell noted that the presentation mentioned that the proposal is below the allowed density. However, this appears to be a dense development. She would like to know what density would be allowed beyond what has been proposed by the applicant.

Deb Stafsholt gave her zip code as 84060. She stated that the laws and LMC were created to protect the citizens of Park City. The citizens expect the elected officials, City Staff, Planning Commission, and all City partners to comply with the codes. She recommended that the Commission deny the request for additional parking. She also asked that the project comply with the height restrictions to protect the view corridor.

Chelsea Strong stated that her zip code is 84060. She pointed out that this is public land and the taxpayers bought it in 2017 for \$19 million. Based on the code, the height restriction is 35 feet, and that code was already changed once, raising the limit to 45 feet through an affordable housing density bonus. The proposed plans show Building One to be higher than that, at 11 feet above the raised limit. Ms. Strong stated that the code was already rewritten once, and now the project is asking to exceed the rewritten code.

Ms. Strong is a resident and property owner in Park City. She owns and operates a large commercial multi-family portfolio, so she understands the stake that the City has in this decision. She also understands how deals like this are structured. A development like this is not primarily built to solve a housing problem. It is built to be financially viable first. She shared information about the Low-Income Housing Tax Credit ("LIHTC"). Units are not restricted to Summit County residents or Utah residents. Federal law qualifies tenants by income and not by where they currently live or work. Local employment preference is legally allowed, but only if it is written explicitly into the Tenant Selection Plan for the property. If the argument for the project is that it lets the people who work here also live here, then the Tenant Selection Plan should include a local employment preference.

Patricia Kipp stated that her zip code is 84060 and she lives on Aerie Drive. She explained that Park City has a top-notch hospital and emergency room. The City has a responsibility to make sure citizens are able to travel to the hospital in the event of an emergency. During the winter months, between 3:00 p.m. and 6:00 p.m., there are difficult traffic conditions. This can be seen in the summer months as well. Those attempting to reach the hospital will be stopped on Deer Valley Drive or Bonanza Drive.

She wants to make sure that if there is an emergency situation, a resident will be able to access the hospital without becoming stuck in traffic. She explained that every minute matters.

Jack _____ gave his zip code as 84060. He was strongly opposed to the proposed development on Bonanza Drive. It is possible to block the development because it requires a change to what is permitted. The Planning Commission does not have to allow what has been proposed to move forward. He believes the development will put a strain on the water supply and the additional residents will create more traffic on Kearns Boulevard. The proposed restaurants could also drive customers away from the small businesses that currently operate in the area. He is concerned that additional buildings and infrastructure will harm the small-town feel. A public park with trails and trees would be beneficial to the community rather than what has been proposed by the applicant. What makes Utah and Park City different from other areas in the United States is the public land that is available. Trails are part of what makes Park City so special. He would like to see this prioritized in whatever moves forward on the Five-Acre site.

Valerie Spung stated that her zip code is 84060 and explained that she has concerns about density. This corner has been an issue for years and a police vehicle sits at the bottom on Bonanza Drive all winter to prevent gridlock. Adding more parking spots, food trucks, childcare, and buses will make the existing situation worse. Ms. Spung shared comments about the proposed height. She feels that what is proposed is too high and will block views for both locals and tourists in Park City. The applicant team stated that there need to be 9-foot ceilings or the units will not be desirable enough to rent, but many people in Park City have houses and units with 8-foot ceilings rather than 9-foot ceilings.

Mrs. Spung mentioned toxic dirt and pointed out that there could be additional costs associated with that issue. She also would like to know why The Yarrow application was denied for the same height allowances that Brinshore Development has proposed in this case. Whatever is built in the community should be built with integrity and should be something that everyone can be proud of. She asked that the project not move forward.

Owen McConnell gave his zip code as 84060 and stated that he recently moved to the area from Texas. Park City offered open space, mountain views, and a quieter way of life. The proposed development appears to go against everything that makes the area special. It will block the views that people came here for, increase the traffic on roads that are already overcrowded, and put more pressure on schools and public services. Park City is one of the most expensive places to live in the country, and an apartment complex will not solve the affordability issue. Mr. McConnell believes there should be responsible housing solutions proposed that still protect the character of the community.

Andy Miller gave his zip code as 84060. He is a 15-year-old resident who cares deeply about the future of Park City. The role of the Planning Commission is difficult, because it requires Commissioners to look past immediate voices and focus on the community

needs. He supports the mixed-use development because it is the kind of forward-thinking and sustainable planning that will keep Park City vibrant for generations to come.

Mr. Miller explained that the proposed development is not simply a site for housing, but it represents a strategic answer to sprawl. By placing workforce housing centrally, the daily reliance on the 248 and 224 corridors is reduced. These units will remove vehicle trips from the roads every single morning and afternoon, which is the definition of smart fiscal responsibility. Deed-restricted housing also generates year-round occupancy. This results in steady and predictable foot traffic. Workforce housing is a small part of the overall mixed-use development and will create opportunities. He pointed out that nearly half of the Park City housing stock operates as short-term rentals, which artificially inflates costs based on visitor affordability rather than local wages. Supporting this development will protect the character of Park City and will ensure it remains a place for families, workers, and long-term residents to build a life. He reiterated his support for this project.

Lauren Cole stated that she is present on behalf of Wasatch Advocates for Livable Communities, which is a non-profit that works across the Wasatch Region to advance policies and projects that will create more home choices of all shapes and sizes. Housing opportunity is community opportunity. She explained that when people can afford to live close to their jobs, schools, and daily needs, it benefits the entire community. Employers are able to maintain their workforce, commutes shrink, and communities become economically resilient. Wasatch Advocates for Livable Communities submitted a letter of support for the Five-Acre Site proposal, and she would like to reiterate that support.

This project will house the workforce that keeps the community running. Beyond housing, the proposal creates a genuine neighborhood center with commercial, retail, community-serving space, a childcare facility, and public gathering areas. Ms. Cole is pleased to see the sustainability commitments, as this offers a forward-looking approach to development. As for parking, Wasatch Advocates for Livable Communities would like to encourage the Planning Commission to require something closer to what is outlined in the code. Excess parking is the area where this project did not score as well in their evaluation. This adds costs and works against the transit and walkability related goals.

When it comes to building height, Wasatch Advocates for Livable Communities asks the Planning Commission to weigh the request in context. These buildings are set back from the road and the added height appears to preserve open space and enable affordability. Ms. Cole urged the Planning Commission to continue to advance this application.

Marjorie Ellis gave her zip code as 84060. As a homeowner and taxpayer in Park Meadows, she is opposed to the current plan for the Five-Acre Site. The proposed height is inconsistent with the code and will block the mountain views. She understands that the previous DoubleTree hotel was denied additional height, so she does not believe additional height should be considered in this case. She feels the rules should be applied consistently. Ms. Ellis expressed concerns that the additional traffic will heighten the

already overburdened road. She pointed out that there are 280 parking spots proposed. The citizens did not vote on this plan and most do not want what has been suggested.

Kelly Gallagher gave her zip code as 84098 and expressed support for the proposed development. While this plan is not perfect, it contains the elements that were considered to be important by locals based on the many public input sessions and City Council Meetings. She believes that a vibrant community needs the elements in this project. While she understands the comments that have been shared about additional parking space, she disagrees that additional park space would be the best use of the Five-Acre Site. There are many options available. Additionally, there is open space proposed in the current plan. Park City and Summit County have invested in trails, parks, and other outdoor recreation opportunities for decades, but it is time to focus on the other important facets of a vibrant community. She urged the Planning Commission to move this forward.

Jamie Rubin stated that her zip code is 84060. She would like to know how childcare on the site will be efficient and safe. When a child is dropped off, a vehicle needs to come in and out of the site. There has not been a discussion about where the child drop-off will be located. She feels there are elements of the project that have not been thought out.

Betsy Wallace gave her zip code as 84060 and shared comments about height and traffic. She pointed out that there are other curb cuts that impact Bonanza Drive. This area will become more congested if the development moves forward. Ms. Wallace asked for additional information about where the deliveries will take place to support the restaurants and other uses. She is concerned that these deliveries will increase the traffic. Ms. Wallace is not sure what is different about this project compared to The Yarrow proposal.

Jack Thomas reported that he served on the Planning Commission for eight years. He took a moment to thank Commissioners for their service to the community. Mr. Thomas is not excited about the mass, form, or scale of the project. He shared information about the community input that was received about this property. It was emphasized that this was an arts and culture district, but he does not see that in the current version of the plan. He suggested that the plan be reevaluated, because what is proposed will result in large buildings on Bonanza Drive and Kearns Boulevard. The scale appears overwhelming and lacks the character, amenities, and purpose that were originally desired. There is an opportunity to do something meaningful for the community on this important land.

Rich Wyman explained that his zip code is 84060. He is a performing artist who has been a Park City resident for 35 years. Mr. Wyman is not in favor of the project as it has been presented. He believes what has been proposed is too tall and too dense. In addition, he feels it lacks the creativity and imagination that this piece of publicly owned land deserves. It is important to return to the reason Park City bought the land in the first place. In 2017, the City announcement stated that Park City had secured 5.25 acres to create the first arts and culture district. Mr. Wyman supports that kind of district rather

than what has been presented. He wants the focus of the development to be the arts. Young people in the community need somewhere to study, practice, and create art.

Mr. Wyman clarified that he supports workforce housing. His objection to the project is not related to the affordable housing component, but to the design that has been proposed and to the level of density. Affordable housing is needed, as is arts and culture. It is possible to address housing needs without sacrificing this opportunity for arts and culture in the community. He asked that the Five-Acre Site design be reconsidered.

Donald Keyser stated that his zip code is 84060. He pointed out that there are several existing commercial properties in the area. This development will negatively impact the interests of those long-time taxpayers. He also expressed concerns about parking.

Jocelyn Scudder explained that she is the Executive Director of the Arts Council for Park City and Summit County. She is also a resident of 84060 and lives in Old Town. Ms. Scudder expressed support to develop the Five-Acre Site as a mixed-use community development. She understands there is some opposition to what has been proposed and some residents would like to see a park in the area. When the City purchased the parcel in 2017, the transient room tax ("TRT") was utilized to create this opportunity. Ms. Scudder believes the development should be a community asset. She stressed the importance of remembering the funding mechanism. It is important to think about the community benefits and what will be added to the community with this development.

Ms. Scudder stated that affordability and arts and culture spaces are critical needs in the community. In January, there was an Arts and Culture Master Plan approved, and there is excitement about seeing that implemented. There is an opportunity for the Five-Acre Site to meaningfully address the affordability needs as well as the arts and culture needs.

Jason Glidden gave his zip code as 84098 and explained that he is the Executive Director of the Mountainlands Community Housing Trust. He is supportive of the project and believes the applicant has done an excellent job of continuing to refine the proposal. It is possible to continue discussions about the height. Different options can be brought forward. He believes a solution can be found and this project can continue to move forward. As for traffic and circulation, he suggested that the entrance be pushed toward Munchkin Road with Kearns Boulevard and Bonanza Drive used as an exit only. Mr. Glidden reiterated his support for the project and asked that conversations continue.

Mr. Glidden pointed out that the applicant is allowed to ask for exceptions, but the Planning Commission has discretion about whether or not those exceptions should be granted. Affordable housing, arts and culture, and childcare are priorities for the community that need to be addressed. He reiterated the need to create more affordable housing in Park City. There must be housing options in order to support the workforce.

Kendall Kelley stated that she works in 84060 and expressed support for the proposal. Given the number of public comments, she offered to submit her comments in writing.

Wendy Petersen gave her zip code as 84060. She has been in Park City for 38 years and is familiar with the traffic on Bonanza Drive. Ms. Petersen is concerned about the traffic and circulation information that was presented during the meeting. She already has to plan her day around traffic levels and is worried that the conditions will worsen. Ms. Petersen agrees with the previous comments that this area is supposed to be focused on arts and culture. She supports affordable housing and believes there are appropriate locations for housing within this development, but not to the extent that has been proposed. It would also be beneficial for the proposed building heights to be reduced.

Rochelle Jonswold came to Park City 14 years ago and currently lives on Prospector Avenue. She chose to buy it in this area because she appreciated the height restrictions in Park City. There are concerns about the proposed heights associated with this development. She supported the idea of an arts and culture district, which was supposed to diversify Park City. However, she does not see enough of what was envisioned in this proposal. She is concerned there will be an eyesore created with this development.

Peter Yogman gave his zip code as 84060. He believes that affordable housing is important nationally as well as in Park City, but has concerns about what has been proposed. He is not sure that this is the right long-term strategy for affordable housing. There are other possible uses for the site outside of affordable housing units that might not actually be affordable for the workforce. Mr. Yogman asked the Planning Commission to look at the bigger picture and put the proposal into a broader context.

Jimmy May stated that his zip code is 84060. He objects to the proposal for several reasons, including traffic, green space, height, the FPZ, and expenses. The study shared by Brinshore Development focused on one day before the tourist season. He does not believe this proposal will mitigate traffic in the area. When it comes to green space, there appears to be difficulty determining how much useable green space there will actually be. He feels that many of the renderings have been confusing and misleading. Mr. May supports mixed-use and affordable housing, but wants to ensure that the Park City entry corridors remain scenic and awe-inspiring. He expressed concerns about the variances that have been proposed, as it could set a dangerous precedent moving forward.

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

Chair Van Dine reminded those present that written comments can be submitted ahead of the next Planning Commission Meeting. The public hearing will be continued. The Planning Commission took a five-minute break before continuing their discussion.

Staff posed several questions to the Planning Commission about the application:

- Does the Planning Commission have the information needed to determine whether the applicant has met the six criteria for a building height exception?
- Does the Planning Commission find the 12:12 pitch, flat roof, 4:12 pitch, or other provide a transition in roof elements in compliance with Chapter 15-5 - Architectural Review?
- Does the Planning Commission have the information needed to evaluate the designs of Buildings Two, Three, and Four within the FPZ?

The Planning Commission discussed the first question. Commissioner Day appreciates the way that Staff put together the compliance information for the six criteria. Commissioner Frontero stated that the applicant is likely meeting the six criteria to request a building height exception, but that does not necessarily mean that he will vote to grant a building height exception. He pointed out that this is a challenging location.

Planning Director, Rebecca Ward, rephrased the first question and asked if the Planning Commission has the information needed to evaluate the building height exception request. Commissioner Frontero finds the criteria to be met, but is still concerned about the proposed height. He asked the applicant at the last meeting how many units are needed to receive LIHTC funding and the answer was approximately 100. If this building was reduced to three stories, he assumes the LIHTC funding would be a challenge.

Commissioner Shand agreed with the comments shared by Commissioner Frontero. It is possible to find compliance with the six criteria, but as a whole, the request does not make sense. He stated that the proposed height exception will be a challenge for him.

Commissioner Tilson stated that he needs more information to determine whether there is compliance with the six criteria. The 12:12 roof pitch will not work due to the height and the applicant has stated that some of the buildings will need to be redesigned to accommodate a smaller roof pitch and still meet the sixth criteria. Commissioner Tilson needs to see the redesign in order to fully evaluate compliance with the six criteria.

Commissioner Day commented that the six criteria are clearly satisfied under the code. That means it is possible for the Commission to consider whether the requested building height exception should be granted. It does not necessarily mean that it will be granted.

The Planning Commission discussed the second question, which relates to the transition in roof elements. Chair Van Dine agreed with Commissioner Tilson that more information about the 4:12 roof pitch is needed. She does not believe the flat roof option works.

Commissioner Day pointed out that just because something is lower does not necessarily mean that it is better. The 12:12 option is a much better fit for the historic nature of the town. He would prefer something a little bit taller that fits the historic nature in terms of façade and silhouette. He agrees the flat roof option does not work. Commissioner

Strachan is not sure any of the roof options comply, but he has enough information to make a decision. He will continue to review the code before the next meeting.

