PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
August 18, 2025

The City Council and Planning Commission of Park City, Utah, will hold a special joint meeting in person at the Marsac Municipal Building, City Council Chambers, at 445 Marsac Avenue, Park City, Utah 84060. Meetings will also be available online and may have options to listen, watch, or participate virtually. Click here for more information.
Zoom Link:
https://us02web.zoom.us/j/86174705111

SPECIAL MEETING - 9:00 a.m.

I. **ROLL CALL**

II. **WORK SESSION**

1. **General Plan** – The City Council and Planning Commission Will Review and Provide Input on the Draft Recommendations for the Updated General Plan. For Project Information, Please Visit www.engageparkcity.org/generalplan. PL-24-06358

III. **ADJOURNMENT**

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the City Recorder at 435-615-5007 at least 24 hours prior to the meeting.

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

City Council
Staff Report

Subject: **Draft 2025 General Plan**
Application: **PL-24-06358**
Author: **Rebecca Ward, Planning Director**
Date: **August 18, 2025**

Recommendation
Review the updated General Plan draft and provide direction on updates to prepare for the public hearing and adoption process.

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

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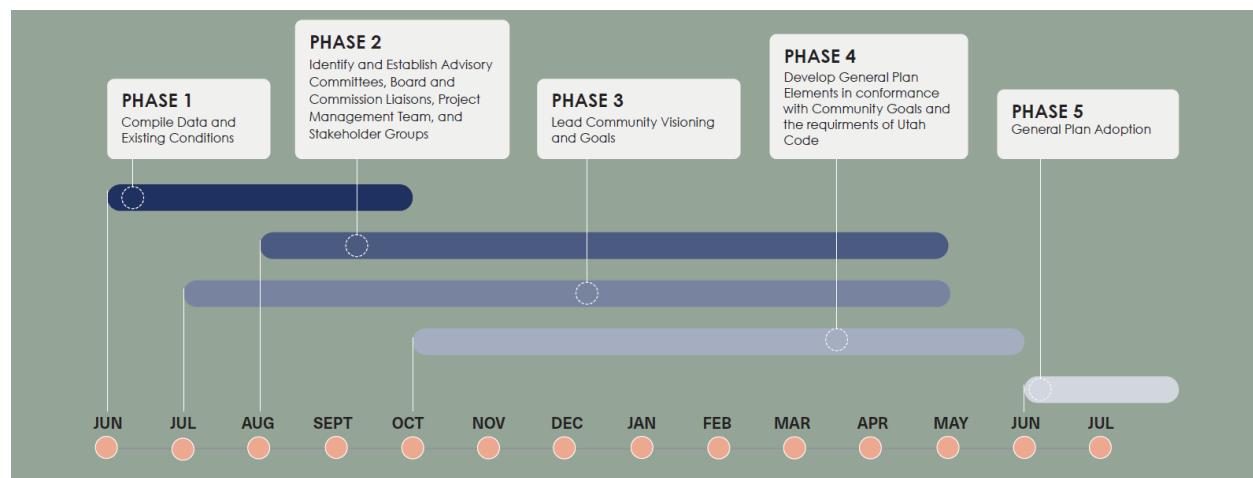

Figure 1: 2025 General Plan Update Timeline

Community concern has also been clear: the primary challenge is traffic. The Draft 2025 General Plan establishes Transportation as the first theme and outlines comprehensive goals and strategies to address this key community concern in alignment with the City's

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

Long-Range Transportation Plan *Park City Forward 2022*, the *Short Range Transit Plan*, and the *Bike and Pedestrian Plan*, with flexibility to further evaluate a complementary built environment and supporting land uses as the ongoing *Re-Create 248 Study* and *SR-224 Bus Rapid Transit* plans are implemented.