The third question was discussed by the Planning Commission. Commissioners did not require additional information to evaluate the buildings located within the FPZ. Planner Barton reported that there are also Staff questions related to parking and traffic:

- Does the Planning Commission find that the applicant's Parking Analysis supports a determination to increase the required number of off-street parking spaces?
- Is there additional information the Commission needs to fully evaluate the applicant's TDM Plan to evaluate traffic considerations, including capacity of the existing streets in the area, and the requirement that the project addresses and mitigates traffic generated by the development?

Commissioner Shand noted that during the applicant presentation, there was a reference to a discrepancy between the ITE analysis and Park City code. It was clarified that the ITE provides time of day usage, as there is data collected for each hour of the day. The Time-of-Day Parking Supply chart was shared with the Planning Commission. Commissioner Shand pointed out that the City Code states that 208 parking spaces are required and there are 280 provided in this application. However, on the Time-of-Day Parking Supply chart, it shows that around 280 are needed for most of the day. He wants to understand the difference between the code requirement and what is actually needed.

Commissioner Frontero had a question about Exhibit D, which is the TIS. This project is projected to generate 1,238 daily vehicle trips. Mr. Duclos clarified that there are 1,238 new trips projected. It will pull some pass-by trips off the road as well. Commissioner Frontero does not believe the mitigation strategies that have been outlined will be able to address all of the new trips. He does not see enough evidence that the mitigation strategies will be effective, but the project is required to mitigate the traffic impacts.

Commissioner Strachan asked if there are additional mitigation strategies the applicant has been considering. Mr. Duclos explained that several considerations were provided. One of the goals in Park City is to reduce vehicle traffic and increase transit ridership. Many of the proposed mitigation strategies have kept that goal in mind.

Commissioner Strachan wanted to know what will happen if a line develops. There might be an instance where the mechanical arm at the parking garage fails to work on an event night. Mr. Swisher reported that whenever there is an event, it is required that the event organizer obtain an Event Permit. As part of that permit process, the additional parking needed for the event will need to be determined. Typically, the additional parking will be at the high school parking lot. This lot is generally available outside of school hours. Mr. Swisher explained that the amphitheater is not a ticketed event facility. This is designed for free events. The purpose is for there to be smaller neighborhood entertainment provided rather than ticketed events. Commissioner Strachan asked if the

people turning right into the garage on Bonanza Drive would cross the transit lane, which was confirmed.

Commissioner Frontero had an additional question about Exhibit D. He asked to review Table ES-1 – Peak Hour Level of Service Results. It shows that certain intersections are failing in the PM hours already. With the addition of the project, there are intersections anticipated to fail in both the AM and PM hours. He finds the level of service (“LOS”) grading of the intersections to be challenging. Commissioner Frontero would like to see the minutes and seconds that a vehicle would wait rather than a letter grade. He wants context to better understand what the actual impact will be on the intersections. Mr. Duclos reported that this information is outlined in Table 4 of the submitted materials. The Planning Commission also reviewed Table 11 in the Hales Engineering document.

Discussions were had about the information included in the Meeting Materials Packet. Commissioner Frontero reiterated that he would like more detailed information about the LOS times so it is possible to better understand the impacts. Commissioner Shand shared comments about the existing conditions on Kearns Boulevard and Bonanza Drive. City Engineer, John Robertson, acknowledged that traffic studies are complicated. It is necessary to understand how the project will impact traffic, as there will be additional traffic generated by 2037 that will not be caused by the proposed Five-Acre Site project.

Engineer Robertson explained that when a traffic study is prepared, there are nodes examined. For example, there is a node at Sidewinder Drive and Kearns Boulevard and a node at Bonanza Drive and Kearns Boulevard. There is an average delay determined for the intersection. Commissioner Shand understands the node analysis, but noted that there are troubling conditions that need to be taken into account. Engineer Robertson shared information about the queuing analysis, which shows the long queues that were mentioned. It is possible to provide more clarifying information at the next meeting.

The Planning Commission discussed the proposed parking. Chair Van Dine understands the rationale for the increased number of parking spaces. However, this proposal goes against the goal to reduce vehicle trips and encourage transit use. She would like to see a parking reduction brought forward. Commissioner Shand does not have an issue with the amount of parking proposed, because a certain amount will be needed to support the businesses in the development. His concern has to do with the added traffic. On one hand, the 280 parking spaces are needed to accommodate the residents and commercial uses, but that will generate 1,238 new vehicle trips, which is a concern in this area.

Commissioner Day pointed out that if this is art space and an open space that residents can use, there needs to be parking available. He agrees the parking spaces are needed, but that leads to concerns about the traffic generated from those additional parking spaces. Commissioner Tilson agreed that the underground parking spaces will be needed, but it is important to reduce some of the traffic this project will generate. He would like to see a stronger parking plan. Commissioner Strachan agreed that the

additional parking spaces will likely be needed to accommodate the proposed uses. Commissioner Frontero does not find the 280 parking spaces proposed to be excessive.

Planner Barton reported that Manager Peterson is present to answer Commissioner questions about sustainability. The project is proposing an energy efficient design, water efficient plumbing fixtures, waterwise landscaping, and high-efficiency heat pumps. Manager Peterson explained Exhibit F is the Sustainability Team memo. It states that Staff recommends three core best practices: high efficiency, all electric design with no on-site combustion, and power sourced from renewables. She added that the high-efficiency heat pumps are a meaningful addition to this project, which Staff is pleased to see. It also appears the applicant is focused on making the units as efficient as possible.

Chair Van Dine asked if there is a plan for composting. Manager Peterson clarified that this has not been discussed, but recycling is being considered. She does not believe there will be composting on the site. Commissioner Frontero noted that the open space is 2.1 acres. He wanted to understand how much of that is proposed to be grass and how much water it will take to maintain the grass. Manager Peterson confirmed that there will be open space and waterwise landscaping is proposed by the applicant. Mr. Swisher explained that the limit of active sprinklered turf is 20%. The Landscape Architect determined that the sprinklered turf grass will be approximately 14% within the project.

Mr. Swisher reported that there are five three-story buildings proposed and one four-story building proposed. He asked whether the Planning Commission is more concerned with the fourth floor or the height of the gable. Commissioner Shand explained that he is concerned about the height in feet. The number of stories is less important than the number of feet. Chair Van Dine pointed out that the LMC mentions feet rather than stories. Some Commissioners may feel the 12:12 roof pitch looks better aesthetically, but the proposed building heights are concerning when compared to what is permitted.

Mr. Swisher noted that the Small Area Plan mentions providing community benefits for additional height or density. He reminded the Commission that additional density is not being requested. Mr. Swisher wanted to understand what to return with for the next Planning Commission Meeting. Commissioner Tilson stated that there are seven buildings proposed for the site and all of them are proposed to be over the height limit. Building Two and Building Three are directly in the sightlines that the FPZ is attempting to protect. It would be interesting to see what the design would look like if the gables were reduced. For Buildings One, Four, Five, and Six, it might be acceptable to have higher gables. He would like to see a height reduction on the buildings that will have the most impact on the views.

Commissioner Shand stated that the Planning Commission has discussed the six criteria needed to qualify for the height exception. However, in LMC Section 15-2.20-4 – Lot and Site Requirements it states that all construction activity, including permanent signs, in the setback area between 30 feet and 100 feet from the nearest right-of-way line in the FPZ

is subject to all applicable review criteria as stated in Section 15-1-10. Director Ward explained that the criteria in that section have to do with parking, traffic, and other matters.

MOTION: Commissioner Frontero moved to CONTINUE the Five-Acre Site – Subdivision, Master Planned Development, and Conditional Use Permits, and the public hearing to the August 26, 2026, Planning Commission Meeting. The motion was seconded by Commissioner Shand. The motion passed with the unanimous consent of the Commission.

B. Parcel PCA-S-98-SD-1-A – Extension of Approval – The Applicant Requests a Modification to the Mid-Mountain Trailhead Conditional Use Permit. PL-26-06981.

Ahead of item 5B on the Planning Commission Meeting agenda, Chair Van Dine stated that the Work Session items will be continued to the next Planning Commission Meeting.

Planner Barton presented the Staff Report and explained that this is a Modification request to the Mid-Mountain Trailhead CUP. On March 9, 2022, the Sommet Blanc CUP was approved. The Mid-Mountain Trailhead improvements were required as part of that approval. On June 26, 2024, the Planning Commission approved a CUP for the trailhead improvements. Since then, there have been two extensions to the CUP request as well as a Modification to accommodate a bus stop. The applicant is requesting an additional extension because the work for the trailhead improvements is not quite finished.

Photographs of the area were shared with the Planning Commission. Planner Barton explained that the first photo was taken two days ago and the second was taken this afternoon. Staff recommends a minor extension requiring final project completion no later than August 30, 2026. The applicant, Doug Ogilvy, is present to answer Commissioner questions. Chair Van Dine asked when it will be completed. Mr. Ogilvy stated that it will be open to park tomorrow. There is still some landscaping work and signage to install.

Chair Van Dine opened the public hearing.

Mark Fisher stated that the applicant team has a record of misrepresenting what they are doing for the community. He mentioned when Twisted Branch Road was supposed to be a public road. In the event this is not open to the public by midnight tomorrow, he believes they should be shut down. He shared further comments about Twisted Branch Road.

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

Commissioner Frontero asked if the Certificate of Occupancy is pending. Mr. Ogilvy reported that the Certificate of Occupancy will likely be received in the new year. The Mid-Mountain Trailhead improvements have been a focus during the spring and summer.

MOTION: Commissioner Shand moved to APPROVE the Modification to the Mid-Mountain Trailhead Conditional Use Permit, Parcel PCA-S-98-SD-1-A. This will extend the required completion date for the Mid-Mountain Trailhead from June 30, 2026, to August 30, 2026, based on the following:

Findings of Fact:

1. On March 9, 2022, the Planning Commission approved the Sommet Blanc Conditional Use Permit (CUP) for the development of 49 residential units and a 3,600-square-foot restaurant at 9300 Marsac Avenue near the Mid-Mountain Trailhead. Improvements to the Mid-Mountain Trailhead and Parking Area were required by the Planning Commission as a condition of approval.
2. On June 26, 2024, the Planning Commission approved a CUP for Parking Area improvements at the Mid-Mountain Trailhead. Condition of Approval 5 required completion of the trailhead improvements by October 15, 2024.
3. On October 9, 2024, the Planning Commission approved an extension to allow additional time to construct the Parking Area improvements to accommodate Utah Department of Transportation's (UDOT) review for a Conditional Access Permit and Rocky Mountain Power's project to underground 15kV lines that cross the Parking Area. The modification required completion of the improvements by October 15, 2025.
4. On September 10, 2025, the Planning Commission approved a modification to the Parking Area improvements to reduce the Parking Spaces from 29 to 23 to accommodate a transit stop for the 9 purple bus line and to extend the retaining wall by 36 feet for a total length of 324 feet.
5. On October 22, 2025, the Planning Commission approved an extension to allow additional time to construct the Parking Area improvements and the transit stop. Condition of Approval 2 required completion of the parking lot by June 30, 2026.
6. The Applicant did not complete the Parking Area improvements by June 30, 2026.
7. On July 1, 2026, the Applicant filed an application requesting additional time.
8. The modification to the CUP allows the Applicant additional time to complete the required construction of the trailhead improvements and to

coordinate with the Trails and Open Space Department on the Mid-Mountain Trail relocation.

Conclusions of Law:

1. The modification complies with the LMC requirements pursuant to Chapter 15-2.13 *Residential Development Zoning District*, Chapter 15-3 *Off-Street Parking*, and Section 15-1-10 *Conditional Use Review Process*.

Conditions of Approval:

1. All conditions of approval from June 24, 2024, and September 10, 2025, Planning Commission Final Action Letters, except for the completion date, shall apply.
2. The Mid-Mountain Trailhead shall reach substantial completion and be open to the public by August 30, 2026.
3. No Certificate of Occupancy shall be issued for a Sommet Blanc unit until the Mid-Mountain Trailhead parking lot improvements have passed all necessary inspections.

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

- C. 1010 Woodside Avenue – Conditional Use Permit** – The Applicant Proposes to Construct a Basement Under a Landmark Historic Structure that Partially Encroaches into the Front and South Side Setback in the Historic Residential – 1 Zoning District. PL-26-06998.

Planner III, Lillian Zollinger, presented the Staff Report and explained that this application relates to 1010 Woodside Avenue and 1011 Park Avenue. On May 13, 2026, the Planning Commission approved a Plat Amendment to combine 1010 Woodside Avenue and 1011 Park Avenue into one 3,750 square foot lot with frontage on both Park Avenue and Woodside Avenue. It is located in the Historic Residential – 1 Zoning District. 1010 Woodside Avenue is a Landmark Historic Site. 1011 Park Avenue is currently vacant, but the applicant is proposing to construct a single-family dwelling in that location. The Landmark Historic Structure would then become an accessory apartment.

On July 1, 2026, the Historic Preservation Board approved the lifting of the Landmark Historic Structure to accommodate a basement addition and foundation upgrades. The applicant is proposing to construct the basement underneath the Historic Structure, which partially falls within the front and side setbacks. The existing Historic Structure encroaches into the front and side setbacks and partially onto the southern property.

Planner Zollinger shared an image that highlights the encroachments and noted that there is an Encroachment Agreement in place with the southern property. She clarified that the proposed basement addition will be entirely within the property lines. There will be no basement addition crossing property lines or located within the red portion shown.

Additional images were reviewed. Planner Zollinger reported that LMC 15-2.2-4 states: "the Planning Commission may grant an exception to the Building Setback...standards for additions to Historic Buildings and/or Structures," with the following findings:

- Upon approval of a Conditional Use Permit; and
- When the scale of the addition is compatible with the Historic Building and/or Structure; and
- When the addition complies with all other provisions of this chapter; and
- When the addition complies with the adopted Building and Fire Codes; and
- When the addition complies with the Design Guidelines for Historic Districts and Historic Sites.

Staff finds that the proposal complies with the provisions of the chapter and the proposal is compatible with the Historic Building and/or Structure. The proposal meets the parking requirements. A single-family dwelling requires two parking spaces, and an accessory apartment with one bedroom requires one parking space. Three parking spaces are required for the entire site. The applicant is proposing three parking spaces that will all be accessed off of Park Avenue. Condition of Approval #10 was highlighted.

The Development Review Committee reviewed and confirmed compliance with their required standards. Staff finds the proposal, as conditioned, complies with the CUP criteria. Planner Zollinger reviewed several other proposed Conditions of Approval.

Staff recommends the Planning Commission review the proposed CUP at 1010 Woodside Avenue and 1011 Park Avenue, 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. She noted that the applicant and applicant representative are both present at the meeting and can answer Planning Commission questions.

Commissioner Strachan asked for additional information about the front and side yard setback encroachment. Planner Zollinger explained that the existing Historic Structure currently encroaches into the front setback and side setback. The applicant is proposing to build a basement directly underneath. The basement footprint would follow the existing footprint of the Historic Structure, so it bumps into the front and side setbacks. While the Historic Structure encroaches into the south property, the basement addition would not.

Commissioner Strachan wanted to know if the applicant will be expanding the non-conformity by building the basement in the proposed location. Planner Zollinger reported

that all Historic Structures, as outlined in the code, are existing non-complying structures. In that same section of code, it states that applicants can request an exception from the Planning Commission. The applicant is requesting an exception to the setbacks.

Planner Zollinger explained that Figure 5 in the Staff Report shows the proposed basement layout. In the Draft Final Action Letter, the proposed plans are attached. The Planning Commission reviewed an image that reflects what has been proposed.

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

Commissioner Frontero would like to see the applicant build the basement to code and is not in favor of an exception. Director Ward provided additional clarification. She explained that the LMC specifically outlines an exception process for this kind of scenario. The Staff analysis finds there is compliance with the criteria previously outlined. Commissioner Shand understands that the existing structure is non-compliant because it is historic, but he wanted to know if the issue will be made worse with the addition.

Chair Van Dine mentioned 15-1-10, which states the Planning Commission shall approve a Conditional Use if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed use in accordance with applicable standards. Director Ward referenced the five criteria previously outlined by Planner Zollinger. The intention is to allow Historic Structures to be used in a way that preserves the historic integrity. The design guidelines encourage an addition to a historic home that is below grade, because that will allow for the preservation of character.

Commissioner Strachan stated that he is uncertain that the second criteria is met, which mentions the scale of the addition being compatible with the Historic Structure. He pointed out that this Historic Structure did not historically have a basement. Commissioner Strachan added that the Historic Structure is being preserved, but the applicant wants to add a finished basement underneath that is not historic or conforming.

Director Ward stated that the fifth criteria cites Chapter 15-13. The applicant could go to the Historic Preservation Board and request Material Deconstruction of the rear façade and build a two-story addition. This section of code allows them to go under the historic structure, resulting in an addition that is not visible and will not change the character of the historic site. The Historic Preservation Board findings are linked in the Staff Report.

Senior City Attorney, Mark Harrington, explained that these sections work in tandem with the equitable provisions that allow site flexibility for adaptive reuse of Historic Structures. Those structures are not held to the same standard in all regards, because there are already strict standards to protect the existing facades. If the specified criteria are met, the Planning Commission can look at allowing a certain amount of flexibility. While he

can understand Commissioner concerns about allowing an expansion of a non-conformity, this will allow site flexibility. This ensures reasonable use of the property.

Commissioner Strachan believed that because of the preservation of the Historic Structure, there is additional flexibility allowed in the code. Attorney Harrington stated that Director Ward correctly described that an addition that is underground and not visible minimizes the impacts to the character and overall look of the Historic Structure.

The applicant representative, Cole Knight, introduced himself to the Planning Commission. He explained that during the design of this project, the intention has been to restore the building to its most original state. That means removing the additions that added non-original square footage onto the back. There will be a new building constructed behind this one that is completely detached and separated, so this can stand alone as an example of historic architecture in Park City. The basement underneath will account for the square footage that is lost with the removal of the non-historic additions.

Mr. Knight stated that based on his understanding of the LMC, this project will not increase the degree of non-compliance. He explained that the non-compliance of the structure is the building footprint encroachment over the property setbacks. The building footprint is defined as the furthest wall plane on any level projected to grade. Since the addition remains within the current building footprint, there is no enlargement in the non-conformance of this structure, as defined by the LMC. Mr. Knight shared additional information about the proposal and pointed out that lifting a historic building is costly.

Commissioner Frontero found that a compelling argument has been made. As a result, he is inclined to grant the exception that has been requested. Commissioner Strachan agreed. He found it useful to hear information about the code history and intent. Commissioner Day expressed support for the application. Commissioner Shand asked about the three parking spaces and construction timeline. Mr. Knight reported that the intention is to permit all of the proposed work under one Building Permit.

Mr. Knight asked to discuss the Condition of Approval that requires the property owner to obtain construction access agreements from all neighboring properties. His client has strong working relationships with almost all property owners, but there is one where the property is held in a land trust. It has been challenging to contact them. However, it is possible to complete the proposed construction without crossing that property boundary. It would be helpful to soften the language in that Condition of Approval. It was determined that Condition of Approval #9 will be amended. The condition language will now state:

- At the time of the Building Permit submittal, an Access Agreement with the property owner of 1002 Woodside Avenue will be required through the Building Department at the time of Building Permit submittal, because the proposed construction is within 5 feet of the adjacent property, unless otherwise determined by the Building Department.

MOTION: Commissioner Tilson moved to APPROVE the Conditional Use Permit application for 1010 Woodside Avenue, based on the following, as amended:

Findings of Fact:

1. 1010 Woodside Avenue is a Landmark Historic Site on Park City's Historic Sites Inventory and was constructed circa 1885.
2. The Landmark Historic Structure encroaches slightly onto the adjacent property to the south, 1002 Woodside Avenue. The property owners of 1010 Woodside Avenue and 1002 Woodside Avenue entered into an encroachment agreement for the Historic Structure.
3. 1011 Park Avenue is a vacant Lot.
4. On May 13, 2026, the Planning Commission approved a Plat Amendment to combine 1010 Woodside Avenue and 1011 Park Avenue into one 3,750-square-foot Lot.
5. The Applicant proposes converting 1010 Woodside Avenue to an Accessory Apartment, and to construct a new Single-Family Dwelling (SFD) at 1011 Park Avenue.
6. On July 1, 2026, the Historic Preservation Board approved the lifting of 1010 Woodside Avenue to construct a basement addition under the Landmark Historic Structure.
7. 1010 Woodside Avenue is within the Historic Residential – 1 (HR-1) Zoning District.
8. Land Management Code Section 15-2.2-2 outlines requirements of the HR-1 Zoning District.
 - a. Land Management Code (LMC) § 15-2.2-1 outlines the purposes of the HR-1 Zoning District, including:
 - i. Preserving present land Uses and character of the Historic residential Areas of Park City.
 - ii. Encouraging the preservation of Historic Buildings and/or Structures.
 - iii. Encouraging construction of Historically Compatible Structures that contribute to the character and scale of the Historic District and maintain existing residential neighborhoods.

- b. The Applicant proposes using the Landmark Historic Structure as an Accessory Apartment to a new proposed SFD accessed via Park Avenue.
 - i. LMC § 15-15-1 defines Accessory Apartments as, “[a] self-contained Apartment, with cooking, sleeping, and sanitary facilities, created by adding on to or within a detached Single-Family Dwelling or detached garage. Accessory Apartments do not increase the residential Unit Equivalent of the Property and are an Accessory Use to the primary Dwelling.”
 - ii. Pursuant to LMC § 15-2.2-2(A)(12), Accessory Apartments are an Allowed Use in the HR-1 Zoning District upon issuance of an Administrative Permit. The Applicant proposes to use the Landmark Historic Structure (1010 Woodside Avenue) as an Accessory Apartment.
- c. LMC § 15-2.2-3 outlines Lot and Site requirements for the HR-1 Zoning District.

Use, Lot, and Site Requirements	Analysis
Lot Size - The minimum Lot Area is 1,875 square feet and the maximum Lot area is 3,750 square feet for an SFD.	Complies: The Lot is 3,750 square feet.
Lot Width - The minimum Lot width is 25 feet.	Complies: The Lot is 25 feet wide.
Building Footprint - The maximum Building Footprint for a 3,750 square foot Lot is 1,519.	Complies: The Building Footprint of the Landmark Historic Structure (1010 Woodside Avenue) with a proposed addition is 486 square feet. The proposed SFD is 1,032 square feet. The total combined Building Footprint is 1,518 square feet, which is compliant.
Front and Rear Setbacks - The minimum Front and Rear Setbacks for lots greater	Reason for Review: The Lot is 150 feet deep and fronts both Woodside Avenue and Park Avenue. Pursuant to LMC § 15-

than 100 feet in depth are 15 feet each.	4-17, both sides along the Streets must have a 15-foot Front Setback. The Landmark Historic Structure (1010 Woodside Avenue) extends approximately five feet, six inches into the Front Setback. Pursuant to LMC § 15-2.2-4, the Historic Structure is a valid Non-Complying Structure. Pursuant to LMC § 15-2.2-4(A), the Applicant requests an exception to the Front Setback to construct a basement beneath the Historic Structure partially in the Front Setback.
Side Setbacks - The minimum Side Setbacks for 25-foot-wide Lots are 3 feet each.	Reason for Review: The Lot is 25 feet wide and requires three-foot Side Setbacks. The Landmark Historic Structure (1010 Woodside Avenue) extends three feet into the south Side Setback and approximately one foot onto 1002 Woodside Avenue. On March 23, 2018, the property owner of 1010 Woodside Avenue entered into an encroachment agreement with the property owner of 1002 Woodside Avenue for the Historic Structure (Summit County Recorder Entry No. 1088422). The Landmark Historic Structure encroaches approximately two feet into

	the north Side Setback. Pursuant to § 15-2.2-4, the Historic Structure is a valid Non-Complying Structure. The Applicant requests an exception to the Side Setbacks to construct a basement, as well as a window well and roof, beneath the Historic Structure pursuant LMC § 15-2.2-4(A).
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9. LMC § 15-4-7(A)(8)(d) establishes the maximum height for Accessory Apartments in the HR-1 Zoning District at 18 feet above Existing Grade. The Applicant proposes to raise the Landmark Historic Structure seven inches to construct the basement, creating a final height of 17 feet, 2 inches above Existing Grade, which is compliant.
10. Land Management Code Section 15-2.2-4(A) outlines the Exceptions for Existing Historic Buildings and/or Structures. LMC § 15-2.2-4(A) states that additions to Historic Sites may be granted a Setback exception from the Planning Commission if the proposal complies with the following:
 1. *Approval of a Conditional Use Permit.*
 2. *The scale of the addition is Compatible with the Historic Structure.*
 The final height of the Structure will not exceed 18 feet. The proposed basement is not visible from the primary public Right-of-Way (ROW), Woodside Avenue, and does not increase the height of the Landmark Historic Structure more than seven inches.
 3. *The addition complies with all other provisions of this Chapter.* See Findings of Fact herein for compliance with LMC Chapter 15-2.2 Historic Residential – 1 Zoning District.
 4. *The addition complies with the adopted Building and Fire Codes.*
 The Building Department and Park City Fire District reviewed the proposal on July 21, 2026, and confirmed the proposal complies with their requirements.
 5. *The addition complies with the Design Guidelines for Historic Districts and Historic Sites.* LMC § 15-13-2(B)(5)(a) Regulations For Historic Residential Sites establishes the requirements for basement additions without a garage.

A basement addition shall not raise the historic structure generally more than two feet (2') from its original floor elevation above grade prior to construction.	Condition of Approval Recommended: The Applicant proposes to permanently raise the Historic Structure seven inches. Condition of Approval 5 requires that the basement addition shall not raise the Historic Structure more than seven inches foot from its original floor elevation above grade.
The historic site shall be returned to original grade following construction of a foundation. When the original grade cannot be achieved, no more than two feet (2') of the new foundation shall be visible above final grade on the primary and secondary facades.	Condition of Approval Recommended: Condition of Approval 6 requires that the Historic Site be returned to original grade following construction of a foundation, if original grade cannot be achieved no more than two feet of the new foundation shall be visible above grade.
The exterior walls on an inline basement addition shall not extend beyond the exterior wall planes of the historic structure's primary or secondary facades.	Complies: The walls of the proposed basement addition that will be in the Front and Rear Setback do not extend beyond the exterior wall plans of the primary or secondary façade of the Historic Structure and are compliant.
Window or egress wells, if needed, shall not be located on the primary façade. Window or egress wells shall be located behind the midpoint of the secondary façades, on the rear tertiary façade, or in a location not visible from the primary public right-of-way. Landscape elements shall be used to aid in screening window/egress wells from the primary right-of-way.	Complies: The proposed basement addition has two window wells located on the rear/tertiary façade that are not visible from the public ROW, Woodside Avenue.
After construction of the basement, the site shall be re-graded to approximate the grading prior to construction of the addition.	Condition of Approval Recommended: Condition of Approval 7 requires that the site be re-graded to the contours that existed prior to construction of the addition.

11. Land Management Code Chapter 15-3 establishes off Street Parking requirements.
 - a. LMC § 15-3-6(A) requires two parking spaces for an SFD and LMC § 15-4-7 requires one parking space per bedroom for an Accessory Apartment. Pursuant to LMC § 15-2.2-4, “[a]dditions to Historic Buildings and/or Structures are exempt from Off-Street parking requirements provided the addition does not create a Lockout Unit or Accessory Apartment.”
 - i. The Applicant proposes three parking spaces accessed off Park Avenue.
12. LMC Section 15-1-10(E) outlines the criteria for Conditional Use Permits:
 - a. Size and Location of the Site: No unmitigated impacts
 - i. The proposed exception to the Front and Side Setbacks for the basement addition do not alter the size or location of the site. The proposed basement addition will be located within the same Building Footprint as the existing Landmark Historic Structure.
 - b. Traffic considerations including capacity of the existing Streets in the Area: No unmitigated impacts.
 - i. The proposed basement addition will have no impact on traffic or capacity of the existing Streets.
 - c. Utility capacity, including Storm Water run-off: No unmitigated impacts
 - i. On July 21, 2026, the Development Review Committee evaluated the proposed basement addition and confirmed the proposal complies with their required standards.
 - d. Emergency vehicle Access: No unmitigated impact
 - i. The proposed basement addition will not impact emergency vehicle access. The Park City Fire District requires two addresses be used for the property for emergency access – 1010 Woodside Avenue and 1011 Park Avenue. This requirement was included as a condition of approval for the Plat approval and will be satisfied on the final recorded plat.
 - e. Location and amount of off-Street parking: No unmitigated impacts
 - i. See Findings of Fact above.
 - f. Internal vehicular and pedestrian circulation system: No unmitigated impacts
 - i. The proposed basement addition does not impact vehicular or pedestrian circulation.
 - g. Fencing, Screening, and landscaping to separate the Use from adjoining Uses: No unmitigated impacts
 - i. The proposed addition is within the same footprint as the existing Historic Structure and will not further encroach into

the Side Setback or be located closer to the adjacent property.
Final proposed fencing shall comply with LMC § 15-13-2
Regulations For Historic Residential Sites.

- h. Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots: No unmitigated impacts
 - i. The proposed basement addition is subordinate to the Historic Structure. It is located under the existing Historic Site Footprint and will not be visible.
- i. Usable Open Space: No unmitigated impacts
 - i. The proposed basement addition is located within the same Building Footprint as the Historic Structure. There are no changes in usable Open Space.
- j. Signs and lighting: Condition of Approval recommended
 - i. No signs are proposed as part of this application. Final exterior lighting shall comply with LMC § 15-5-5(J) *Outdoor Lighting* wherein all outdoor lighting must be down-directed, fully shielded, with bulbs 3000-degree Kelvin or less (see Condition of Approval 8).
- k. Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing: Condition of Approval recommended
 - i. The applicant proposes to restore the home to its 1885 footprint by removing non-original additions on the structure and roof. The proposed basement addition is not visible from the ROW. Final compliance with LMC § 15-13-2 *Regulations For Historic Residential Sites* will be reviewed by the Planning Department during the Historic District Design Review process (see Condition of Approval 4).
- l. Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site: No unmitigated impacts
 - i. The proposal will have no impacts on noise, odors, steam or other such factors from this proposal.
- m. Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas: No unmitigated impacts
 - i. This Application will not create impacts on delivery, unloading zones, or refuse Screening.
- n. Expected Ownership and management of the project as primary residences, Condominiums, time interval Ownership, Nightly Rental, or commercial tenancies, how the form of Ownership affects taxing entities: Condition of Approval recommended:
 - i. LMC § 15-4-7(A)(6) prohibits Nightly Rental of the Accessory Apartment. The proposed Accessory Apartment may be leased for long-term rentals (no less than 90 days). An Administrative Permit and a deed restriction "Notice to Purchaser" must be filed with the

County Recorder, in a form approved by the City Attorney is required prior to leasing the site (see Condition of Approval 4).