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

As noted above, the General Plan is complementary to many City plans, including the Council's annual prioritization plan. As the General Plan is implemented, it is viewed through the lens of the City's Long-Term Strategic Plan and established Council Goals and Priorities to reflect community needs as they evolve. A previous Strategic Plan outlined the distinction:

Long-term Strategic Plan

Park City Municipal's Long-term Strategic Plan gives us the tools we need to guide decision-making and provide a structure for ensuring that incremental, measurable steps are taken to achieve the Community Vision and Council Goals and Priorities. It provides a philosophical foundation for the Council in its role as a policy-making body. For Park City staff, it provides guidance on how to manage finite resources in the face of nearly infinite expectations. It's the definitive resource that aligns all of the strategic components while demonstrating to the community the various efforts underway to realize their vision.

The General Plan

The General Plan is the blueprint for future growth and development of land within the community. It builds upon and is structured by the City's Core Values. It was adopted by Council three years ago and should be updated every five. The General Plan is a long-range policy plan that guides future Land Management Code (LMC) changes. The LMC is the regulatory document addressing specific zoning and land uses. Enforcement of the LMC is implemented through processing land use applications. Code enforcement takes action on existing LMC violations.

As a result of the June 26 joint City Council and Planning Commission meeting:
- The prioritization recommendations of the 2025 Draft General Plan actions have been removed.
- A process is incorporated to allow for annual review and prioritization of plan implementation as viewed through the lens of Council goals and flexibility to respond to community needs.

Additionally,
- Chapters and data have been shifted to the appendix to shorten the document.
- An Executive Summary was created to provide a succinct document outlining the vision, plan themes, and neighborhood plans (Exhibit A).

Public Meeting Review

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

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

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

Commission input to date is attached as Exhibit C.

On August 13, 2025, the Planning Commission conducted a public hearing and provided input on the Neighborhood Plans (Packet, Item 5.A; Recording). Minor modifications will be included in the next revision.

The draft has been reformatted to include initial Council input and Commission input. Revisions in progress include minor updates to the Neighborhood Plans and clarification for population numbers.

Next Steps

The 2025 Draft General Plan is scheduled to return to the Planning Commission on September 10, 2025, for a public hearing and possible recommendation for City Council consideration on September 25, 2025.

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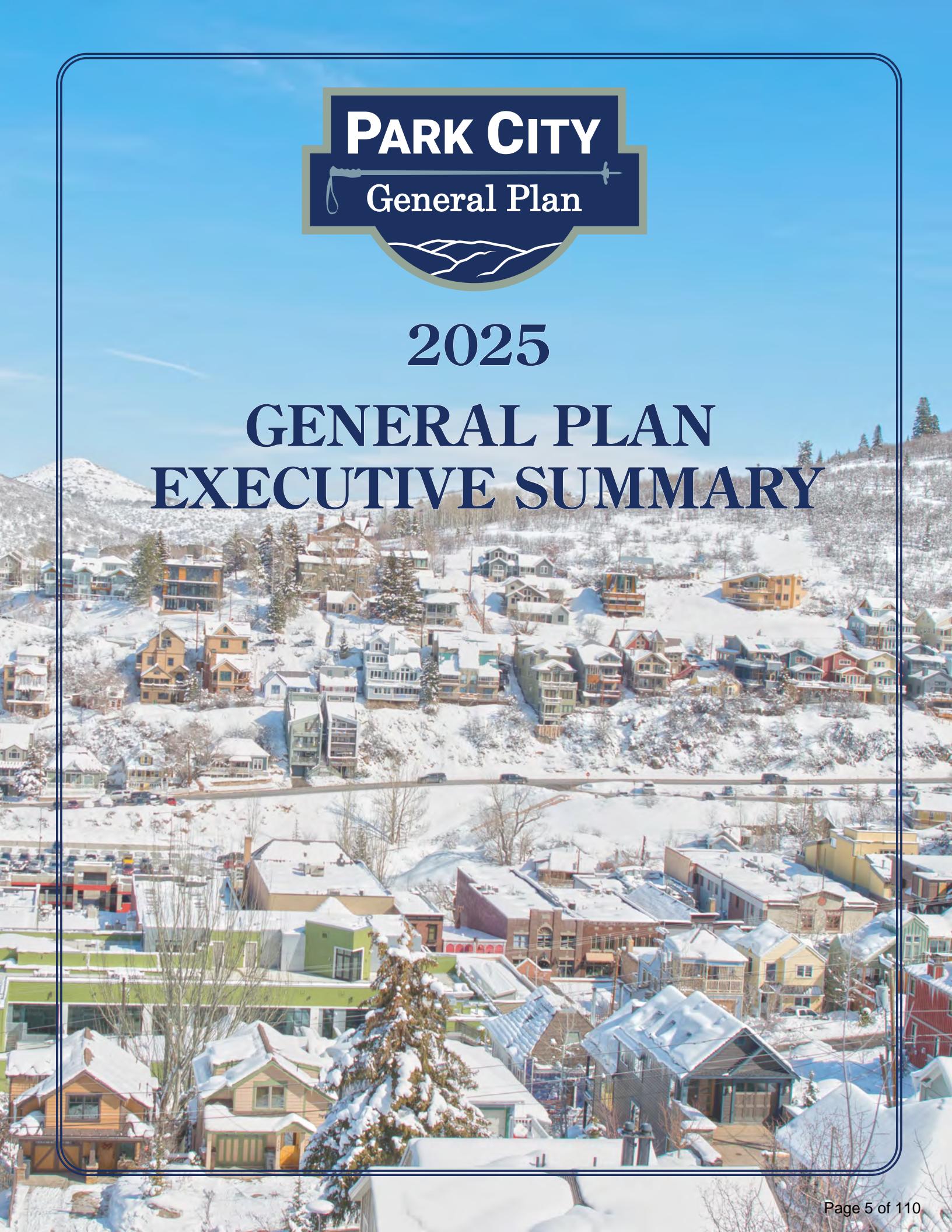
PARK CITY
General Plan

2025

GENERAL PLAN EXECUTIVE SUMMARY

OUR VISION

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

VISION STATEMENT

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

REALIZING OUR VISION

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

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

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

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

1

VISION
What do we hope to achieve?

2

PLAN THEMES
What will guide us?

3

STRATEGIES
How will we get there?

OUR PLAN THEMES

TRANSPORTATION

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

FOCUS AREAS

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

COMMUNITY CHARACTER

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

FOCUS AREAS

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

MODERATE INCOME HOUSING

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

FOCUS AREAS

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

WATER AND OPEN SPACE PRESERVATION

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

FOCUS AREAS

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

SUSTAINABILITY

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

FOCUS AREAS

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

OUR NEIGHBORHOOD PLANS

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

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

LEGEND

1 Quinn's Junction
2 Park Meadows
3 Thaynes
4 Prospector
5 Bonanza Park
6 Resort Center
7 Lower Deer Valley
8 Masonic Hill
9 Old Town
10 Upper Deer Valley

1 QUINN'S JUNCTION	**3 THAYNES**	**5 BONANZA PARK**	**7 LOWER DEER VALLEY**	**9 OLD TOWN**
• *Create a Sense of Place* • *Propose context-appropriate infill* • *Improve Transportation Network and Options*	• *Preserve the McPolin Barn Entry Corridor* • *Increase Connections* • *Retain the Primary Resident Neighborhood Character*	• *Implement the Goals adopted in the Bonanza Park Small Area Plan (2024)*	• *Balance the Resident and Visitor Experience* • *Protect Open Space and Natural Resources*	• *Preserve the Historic Neighborhood Character* • *Protect Resident Quality of Life* • *Better Connectivity*
2 PARK MEADOWS	**4 PROSPECTOR**	**6 RESORT CENTER**	**8 MASONIC HILL**	**10 UPPER DEER VALLEY**
• *Improve Connectivity* • *Preserve Neighborhood Character*	• *Support a Vibrant Commercial District* • *Preserve Residential Neighborhood Character*	• *Promote Redevelopment that Integrates a World-Class Resort with a Strong Sense of Comfort* • *Improve Connectivity*	• *Protect the Balance between Open Space and Residential Clusters* • *Improve Connections* • *Protect Resident Quality of Life*	• *Protect Open Space* • *Balance Resort and Resident Areas* • *Improve Connectivity*

LAND USE NODE TYPES MAP

The Land Use Node Types Map identifies key opportunity areas to support the Park City vision for the future. It is based on existing zoning to illustrate the current character and anticipated development patterns in each neighborhood. Specific Node Types are identified as circles on the map - these are opportunities for context-sensitive development that can implement goals around commercial, mixed-use, and housing development found in the General Plan Themes. Neighborhood Mobility Hubs are identified on the map and are intended to support first-and-last mile transportation connections within existing neighborhoods. Each node type includes a general description, anticipated future land use mix, and character imagery.