- o. Within and Adjoining Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste, Park City Soils Ordinance, Steep Slopes: No unmitigated impacts
 - i. The site is not within or adjoining Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste, Park City Soils Ordinance, or Steep Slopes.
- p. Reviewed for consistency with the goals and objectives of the Park City General Plan; however, such review for consistency shall not alone be binding.
 - i. Part of Strategy 5H of the General Plan is to, “[s]upport the adaptive re-use of historic buildings[.]” The proposed construction promotes the rehabilitation of the structure. Additionally, the proposed basement addition is under the existing Historic Structure Footprint, not visible from the ROW, and promotes the reuse of a Historic Site as an Accessory Apartment, providing a long-term rental unit in Old Town.

Conclusions of Law:

- 1. The basement addition, as conditioned, complies with LMC Section 15-1-10 *Conditional Use Review Process*.
 - a. The Use will be compatible with surrounding structures in use, scale, mass, and circulation.
 - b. The effects of any differences in use or scale have been mitigated through careful planning.
- 2. The *basement* addition, as conditioned, complies with LMC Chapter 15-2 *Historic Residential – 1 Zoning District*.
- 3. The *basement* addition, as conditioned, complies with LMC Chapter 15-3 *Off Street Parking*.
- 4. The *basement* addition, as conditioned, complies with LMC Section 15-13-2 *Regulations for Historic Residential Sites*.

Conditions of Approval:

- 1. Final building plans and construction details shall reflect substantial compliance with the Planning Commission August 12, 2026, approval for 1010 Woodside Avenue, subject to the changes required in the Conditions of Approval below. Any changes, modifications, or deviations from the approved plans that have not been approved in advance by the Planning and Building Departments may result in a stop-work order.

2. The Applicant is responsible for notifying the Planning and Building Departments prior to making any changes to approved plans.
3. Any changes, modifications, or deviations from the approved scope of work shall be submitted in writing for review and approval/denial in accordance with the applicable standards by the Planning Director or their Designee prior to construction.
4. The Applicant shall obtain Historic District Design Review approval and Administrative Permit approval for the Accessory Apartment from the Planning Director, or their Designee, prior to submitting a Building Permit application.
5. The basement addition shall not raise the historic structure generally more than seven inches above Final Grade from its Existing Grade.
6. The Historic Site shall be returned to Existing Grade following the construction of a foundation. Generally, no more than six inches of the new foundation shall be visible above Final Grade on the primary and secondary facades.
7. The site shall be regraded so that all water drains away from the Structure and foundation.
8. All outdoor lighting must be down-directed, fully shielded, with bulbs of 3000 degrees Kelvin or less. A fully shielded light is installed in such a manner that all light emitted either directly from the bulb, or indirectly by reflection or refraction, is below the horizontal plane through the fixture's lowest light-emitting part. The top and sides of a Fully Shielded fixture are made of completely opaque material such that light only escapes through the bottom of the fixture. Final lighting details shall show compliance with this condition and shall be reviewed by the Planning Staff prior to installation.
9. At the time of the Building Permit submittal, an Access Agreement with adjacent properties will be required through the Building Department because the proposed construction is within five feet of the adjacent property, unless otherwise determined by the Building Department.
10. The proposed parking space in front of the Landmark Historic Structure at 1010 Woodside Avenue that encroaches into the City Right-of-Way must be removed from the proposed plans prior to Historic District Design Review Final Action and Building Permit submittal. Three parking spaces shall be provided on the Park Avenue side, with one space for the use of the Accessory Apartment at 1010 Woodside Avenue.

11. If the Applicant does not obtain a building permit within one year of the date of this approval, this CUP approval will expire unless the Applicant submits a written extension request to the Planning Department prior to the expiration date and the Planning Director approves an extension.

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

- D. 1364 Golden Way – Sensitive Land Overlay –** The Applicant Requests the Planning Commission Modify the Application of Sensitive Land Overlay Regulations to Provide the Applicant Reasonable Use of the Property, Lot 93 of the Aerie Phase II Subdivision in the Single-Family Zoning District and Sensitive Land Overlay to Construct a Single-Family Dwelling Within a Ridge Line Area. PL-26-06972.

Planner Barton presented the Staff Report and explained that this is a Sensitive Land Overlay (“SLO”) application at 1364 Golden Way. He reminded Commissioners that this was continued during the last Planning Commission Meeting. The applicant is requesting that the Planning Commission modify the application of the SLO criteria, specifically the ridge line regulations. This will allow for the development of a single-family dwelling.

The Aerie Phase II Subdivision was platted in 1983 and pre-dates the SLO regulations, which were enacted in 1992. Planner Barton shared an image to illustrate the approximate area of single-family dwelling disturbance. The ridge line area is shown in blue. The lot would likely not have been created under the current provisions, but since it pre-dates the SLO regulations, there is a provision in the code to ensure that an applicant is not denied all reasonable use of the property. This property is impacted by SLO regulations in two ways: the Very Steep Slopes on the property and the ridge line area. He reported that the applicant is proposing hardship relief for the ridge line area.

During the previous Planning Commission Meeting, the following was requested:

- Additional analysis regarding seven criteria that, if met, allow the Commission to vary the required 50-foot setback from Very Steep Slopes;
- Additional analysis demonstrating that SLO regulations would deny all reasonable use of the property;
- Updated Site Plan reducing the height of the proposed single-family dwelling to 28 feet above existing grade;
- Alternative Conceptual Site Plan siting single-family dwelling further down the hill.

The applicant has provided additional analysis, as requested by the Planning Commission. Planner Barton shared the seven criteria that the Planning Commission reviews to determine whether it is possible to grant an exception to the Very Steep Slope

criteria. The applicant has indicated that the second and fifth criteria cannot be met given the constraints of the lot and the presence of the ridge line area and Very Steep Slopes.

Park City Fire District indicated that driveways longer than 150 feet require a turnaround area for fire vehicles. The illustration that was submitted demonstrates what would be required to accommodate this. Planner Barton reported that the applicant also provided renderings to highlight what the single-family dwelling would look like if it was located further down the hill in the Very Steep Slopes area compared to the current positioning.

The applicant is requesting hardship relief to allow development within the ridge line area. Staff recommended Conditions of Approval to minimize the disturbance within the ridge line area. Planner Barton reviewed several of the proposed conditions. Staff recommends the single-family dwelling be redesigned to meet the 28-foot height limit.

As conditioned, Staff recommends the Planning Commission review the SLO hardship relief request, conduct a public hearing, and consider approval based on the Findings of Fact, Conclusions of Law, and Conditions of Approval in the Draft Final Action Letter.

The applicant representative, Justin Keys, introduced himself to the Planning Commission. He tried to answer all previous Commissioner questions in the written submittals. It appears that in 2007, there was a new definition of what is developable land into this portion of the code, and that drew in existing Master Planned Developments ("MPD"). From what he can tell, that is the point when the code became retroactive. He noted that there is a letter from the City Attorney in 1992 which states that it will not apply to existing developments. Mr. Keys explained that the submitted materials highlight the reason it is less impactful to have the single-family dwelling located in the ridge line.

Mr. Keys reported that there is support for the majority of the proposed Conditions of Approval. However, there is no comfort with the 28-foot limitation. The code builds in natural exceptions for roof pitches, mechanical equipment, and chimneys. The purpose of this is to allow for architectural interest. Mr. Keys explained that there is a desire to have architectural interest, but if the limit is 28 feet, then there will be a flat roof structure. There was a survey conducted of the surrounding homes and the home next door is 33 feet tall at the ridge line. The proposal will not be taller than what exists in the area.

It was determined that Condition of Approval #7 and Condition of Approval #8 are the conditions the applicant representative is concerned about. It was noted that the Conditions of Approval referenced in the Findings of Fact section need to be amended. There is a reference to Condition of Approval #6 and Condition of Approval #7 instead of Condition of Approval #7 and Condition of Approval #8. Discussions were had about the site conditions. Commissioner Shand stated that he is inclined to grant the hardship relief, but needs to think more about the height. The Staff recommendation is to stay within the 28-foot height limit. He asked if elevations have been created that are compliant with that

height. Mr. Keys explained that the only way to make that work was to spread the house out further. However, this approach would impact more of the square footage.

Commissioner Day does not believe the 28-foot limitation needs to be included, as the applicant can have 33 feet by right. Commissioner Frontero understands that the roof pitch provides additional height, but he agrees with the comments shared by Commissioner Day. It makes sense to allow 33 feet. The applicant representative, Rick Otto, shared information about the mechanical equipment and the architectural design.

Discussions were had about the Draft Final Action Letter. It was determined that Condition of Approval #7 will be removed and Condition of Approval #8 will be amended:

- The Applicant shall limit the height of chimneys, dormers, bay windows, etc. to no more than 3 additional feet above the highest point of the roof to create a design that blends with the natural contour of the hillside and reduces the silhouette against the skyline or mountain backdrop as viewed from designated Vantage Points, pursuant to LMC § 15-2.21-5(A).

MOTION: Commissioner Shand moved to APPROVE the Sensitive Land Overlay hardship relief request for 1364 Golden Way, based on the following, as amended.

Background:

1. On September 6, 1983, the City Council approved the Aerie Phase 2 Subdivision (Summit County Recorder Entry No. 210639).
2. 1364 Golden Way is Lot 93 of the Aerie Phase 2 Subdivision and is vacant.
3. On October 28, 1983, a Height Restrictive Covenant impacting certain Lots within the Aerie Phase II Subdivision was recorded with Summit County (Entry No. 212483).
4. In 1992, the City Council enacted Ordinance No. 92-17 *Adopting the Sensitive Area Overlay Zone Regulations and Amending the Official Zoning Map of Park City, Utah to Include the Sensitive Area Overlay Zone and Amending the Land Management Code of Park City, Utah to Better Regulate Development of Sensitive Lands.*

Findings of Fact:

1. Pursuant to Land Management Code (LMC) § 15-2.11-2(A), Single-Family Dwellings (SFDs) are an Allowed Use in the Single-Family District and the Applicant proposes a SFD at the Site.

2. LMC Chapter 15-2.11 outlines the requirements for the Single-Family Zoning District, including Setbacks and Building Height:

a. **Setbacks:**

- i. LMC § 15-2.11-3 establishes a minimum Front Setback of 20 feet for the Main Building and 25 feet for new Front-Facing Garages; the Applicant proposes a SFD that is set back 20 feet from the Front Lot Line and does not propose a Front-Facing Garage.
- ii. LMC § 15-2.11-3(C)(2)(d) allows roof overhangs that do not project more than three feet into the Front Setback as an exception in the Front Setback, and the Applicant proposes a roof overhang that encroaches approximately two feet into the Front Setback.
- iii. LMC § 15-2.11-3(C)(2)(f), allows Driveways leading to a garage or Parking Area in the Front Setback and LMC § 15-3-3(H) establishes a maximum driveway width of 27 feet for SFDs; the Applicant proposes a driveway that is a maximum of approximately 16 feet, six inches within the Front Setback.
- iv. LMC § 15-2.11-3 establishes a minimum Rear Setback of 15 feet and the Applicant proposes an SFD that is set back at least 100 feet from the Rear Lot Line.
- v. LMC § 15-2.11-3 establishes minimum Side Setbacks of 12 feet and the Applicant proposes an SFD that is set back approximately 12 feet from the Side Lot Lines.
- vi. LMC § 15-2.11-3(G)(4) allows roof overhangs that do not project more than three feet into the Side Setback in the Side Setback and the Applicant proposes a roof overhang that encroaches approximately two feet into the north Side Setback.
- vii. LMC § 15-2.11-3(G)(6) allows patios that do not exceed more than 30 inches in height above Final Grade and are set back at least one foot from the Side Lot Line as an exception in the Side Setback and the Applicant proposes a patio that is approximately 30 inches above Final Grade and is set back at least seven feet, six inches from the south Side Lot Line.

b. **Building Height:**

- i. LMC § 15-2.11-4 limits Structures to a maximum height of 28 feet above Existing Grade and LMC § 15-2.11-4(A)(1) states that gable, hip, barrel, or similar pitched roofs may extend up to 33 feet, five feet above the Zone Height, if the roof pitch is 4:12 or greater; the Applicant proposes an SFD with gable roofs with pitches that are 4:12 or greater, and the SFD is a maximum of 33 feet above Existing Grade.

- ii. LMC § 15-2.11-4(A)(2) allows chimneys to extend up to five feet above the highest point of the Building to comply with International Building Code (IBC) requirements and the Applicant proposes two chimneys that are a maximum of 38 feet above Existing Grade, five feet above the highest point of the SFD.
 1. Condition of Approval 7 requires the Applicant to limit the height of chimneys, dormers, bay windows, etc. to no more than 3 additional feet above the highest point of the roof to create a design that blends with the natural contour of the Steep Slope and for Development to be sited such that it reduces the creation of a silhouette against the skyline or mountain backdrop as viewed from designated Vantage Points.
3. LMC Chapter 15-2.21 outlines the Sensitive Land Overlay (SLO) requirements, including development within Very Steep Slopes and Ridge Line Areas.
4. LMC § 15-15-1 defines Slope as “The level of inclination of land from the horizontal plane determined by dividing the horizontal run or distance of the land into the vertical rise or distance of the same land and converting the resulting figure in a percentage value.”
5. LMC § 15-15-1 defines Steep Slope as “Slope greater than fifteen percent (15%).”
6. LMC § 15-15-1 defines Very Steep Slope as “Slope greater than forty percent (40%).”
7. LMC § 15-15-1 defines Ridge Line Area as “The top, ridge, or Crest of Hill, or Slope plus the land located within one hundred fifty feet (150’) on both sides of the top, crest, or ridge.”
8. 1364 Golden Way was platted prior to adoption of the SLO and contains Very Steep Slopes and is within a Ridge Line Area.
9. Pursuant to LMC § 15-2.21-2(E), the Planning Commission may modify application of the SLO regulations to provide the Applicant reasonable Use of the Property if an Applicant demonstrates that the SLO regulations would deny all reasonable Use of the Property; because application of the Ridge Line Area regulations would eliminate reasonable use of the property due to construction of a hammerhead for fire access and create greater

disturbance to Very Steep Slopes contrary to the purpose of SLO regulations, the Planning Commission grants the Applicant hardship relief from the Ridge Line Area requirements.

10. **Very Steep Slopes:** LMC § 15-2.21-4(A) prohibits Development on or within 50 feet of Very Steep Slopes that cover a topographic Area at least 25 feet vertically, upslope or downslope, and 50 feet horizontally in any direction.
11. LMC § 15-2.21-4(A) states the Planning Commission may vary the Setback from Very Steep Slopes if the Commission can make seven findings during the suitability review.
12. The unique conditions of the Site mean that the project cannot meet two of the seven criteria required for the Commission to vary the Setback from Very Steep Slopes.
 - a. Building Areas in the Setback would create significant cut and fill Slopes and would require large retaining walls to limit disturbance and meet grade.
 - b. The site plan would not result in improved organization or units because it would increase site disturbance, increase visual impacts from vantage points and other public Areas, and break up the existing pattern on Golden Way of SFDs toward the front of each Lot.
13. **Ridge Line Area:** LMC § 15-2.21-5(B), prohibits Structures or other appurtenant devices, including mechanical equipment, from visually intruding on a Ridge Line Area from any of the designated Vantage Points. 1364 Golden Way is within a Ridge Line Area, and the proposed SFD would encroach into the Ridge Line Area.
14. Seven Lots on Golden Way are already developed with SFDs and Lot Disturbance on these Lots ranges from 21% to 54%, so the Applicant's proposed Lot disturbance of 22% is smaller than most of the developed Lots on Golden Way.
15. To mitigate the visual impacts of development, Conditions of Approval limit disturbance of Open Space, require landscaping to screen the Structure from view, require the installation of neutral and non-reflective roofing and façade materials, and require Planning Department review and approval of outdoor lights.

16. To reduce the impacts of the SFD on Ridge Line Areas and protect and preserve environmentally sensitive land in accordance with LMC § 15-2.21-1, Conditions of Approval are required, including:
 - a. Reducing the height of the SFD to the Zone Height, 28 feet from Existing Grade, to limit visual impacts from vantage points.
 - b. Eliminating or relocating elements such as chimneys and dormers that exceed the Zone Height to further reduce visual impacts.
17. LMC § 15-5-5(J) requires that any outdoor lighting shall be the minimum necessary to provide adequate illumination of pathways, entryways, and private outdoor areas.
18. A Height Restrictive Covenant (Summit County Recorder Entry No. 212483) prohibits any building or Structure on Lot 93 from exceeding 21 feet above the average **height** of the curb line of Lot 93, and the Applicant proposes an SFD that would extend a maximum of 20 feet (not including a chimney) above the curb line at the front of the Lot along Golden Way.
19. The Development Review Committee reviewed the proposal on June 30, 2026, and found the proposal complies with their requirements.

Conclusions of Law:

1. The proposal, as conditioned, complies with LMC Chapter 15-2.11 *Single Family District*.
2. The proposal, as conditioned, complies with LMC Chapter 15-2.21 *Sensitive Land Overlay Regulations*.
3. The proposal, as conditioned, complies with the Height Restrictive Covenant that applies to Lot 93 of the Aerie Phase 2 Subdivision.

Conditions of Approval:

1. Final building plans and construction details shall reflect substantial compliance with the SFD plans presented to the Planning Commission on August 12, 2026, with required modifications outlined in this Final Action Letter.
2. The Applicant shall install non-reflective roofing and façade materials that are neutral and earth-toned.
3. The Applicant shall plant and maintain evergreen trees and landscaping elements to screen the Structure from view and blend in with the hillside

year-round as viewed from the intersections of State Route 224 and Holiday Ranch Loop Road, State Route 224 and Thaynes Canyon Drive, State Route 224 and Park Avenue, and Main Street and Heber Avenue and the Vantage Points at Park City Mountain Resort base area, McPolin Barn, and City Hall.

4. At least 75% of the Lot shall remain Open Space, and disturbance of Open Space on the Lot shall be limited to removal of dead and dying vegetation and weed mitigation.
5. The maximum disturbance area for the site shall not exceed 6,600 square feet.
6. All outdoor lights require Planning Department review and approval.
 - a. Floodlights are prohibited.
 - b. Outdoor lights may not exceed 12 feet above Existing Grade on the Front Façade, shall be limited only to those required for safe entry and egress, and shall be Fully Shielded with bulbs 3,000 degrees Kelvin or less.
 - c. Any outdoor lights on the Side and Rear Facades shall be limited to those required for safe entry and egress and require additional shielding to reduce visibility from the areas below.
7. The Applicant shall limit the height of chimneys, dormers, bay windows, etc. to no more than 3 additional feet above the highest point of the roof to create a design that blends with the natural contour of the hillside and reduces the silhouette against the skyline or mountain backdrop as viewed from designated Vantage Points, pursuant to LMC § 15-2.21-5(A).
8. The proposed SFD requires a Building Permit.
9. This Ridge Line Area hardship relief request approval shall expire one year following the date of this Final Action Letter. The Applicant shall obtain a Building Permit for the proposed SFD prior to that date. If a Building Permit for the proposed work is not approved before that date, this Final Action Letter shall be void, and the Applicant will be required to submit a new application to pursue the proposed work.

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

6. WORK SESSION

- A. Land Management Code Amendments – Affordable Master Planned Development, Seasonal Housing, and Accessory Dwelling Units –** The Planning Commission Will Conduct a Work Session Regarding Proposed Amendments to the Affordable Master Planned Development Chapter 15-6.1, to Include Zoning Designation and Standards for Seasonal Housing Provisions, and to Update Accessory Dwelling Unit Regulations. PL-26-06866.

The Work Session item on LMC Amendments was moved to the next meeting.

- B. Land Management Code Amendments – Swimming Pools and Hot Tubs –** The Planning Commission Will Consider Amendments to Land Management Code Section 15-1-10 *Conditional Use Review Process*, Chapters 15-2.1 *Historic Residential-Low Density (HRL) District*, 15-2.2 *Historic Residential (HR-1) District*, 15-2.3 *Historic Residential (HR-2) District*, 15-2.4 *Historic Residential-Medium Density (HRM) District*, 15-2.5 *Historic Recreation Commercial (HRC) District*, 15-2.6 *Historic Commercial Business (HCB) District*, 15-2.7 *Recreation And Open Space (ROS) District*, 15-2.9 *Rural Estate (E-40) District*, 15-2.10 *Estate (E) District*, 15-2.11 *Single Family (SF) District*, 15-2.12 *Residential (R-1) District*, 15-2.13 *Residential Development (RD) District*, 15-2.14 *Residential Development-Medium Density (RDM) District*, 15-2.15 *Residential- Medium Density (RM) District*, 15-2.16 *Recreation Commercial (RC) District*, 15-2.17 *Regional Commercial Overlay (RCO) District*, 15-2.18 *General Commercial (GC) District*, 15-2.19 *Light Industrial (LI) District*, 15-2.23 *Community Transition (CT) District*, Section 15-3-6 *Parking Ratio Requirement For Specific Land Use Categories*, Chapter 15-15 *Defined Terms*, and a New Code Section 15-4-26 *Swimming Pools and Hot Tubs* to Define and Clarify Regulations for Outdoor Swimming Pools and Hot Tubs Associated with a Single Residential Unit, Including Requirements for Screening, Drainage, Maintenance, and Off-Street Parking. PL-26-06833.

The Work Session item on LMC Amendments was moved to the next meeting.

7. ADJOURNMENT

MOTION: Commissioner Frontero moved to ADJOURN the Planning Commission Meeting. There was no second. The motion passed with the unanimous consent of the Commission.

The Planning Commission Meeting adjourned at approximately 10:05 p.m.

FIVE-ACRE SITE

August 12, 2026

PL-26-06914 | Master Planned Development

PL-26-06915 | Conditional Use Permit

PL-26-06917 | Conditional Use Permit

PL-26-06920 | Subdivision



Location



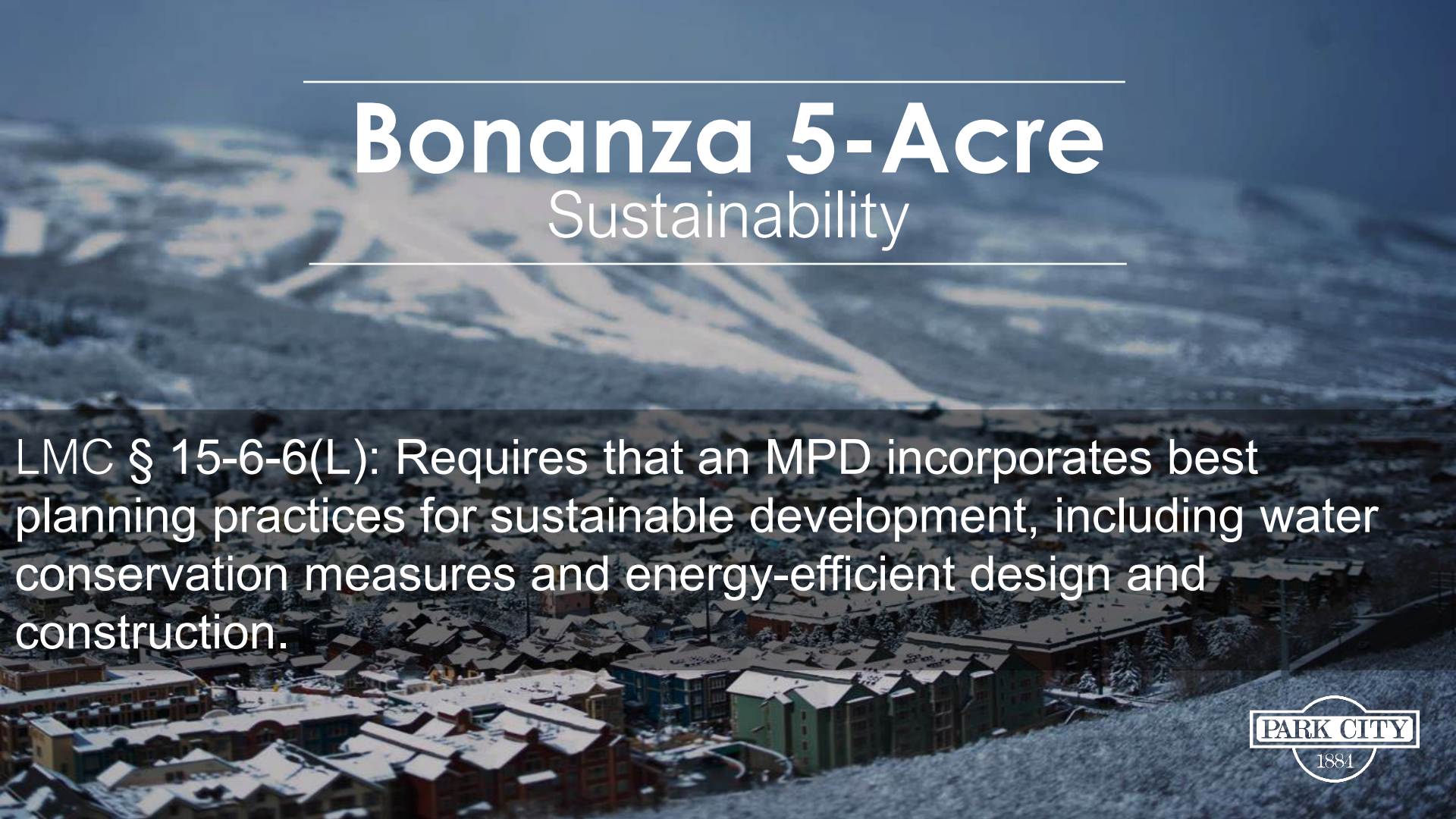
- Corner of Kearns Boulevard and Bonanza Drive
- Three Frontages
- Zoning Districts:
 - General Commercial
 - Frontage Protection

Proposed

Redevelop with Mixed-Use

- 7 Buildings
- 185,512 Square Feet
- 88 Affordable Housing Units
- 18 Unrestricted Housing Units
- Over 30,000 Square Feet of Retail, Restaurant, Non-Profit Art Space
- Child Care Center
- Amphitheater, Playground, Public Art and Art Pavilion





Bonanza 5-Acre

Sustainability

LMC § 15-6-6(L): Requires that an MPD incorporates best planning practices for sustainable development, including water conservation measures and energy-efficient design and construction.



Sustainability

Questions for the Commission:

- *Does the Planning Commission have the information needed to evaluate the project's sustainable design?*

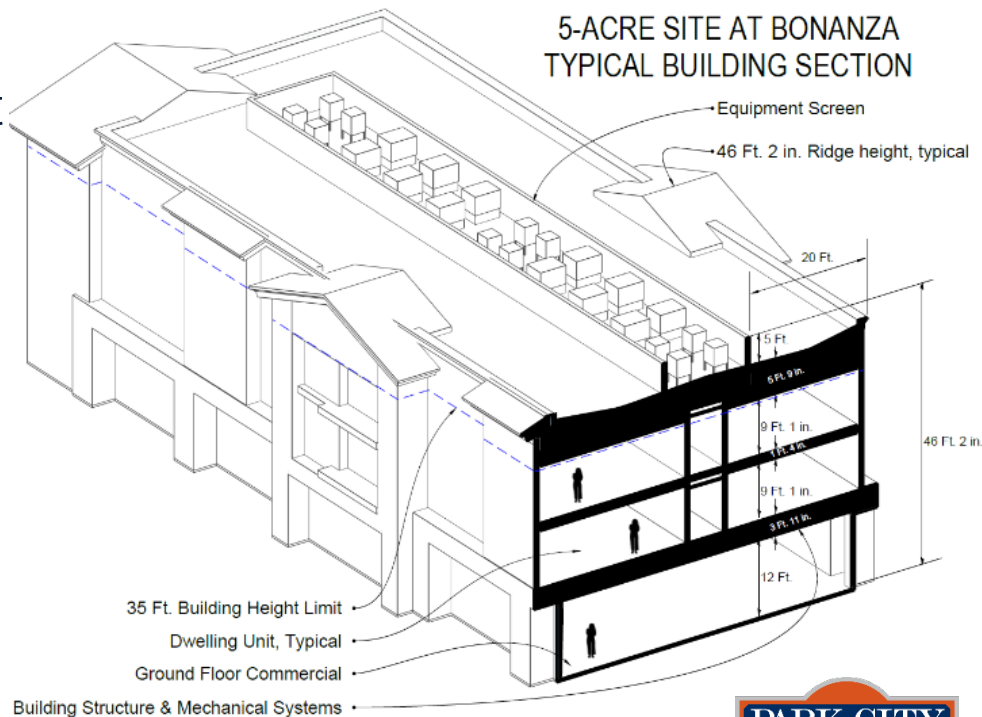
Zoning District

General Commercial

- Building Height (35 feet, 40 Feet with allowed roof exceptions)
- Setbacks (Perimeter 25 Feet)

Frontage Protection

- Kearns Boulevard 100'
- Setback (30 Feet)
- Construction Activity Requires CUP



Building Height

Additional Building Height:

12:12 Roof Pitch:

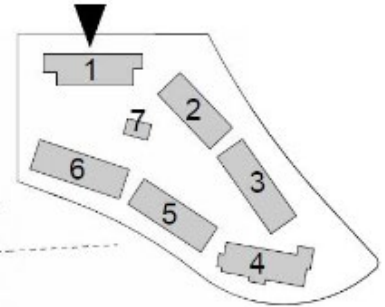
Flat Roof:

4:12 Roof Pitch:

Six MPD Criteria



Building Height



5-Acre Site at Bonanza Park
Redevelopment

2024/2025

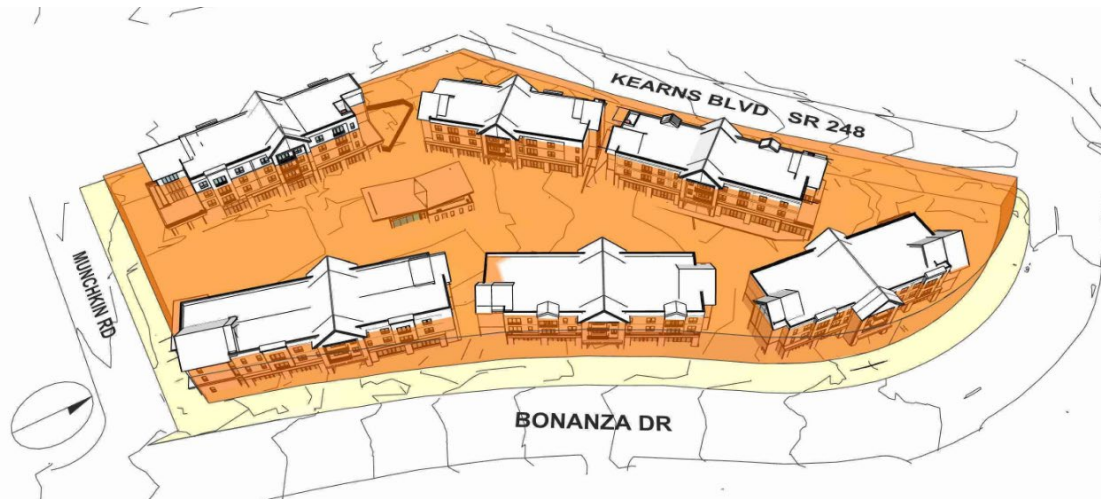
method studio

architecture | interiors | planning



1.2 Building 1 - Heights Above Existing Grade
1" = 20'-0"

Building Height



Six MPD Criteria

1. Increase in Height Doesn't Result in an Increase in Sq. Ft. or Building Volume.

Complies

Development Density Potential.