Map labels:
- Thaynes
- Park Meadows
- Quinn's Junction
- SR-224
- Meadows Dr
- Lucky John Dr
- Monitor Dr
- SR-248
- Payday Dr
- Bonanza Park
- Prospector
- Three Kings Dr
- Resort Center
- Masonic Hill
- Lower Deer Valley
- Mellow Mountain Road
- Solamere Dr
- Old Town
- Park Avenue
- Main St
- Deer Valley Dr
- Lower Deer Valley
- Upper Deer Valley

Legend:
- Quinn's Junction Community Mixed-Use Node
- Quinn's Junction Mobility Hub
- Quinn's Junction Institutional Hub
- Bonanza Park Mobility Hubs/ Corridor Infill Node
- Resort Center Mobility Hub/ Corridor Infill Node
- Old Town Mobility Hub/Corridor Infill Node
- ✱ Neighborhood Mobility Hubs

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QUINN'S JUNCTION COMMUNITY MIXED-USE NODE

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

QUINN'S JUNCTION MOBILITY HUB

The Mobility Hub in Quinn's Junction is a centralized location that integrates multiple transportation modes, and serves as a key transfer point within the regional transportation network. It should be located adjacent to the Quinn's Junction Community Mixed-Use Node. This mobility hub should include a larger capture lot with basic services that serves as gateway to Park City and incentivizes commuters to use transit to travel into Park City and adjacent employment centers.

QUINN'S JUNCTION INSTITUTIONAL HUB

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

OLD TOWN INFILL

The Old Town Infill Node focuses on strengthening the historic character of the neighborhood while doing strategic residential infill in underutilized surface-level parking lots that have been identified as potential redevelopment opportunities. The infill is aimed to bring workforce into Old Town while preserving the Historic Main Street character and scale. This would improve connectivity, enhance resident's quality of life, stabilize the workforce and business success, and boost economic vibrancy.

NEIGHBORHOOD MOBILITY HUBS

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

BONANZA PARK MOBILITY HUBS/ CORRIDOR INFILL

The Bonanza Park Mobility Hub/ Corridor Infill areas are centralized locations that integrate multiple transportation modes, medium density residential infill (within a 1/4 mile radius), as well as basic services and retail. This node reinforces the existing character of Bonanza Park and focuses on increasing walkability, aligning with the goals of the recently adopted Small Area Plan of creating a livable mixed-use neighborhood, where local owned business and entrepreneurship are incentivized, and affordable and workforce housing are part of new development. These hubs should become safe and walkable areas, with an integrated network for transit users, pedestrians, and cyclists.

RESORT CENTER MOBILITY HUB/ CORRIDOR INFILL

The Mobility Hub/ Corridor Infill Node in Resort Center will integrate medium and high density housing typologies, as well as workforce housing, services, and retail. It should offer an affordable alternative for seasonal and year-round employees, and incorporate mixed-use in an area that current lacks these uses, with the goal of creating a more walkable environment and decreasing car dependence.

environment

community

economics

art

®

DW LEGACY DESIGN®

Legacy Design is the defining element of our practice. It is our commitment to an elevated level of design inquiry to arrive at the optimal solutions for clients. The process ensures that our projects reflect the critical issues facing the built environment and that they deliver measurable benefit to clients and communities. It is the foundation of the firm's workshop culture and guides all projects.