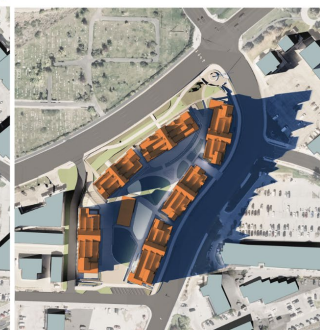
Allowed: 482,078 Sq. Ft.

Proposed: 185,512 Sq. Ft.
(38% of Allowed)

9:00 AM

NOON

5:00 PM

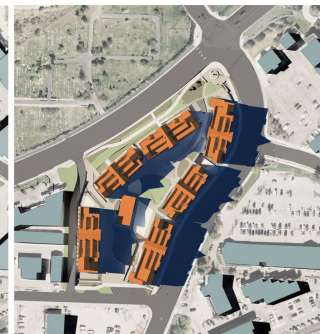


SUMMER SOLSTICE
JUNE 21

9:00 AM

NOON

5:00 PM

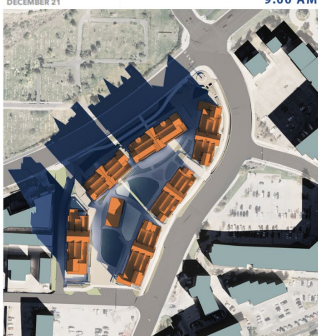


WINTER SOLSTICE
DECEMBER 21

9:00 AM

NOON

5:00 PM



– Building Height –

Six MPD Criteria

2. Minimize Visual Impacts on Adjacent Structures.

Caused by Shadows, Loss of Solar Access, Loss of Air Circulation

Complies

Solar/Shadow Study: Minimal Off-Site Disturbance.



Building Height

Property Line	Required Setback	Min. Proposed Setback
North (Kearns)	25'	51.5'
East (Bonanza)	25'	34'
South (Munchkin)	25'	25'
West (Adjoining Site)	25'	40'

Six MPD Criteria

4. Increased Setbacks / Separation from Adjacent Projects.

Complies



Building Height



Six MPD Criteria

5. Additional Height results in increased Open Space that is Publicly Accessible.

Complies

30% Required

60.6% Proposed

Open Space Plan.

Building Height

Six MPD Criteria

6. Additional Height
Designed to Provide
Transition in Roof
Elements.

Compliance with LMC 15-
5 Architectural Review.

Complies with Modifications
for Sufficient Façade Variation



—Frontage Protection Zone—



Construction within FPZ
(100' of Kearns) requires
Conditional Use Permit
Review



Buildings Two & Three
within the FPZ



Building Four Covered
Unenclosed Patio



Parking

Use	Code Requirement	Proposal	Number of Required Spaces
Residential Uses			
Apartment ≤1,000 sq ft	1 space / unit	82 units	82
Apartment >1,000 and <2,000 sq ft	1.5 spaces / unit	24 units	36
SUBTOTAL:			118
Non-Residential Uses			
Child Care Center	1 per on-shift employee	4 on-shift employees	4
Resident Leasing Office	3 spaces / 1,000 sq ft	2,188 sq ft	6.56
Non-Profit Arts Spaces	1 space / 1,000 sq ft	8,080 sq ft	8.08
Retail	3 spaces / 1,000 sq ft	10,251 sq ft	30.71
Café	3 spaces / 1,000 sq ft	2,220 sq ft	6.6
Restaurant	1 space / 100 sq ft	3,360 sq ft	33.6
SUBTOTAL:			89.55
TOTAL REQUIRED PARKING:			208
PROPOSED PARKING:			280* (+72)
NOTE *The project includes 280 parking spaces in an underground garage. An additional nine surface parking spaces are proposed adjacent to Munchkin Road. Because they require backing onto an adjacent roadway, these spaces do not comply with LMC § 15-3-3(G) and are not included in this analysis.			

Parking

Element	Requirement	Total Required Spaces	Total Required EV Spaces	Provided EV Spaces
<i>EV Charging Stations</i>	<i>5% of the first 200 required spaces</i>	208	10	10
<i>EV Charging Station Infrastructure for future EV Charging Station Installations</i>	<i>50% of the first 100 required spaces; 5% for required spaces above 100</i>	208	56	56

Element	Requirement	Proposal	Required Bicycle Parking	Provided Bicycle Parking
<i>Outdoor bicycle parking</i>	<i>10% of required Off-Street parking</i>	<i>208 Off-Street spaces</i>	21	47 ²
	<i>1% of spaces at least 3'x10' for large bicycles</i>	<i>21 outdoor bicycle spaces</i>	1	1
<i>Enclosed bicycle storage</i>	<i>a. 1 space per 3 dwelling units</i>	<i>106 dwelling units</i>	36	67
	<i>b. 1 space per 10 employees generated</i>	<i>137.3 full-time equivalent employees¹</i>	14	
	<i>5% of spaces at least 3'x10' for large bicycles</i>	<i>50 enclosed bicycle spaces</i>	3	3

Parking

Parking Management Plan

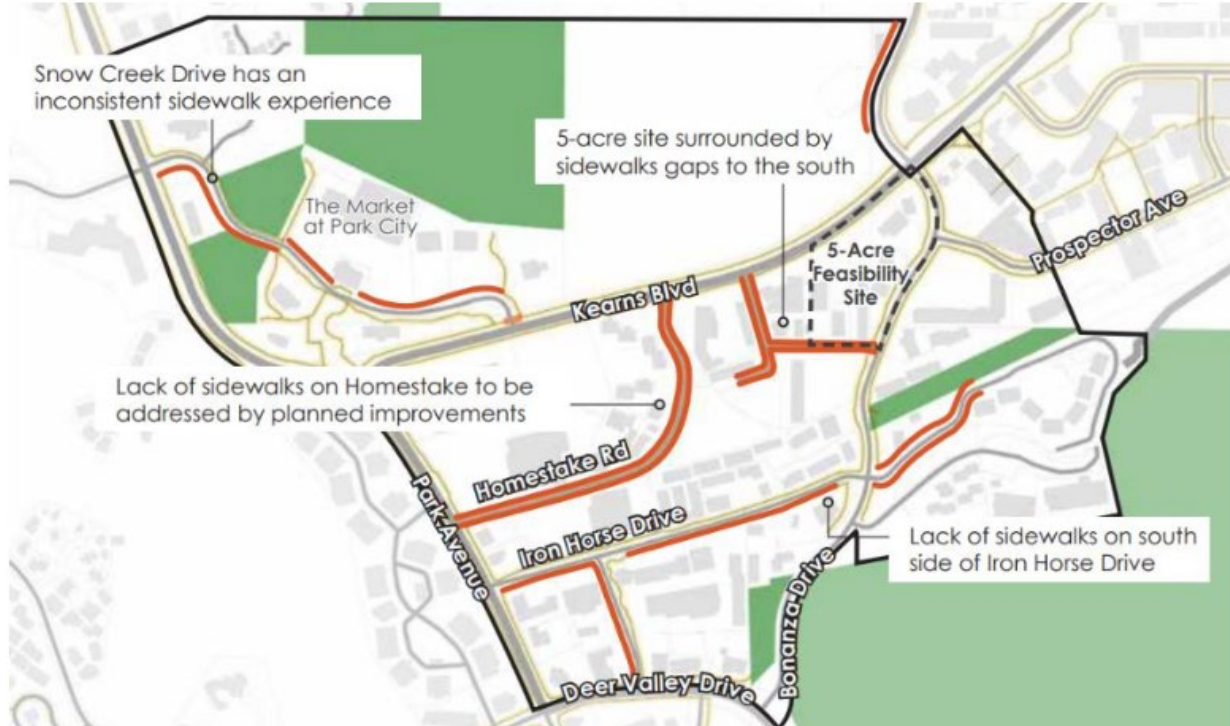
- Dedicated parking for residential units
- Paid parking program for retail
- Parking monitoring
- Adaptive parking management strategies
- Parking enforcement

Parking

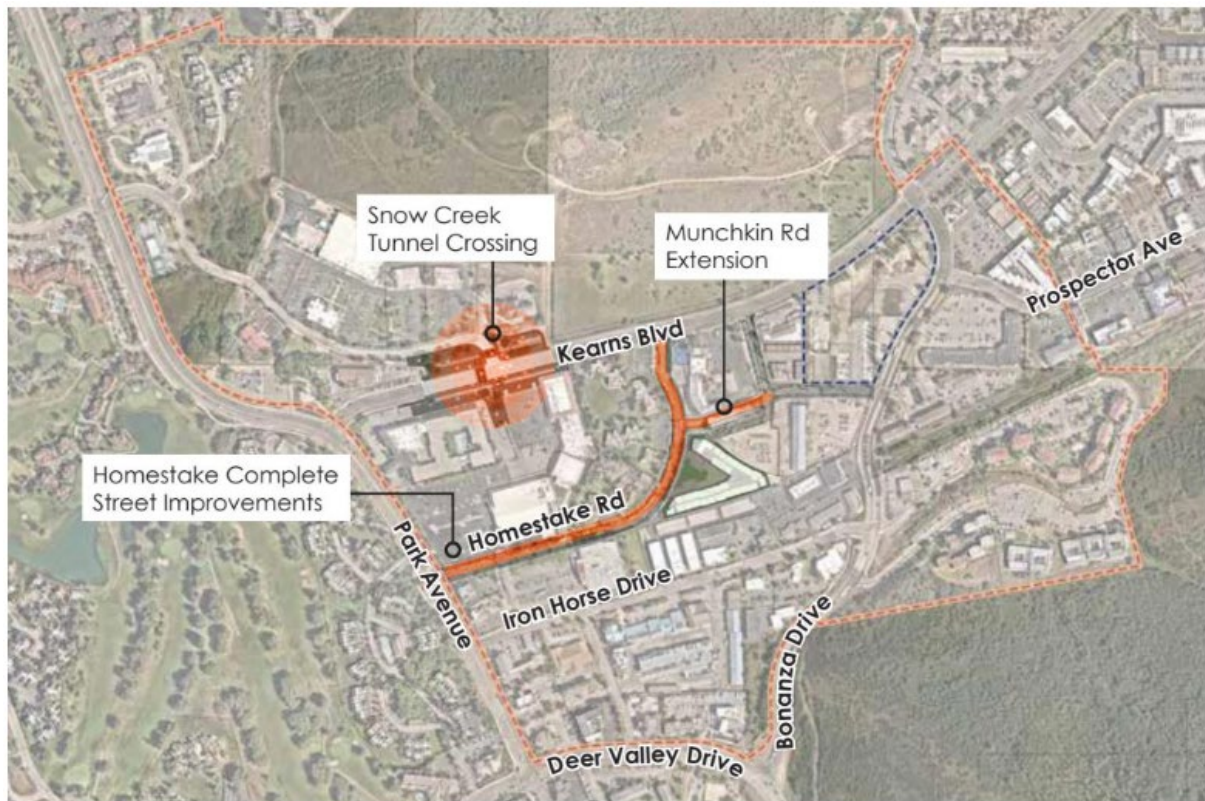
Parking Analysis

- Proposed use and occupancy
- Parking needs
- Shared parking
- Alternate modes
- Overflow parking
- Evaluation of impacts

Traffic



Traffic



Traffic



Traffic

Transportation Demand Management

- Left turns restricted on Bonanza, Kearns
- Provide space for dedicated transit lanes
- Incorporate bike share station
- Provide additional outdoor and enclosed bicycle storage
- Establish pedestrian connections
- Implement carpool/vanpool programs
- Reserve dedicated parking spaces for residents
- Implement parking management and enforcement plan

Building Height

Questions for the Commission:

- *Does the Planning Commission have the information needed to determine whether the Applicant has met the six criteria for a Building Height exception?*
- *Does the Planning Commission find the 12:12 pitch, flat roof, 4:12 pitch, or other provide a transition in roof elements in compliance with Chapter 15-5 Architectural Review?*
- *Does the Planning Commission have the information needed to evaluate the designs of Buildings Two, Three, and Four within the FPZ?*

Parking & Traffic

Questions for the Commission:

- *Does the Planning Commission find that the Applicant's Parking Analysis supports a determination to increase the required number of off-Street parking spaces?*
- *Is there additional information the Commission needs to fully evaluate the Applicant's Transportation Demand Management Plan to evaluate traffic considerations, including capacity of the existing streets in the area, and the requirement that the project addresses and mitigates traffic generated by the development?*



Mid Mountain Trailhead

Modification to a Condition of Approval



Background

- March 9, 2022, Sommet Blanc approved. Trailhead improvements required by the original approval.
- June 26, 2024, Planning Commission approved a CUP for the trailhead improvements.
- October 9, 2024, Planning Commission approved an extension to October 15, 2025.
- September 10, 2025, Planning Commission approved a modification for the bus stop.
- October 22, 2025, extension approved for completion by June 30, 2026.

Request

- Substantial completion by August 30, 2026.
- Photo taken Monday, August 10.



Request

- Photo taken Wednesday, August 12.
- Barricades to be removed August 12 or 13



An aerial photograph of a mountain town covered in snow. The town is densely packed with buildings, mostly with dark roofs, and is surrounded by snow-covered hills and mountains in the background. The sky is a deep blue, suggesting dusk or dawn.

1010 Woodside Avenue & 1011 Park Avenue

Conditional Use Permit

Planning Commission

PL-26-06998 | August 12, 2026



—— 1010 Woodside Avenue & 1011 Park Avenue ——

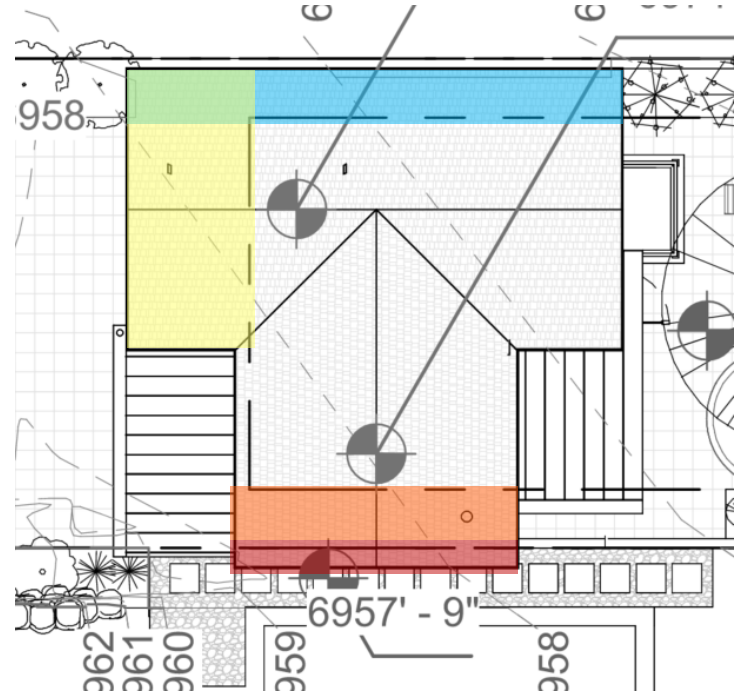
- Historic Residential – 1 Zoning District
- 1010 Woodside Ave (Landmark Historic Site) Proposed – Accessory Apartment
- 1011 Park Ave – Proposed Single-Family Dwelling