2025

PARK CITY

General Plan

AUGUST 2025

ACKNOWLEDGEMENTS

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Julie Caldwell

Steve Caldwell

Katherine Fagin

Allison Florance

David Gorrell

Allison Griffiths

Katherine Kendall

Keren Mazanec

Richard Neff

Kathryn Rommel

Teri Whitney

Stefanie Woywod

Prospector

Craig Dennis

Sydney Green

David and Susan Huffmyer

Alex Koretz

Alisha Niswander

Kelly Pfaff

Steven Rowe

Quinn's Junction

Danielle Meister

Karen Neitzel

Paul Patterson

Adam Quinn

Resort Center

Greg Ehlinger

Matt Price

Deborah Rentfrow

Thaynes

Ruth Drapkin

Neil Hafer

Howard Rothwell

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

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Ketaki Ghodke (Design Workshop)

Maria Vyas (Fehr and Peers)

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LETTER FROM THE MAYOR

Dear Reader,

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

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

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

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

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

Warmly,

Nann Worel

1

INTRODUCTION

OVERVIEW

ABOUT THE PLAN

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

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

- **Transportation/Circulation Element:** Mapping existing and future roads, transit routes, and active-transportation corridors;

- **Land Use Element**: Designating where different types and intensities of development should occur;

- **Moderate-Income Housing Element:** Identifying realistic opportunities to meet the community's affordable-housing needs over the next five years; and

- **Water Use and Preservation Element:** Aligning local water policy with regional conservation goals.

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

WHY NOW?

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

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

PROCESS OVERVIEW

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

VISION AND MISSION STATEMENTS

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

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

VISION

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

MISSION

- We will be a welcoming community.

- We will preserve our open space and conservation areas.

- We will not increase our road network and will look at creative multi-modal solutions to address traffic and mobility.

- We will increase mixed-use centers in our neighborhoods that people can walk to.

- We will offer housing options to a variety of demographics (young families, seniors, etc).

- We will continue to be a healthy community.

PLAN STRUCTURE

MAIN PLAN DOCUMENT

VISION AND MISSION STATEMENTS

The vision statement articulates Park City's long-term aspirations and core values, while the mission statement translates this vision into actionable goals and commitments, to ensure alignment with the community's broader aspirations.

PLAN THEMES AND FOCUS AREAS

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

STRATEGIES

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

NEIGHBORHOOD PLANS

This identifies key characteristics of the area and specific recommendations for the neighborhood, all based on individual neighborhood feedback.

FUTURE LAND USE NODE TYPES MAP

This map identifies areas most appropriate for context-sensitive development and key multi-modal improvements. The city's existing Zone District Map is incorporated to ensure future development is consistent with existing development patterns.

APPENDICES
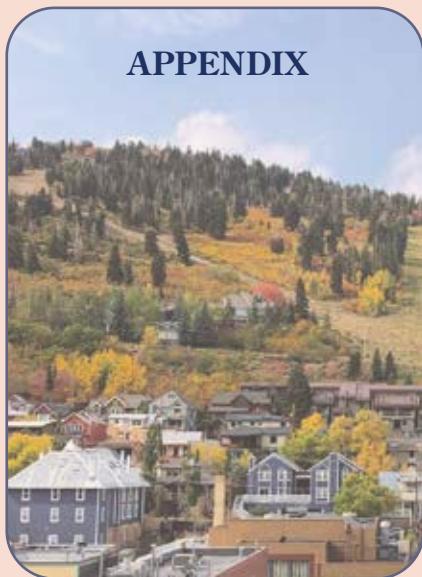
APPENDIX

DRIVERS AND TRENDS

This chapter looks at the demographic profile of the City, understanding existing growth patterns. This chapter looks at existing transportation, population trends and identifies key takeaways for the plan recommendations.

COMMUNITY ENGAGEMENT AND OUTREACH

This gives an overview of the community outreach done as part of the General Plan Update process. It identifies key learnings from the different types of outreach done.

CURRENT INITIATIVES

This identifies policies, programs and initiatives completed by the City since the 2014 General Plan.

IMPLEMENTATION PLAN

This chapter has detailed actions identified in order to implement the strategies mentioned in the main plan document. The actions are accompanied by a timefame, and necessary departments and partnerships responsible for their implementation.