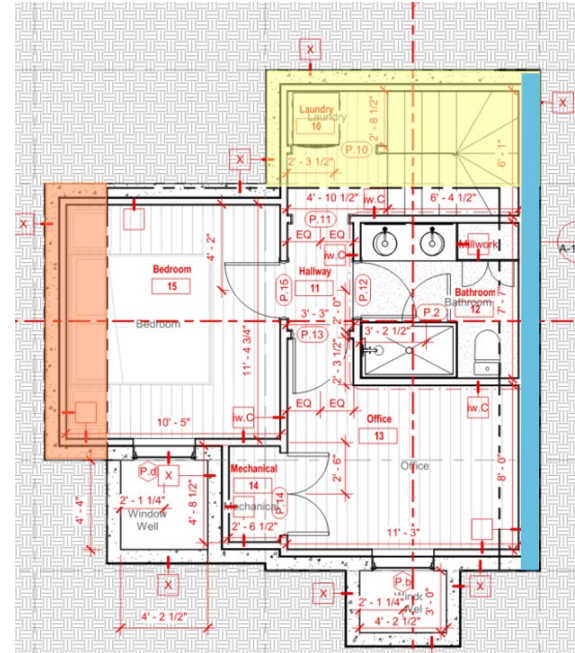
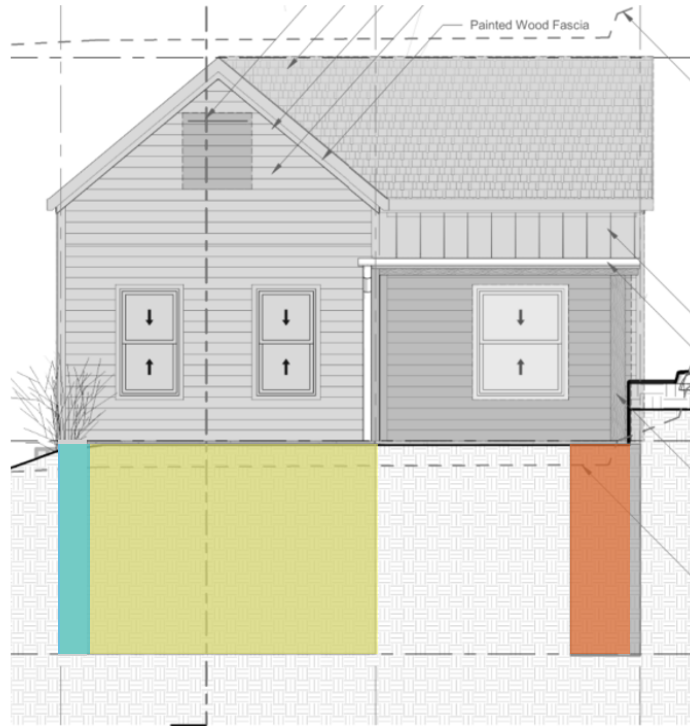


1010 Woodside Proposal

Applicant proposes to construct a basement beneath the Historic Structure, partially within the Front and Side Setbacks.

- Existing Historic Structure encroaches into Front & Side Setbacks and partially on southern property.
- Proposed basement addition will be entirely within the property.





Zoning Requirements

LMC Section 15-2.2-4 outlines, “the Planning Commission may grant an exception to the Building Setback... standards for additions to Historic Buildings and/or Structures.”

- Upon approval of a Conditional Use permit, and
- When the scale of the addition is Compatible with the Historic Building and/or Structure, and
- When the addition complies with all other provisions of this Chapter, and
- When the addition complies with the adopted Building and Fire Codes, and
- When the addition complies with the Design Guidelines for Historic Districts and Historic Sites.

Parking Requirements

- SFD: 2 parking spaces
- Accessory Apartment: 1 parking space
- Applicant proposes 3 parking spaces accessed off Park Avenue.
- Condition of Approval 10 requires the final plans submitted for Historic District Design Review and a Building Permit to be updated to remove the proposed parking area in front of the Historic Structure that encroaches into City ROW.

CUP Criteria

- Development Review Committee reviewed and confirmed compliance.
- Proposal, as conditioned, complies with CUP criteria:
 4. The Applicant shall obtain Historic District Design Review approval and Administrative Permit approval for the Accessory Apartment from the Planning Director, or their Designee, prior to submitting a Building Permit application.
 8. All outdoor lighting must be down-directed, fully shielded, with bulbs 3000 degrees Kelvin or less. A fully shielded light is installed in such a manner that all light emitted either directly from the bulb, or indirectly by reflection or refraction, is below the horizontal plane through the fixture's lowest light-emitting part. The top and sides of a Fully Shielded fixture are made of completely opaque material such that light only escapes through the bottom of the fixture. Final lighting details shall show compliance with this condition and shall be reviewed by the Planning Staff prior to installation.
 9. At the time of the Building Permit submittal, an Access Agreement with adjacent properties will be required through the Building Department because the proposed construction is within five feet of the adjacent property.

Recommendation

- (I) Review the proposed CUP at 1010 Woodside Avenue and 1011 Park Avenue
- (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 CUP;
- Deny the CUP; and direct staff to make Findings for the denial; or
- Request additional information and continue the discussion to a date certain.



1364 Golden Way

Sensitive Land Overlay

Planning Commission | August 12, 2026
PL-26-06972

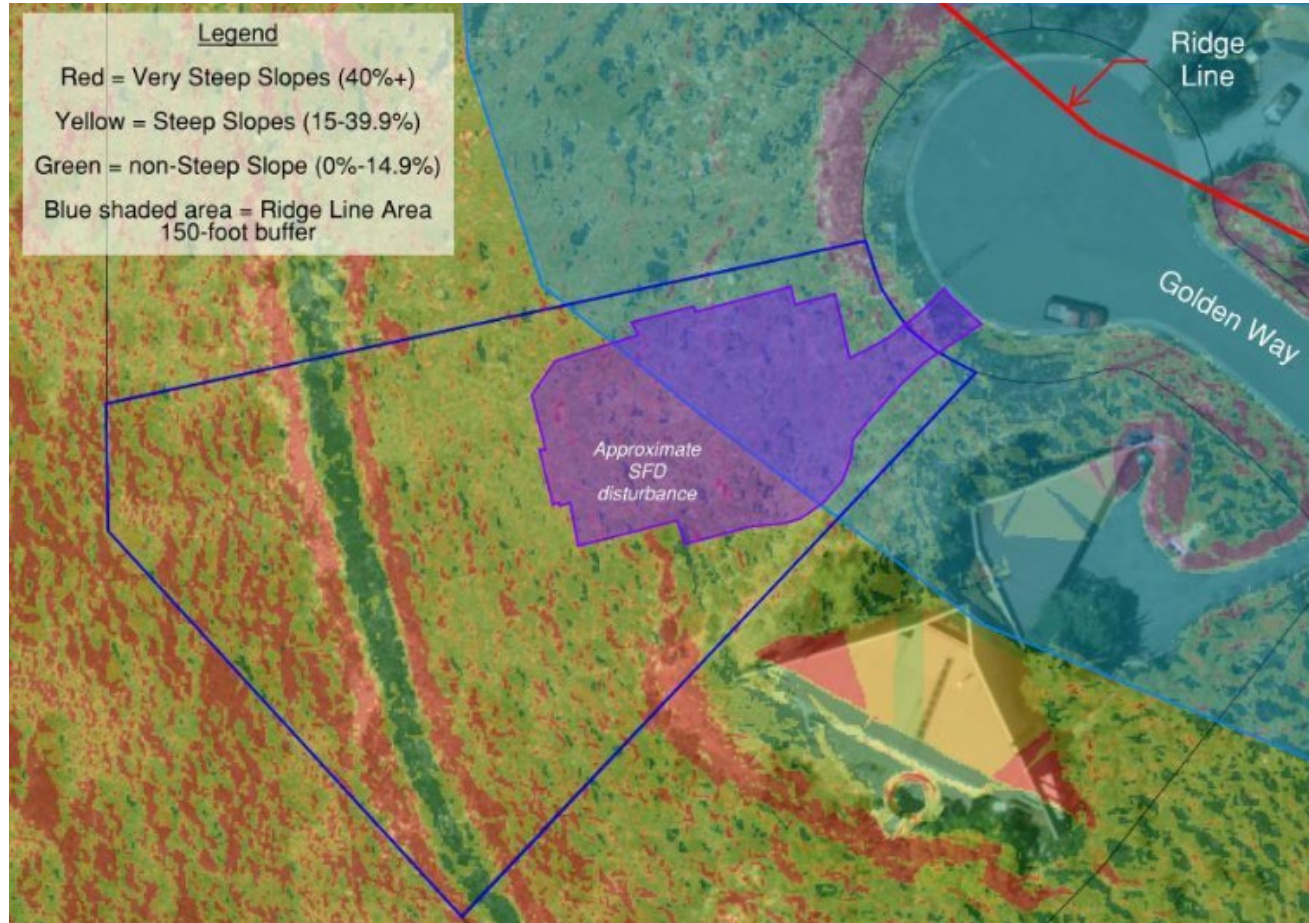


1364 Golden Way

Summary

- Applicant requests Planning Commission modify application of the SLO Ridge Line Area regulations to allow development of a SFD
- Applicant proposes a SFD that would encroach approximately 70 feet into the 150-foot Ridge Line Area

1364 Golden Way



1364 Golden Way

Background

- 1364 Golden Way is Lot 93 of Aerie Phase 2 Subdivision, which was platted in 1983 prior to enactment of the SLO in 1992
- Under current regulations, Lot would likely not have been created because SLO regulations prohibit Structures in Ridge Line Areas

1364 Golden Way

Hardship Relief

- Applicant requests hardship relief from SLO Ridge Line Area restrictions
- Locating SFD outside of the Ridge Line Area on the Lot would result in a SFD that:
 - Is shifted substantially lower on the hillside while still being highly visible from many Vantage Points;
 - Would require construction of a SFD that is not aligned with others in the Subdivision; and
 - Would require site disturbance for driveway access on Steep Slopes

1364 Golden Way

Updated Materials

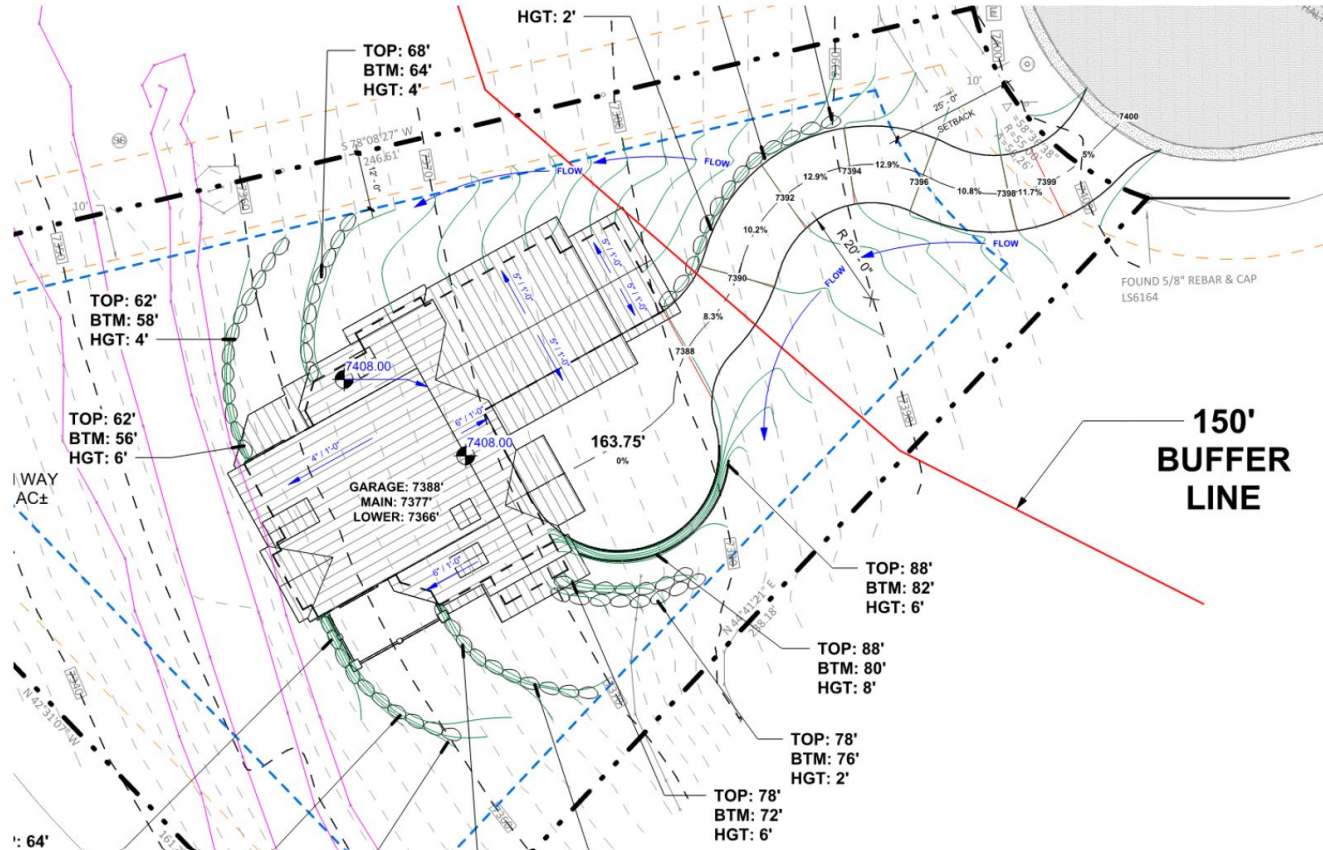
- Additional analysis regarding seven criteria that, if met, allow the Commission to vary the required 50-foot Setback from Very Steep Slopes
- Additional analysis demonstrating SLO regulations would deny all reasonable use of the property
- Updated site plan reducing the height of the proposed SFD to 28 feet above Existing Grade
- Alternative conceptual site plan siting the SFD further down the hill

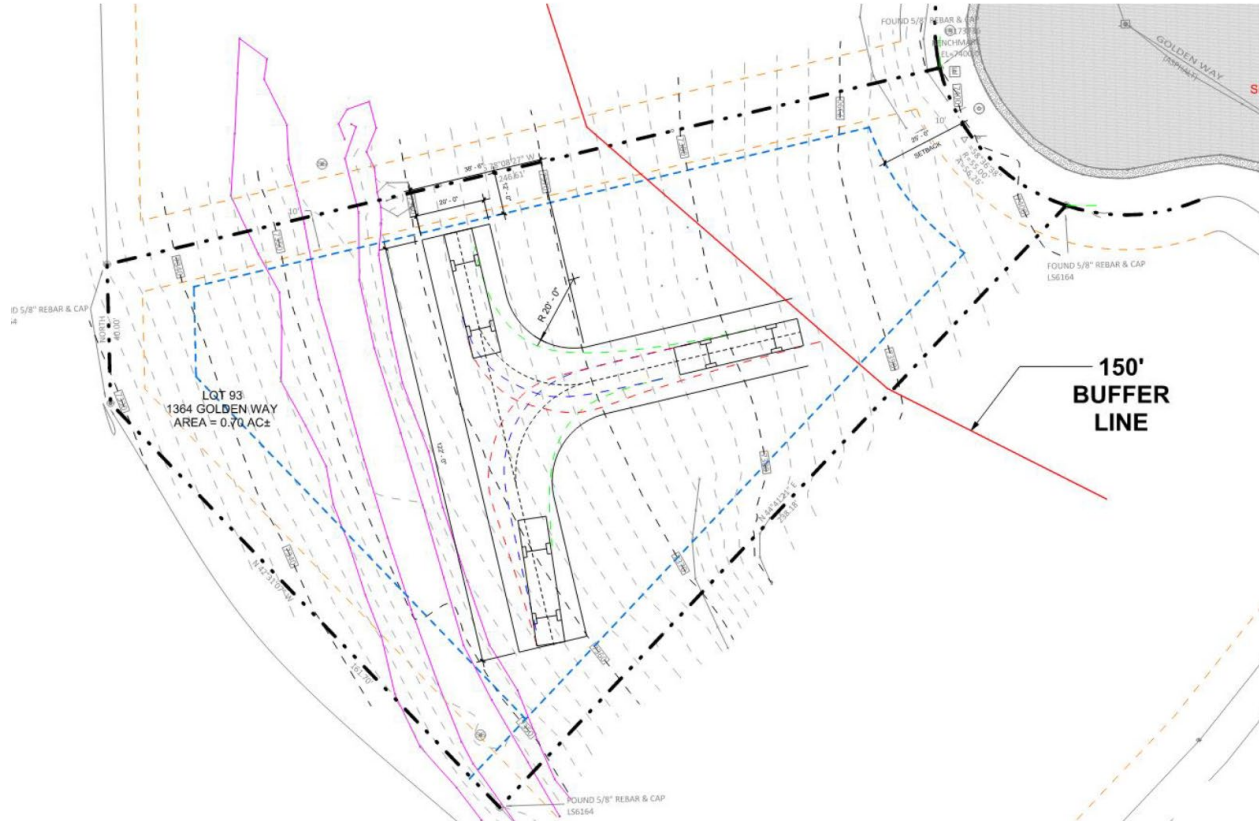
1364 Golden Way

Seven Criteria

1. Varying the Setback does not create an intrusion by Buildings into the Ridge Line Area when viewed from designated Vantage Points or other Vantage Points designated by the Planning staff or Commission.
2. **Building Areas in the Setback do not create excessive cut or fill Slopes; minimal retaining walls to limit disturbance and meet Grade may be required by the Planning Commission.**
3. Limits of Disturbance around any Structure within the Setback shall be limited to the minimal Area necessary to excavate and backfill the foundation.
4. No additional erosion, land subsidence, or avalanche hazard is created.
5. **The Site plan results in an improved organization of units through vegetation avoidance, minimization of changes to the viewshed from public Areas, and reduction of Site disturbance.**
6. The reduction in Setback results in a reduction in overall project Density or Development massing as established by the Planning Staff's Site Suitability Determination.
7. In no case shall additional disturbance be allowed beyond the maximum area determined in the Site Development Suitability Determination.

1364 Golden Way

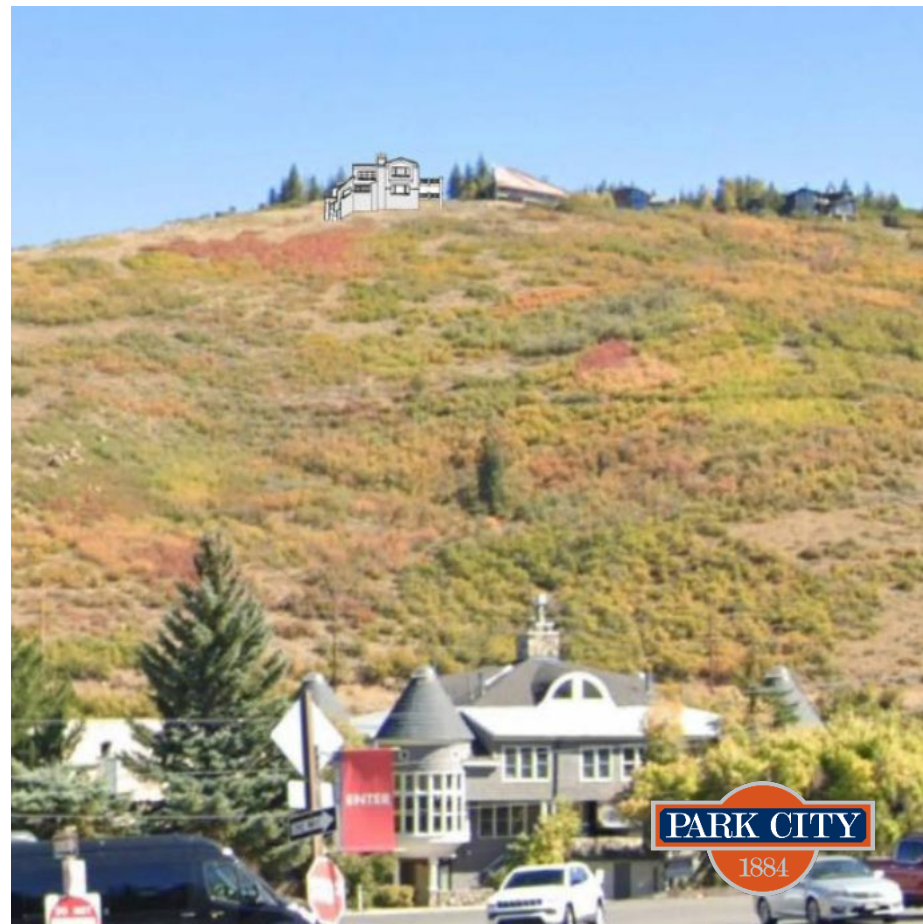




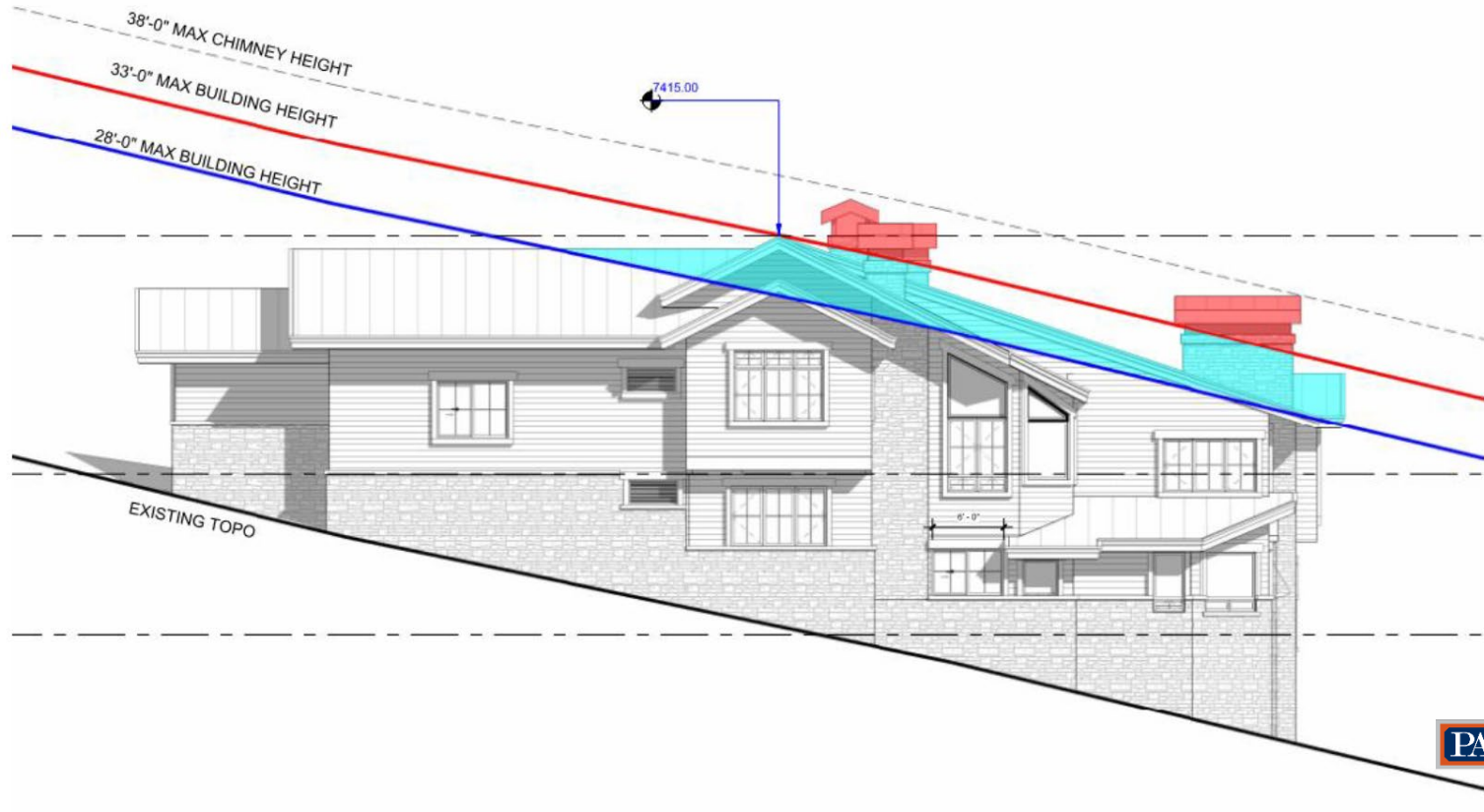
1364 Golden Way



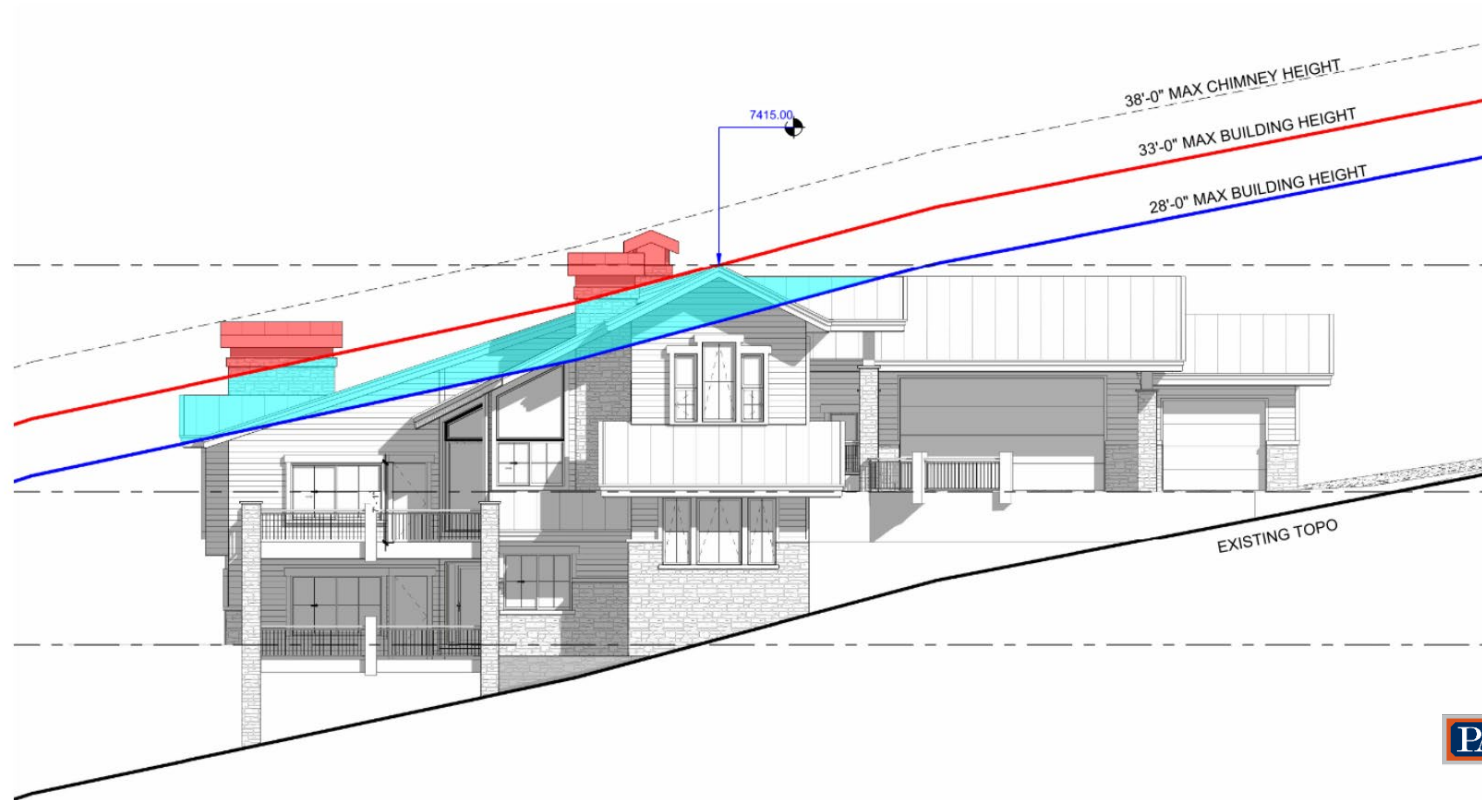
1364 Golden Way



1364 Golden Way

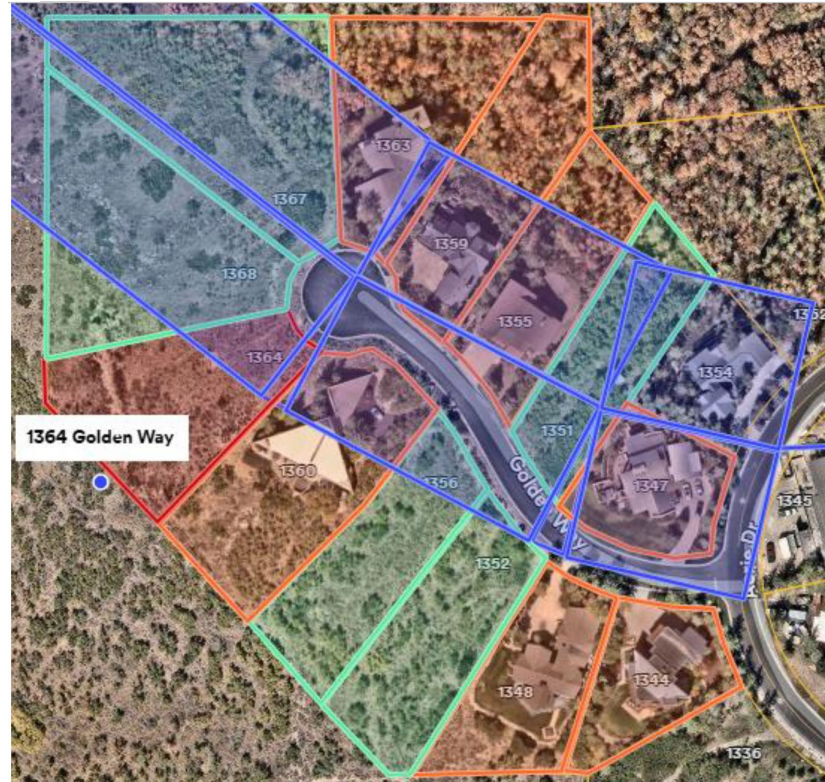


1364 Golden Way



1364 Golden Way

Hardship Relief



1364 Golden Way

Conditions of Approval

- Non-reflective roofing and facade materials that are neutral and earth-toned.
- Evergreen landscaping to screen the Structure and blend in with the hillside as viewed from Vantage Points.
- $\geq 75\%$ of the Lot to remain Open Space; limit disturbance of Open Space to removal of dead/dying vegetation and weed mitigation.
- Maximum disturbance area of 6,600 square feet.
- Outdoor lighting restrictions
- Reduce height of SFD to 28 feet above Existing Grade
- Eliminate or relocate chimneys, dormers, bay windows

Recommendation

- (I) Review the Sensitive Land Overlay Hardship Relief request for 1364 Golden Way to build a Single-Family Dwelling within a Ridge Line Area,
- (II) consider approving the request 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 SLO hardship relief request for 1364 Golden Way.
- Deny the SLO hardship relief request for 1364 Golden Way and direct staff to make Findings for the denial.

1364 Golden Way



1364 Golden Way

Hardship Relief

- Also visible from Vantage Points at McPolin Barn and intersections of SR-224/Holiday Ranch Loop Road, Heber Avenue/Main Street, SR-224/Thaynes Canyon Drive (see Staff Report)
- Proposed SFD complies with SF District Lot and Site Requirements
- Building Height: 28 feet above Existing Grade, but gable roofs of 4:12 pitch or greater can extend up to 33 feet
 - Applicant proposes SFD with gable roofs of 4:12 or greater that is maximum of 33 feet above Existing Grade

1364 Golden Way