EXISTING TRENDS ANALYSIS

COMMUNITY ENGAGEMENT RESULTS

EXISTING CITY PLANS

- Moderate Income Housing Plan

- Bonanza Small Area Plan

PLAN THEMES

TRANSPORTATION

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

FOCUS AREAS

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

COMMUNITY CHARACTER

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

FOCUS AREAS

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

MODERATE INCOME HOUSING

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

FOCUS AREAS

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

WATER AND OPEN SPACE PRESERVATION

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

FOCUS AREAS

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

SUSTAINABILITY

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

FOCUS AREAS

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

1
VISION
What do we hope to achieve?

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PLAN THEMES
What will guide us?

3
STRATEGIES
How will we get there?

THEME ICON

FOCUS AREA

THEME TITLE

FOCUS AREA GOAL STATEMENT

FOCUS AREA NUMBER

FOCUS AREA STRATEGY

T1 DATA BACKED DECISION MAKING

STRATEGY 1A

Park City will regularly evaluate the community's unique traffic and peak day patterns to inform and measure mitigation strategies.
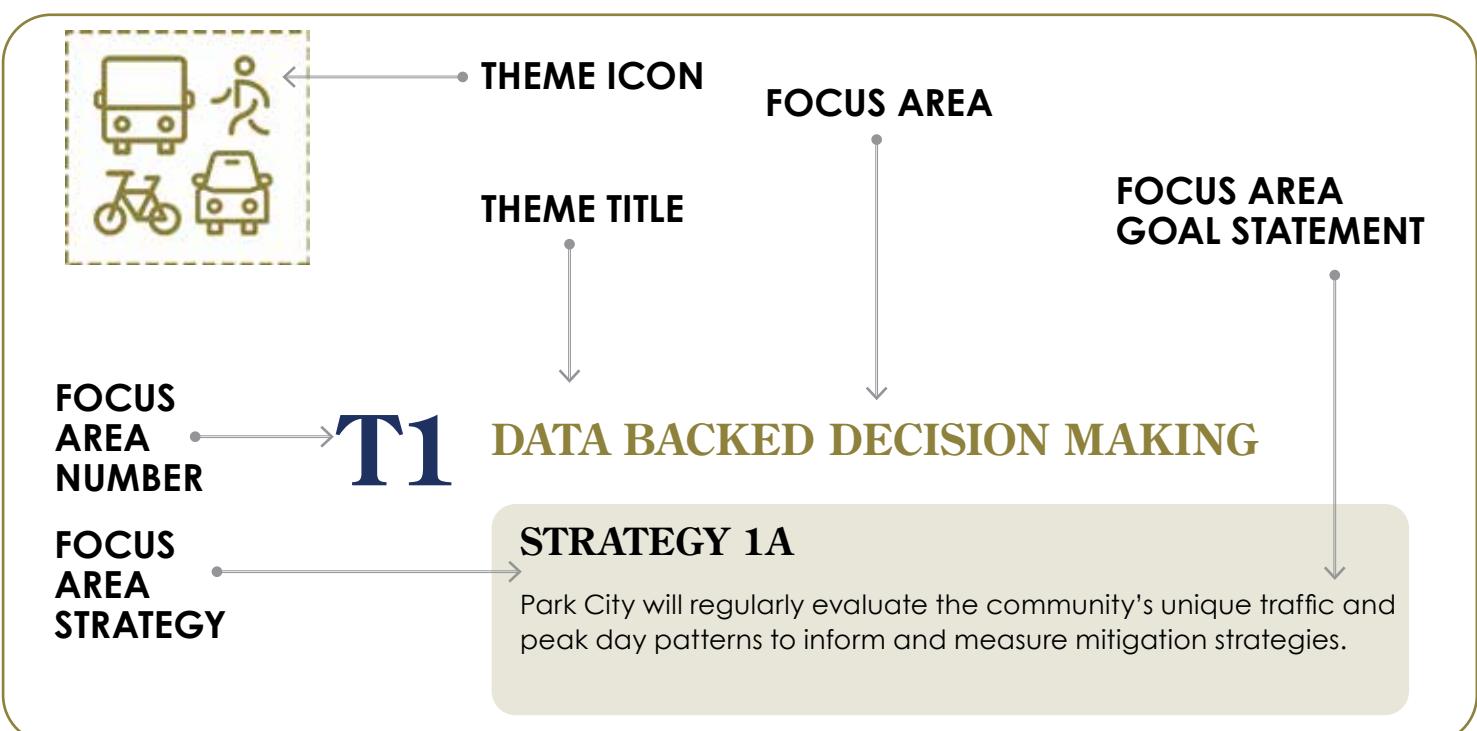
2

PLAN THEMES

TRANSPORTATION

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

FOCUS AREAS

T1. Data Backed Decision Making

T2. Transit Improvements

T3. Traffic Management

T4. Parking

T5. Preserve Park City's Small-Town Feel

T6. Walkable and Bikeable Neighborhoods

T7. Special Events

T8. Emergency Planning

T9. Innovation and Technology

WHAT WE HEARD

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

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

> *Respondents prefer a focus on improved walkability, transit services for residents, workers and visitors, and prioritization of overall transportation improvements.*

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

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

PREFERRED SCENARIO

SCENARIO 2: More Difficult
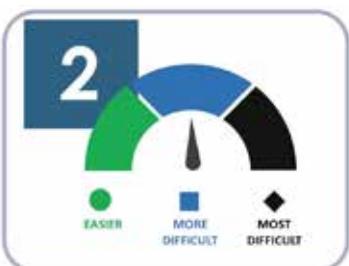
34.63%

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

SCENARIO 3: Most Difficult

34.07%

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

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TRANSPORTATION

INTRODUCTION

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

In 2023, the leading non-interstate volumes in Park City occur along SR-224 (31,500 vehicles per day), SR-248 (21,000 vehicles per day), and Deer Valley Drive (19,500 vehicles per day). Congestion will largely be focused on the major routes in and out of Park City, as well as important routes within the City like Bonanza Drive and Park Avenue. Smaller, local roads will likely be less impacted. In 2023, of the 13,461 people that were employed within Park City, 87.4% lived outside of the city, meaning that the majority of the people who work in Park City live outside of the city and must commute to work from elsewhere. Overall, the city has a net inflow of commuters, with more people coming to the city to work than leaving the city to work. By 2050, SR-224 is expected to grow in traffic volumes by 5% to 33,000 vehicles, Deer Valley Drive by 10% to 21,500 vehicles, and SR-248 by 66% to 35,000 vehicles per day.

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

RECOMMENDATIONS

* Specific actions tied to each proposed strategy can be found in the Implementation Matrix under the Appendix chapter.

T1

DATA BACKED DECISION MAKING

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

STRATEGY 1A
Park City will regularly evaluate the community's unique traffic and peak day patterns to inform and measure mitigation strategies.

T2

TRANSIT IMPROVEMENTS

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

STRATEGY 2A
Advance high-capacity transit on the SR-224 and SR-248 corridors in coordination with High Valley Transit and the Utah Department of Transportation (UDOT) to serve as the primary transit spines connecting regional capture lots to key destinations.

STRATEGY 2B
Build on the Short-Range Transit Plan and Park City Forward to build the transit network, increase transit frequency, and improve regional connections.

STRATEGY 2C
Park City will develop a network of internal mobility hubs as shown in the Node Types Map, including ones in the Thaynes and Park Meadows neighborhoods, as well as more developed ones in Bonanza and Old Town, and supportive infrastructure to enhance first- and last-mile connections.

T3

TRAFFIC MANAGEMENT

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

STRATEGY 3A
Evaluate long-term feasibility and effectiveness of congestion pricing and/or flex-lanes.

STRATEGY 3B
Park City will prioritize using pricing, mode shift, and land use policy, instead of roadway widening, to manage congestion.

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T3

STRATEGY 3C
Deploy smart traffic management tools to inform dynamic operations and user guidance, with the City in a leading role and private sector partners in a supporting role.

STRATEGY 3D
Strengthen policies that reduce reliance on single-occupancy vehicles by requiring and incentivizing multimodal transportation through planning, development, and transportation initiatives.

STRATEGY 3E
Reduce wildlife-vehicle collisions.

T4

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

STRATEGY 4A
Use parking pricing and policy updates to support mode shift goals, reduce vehicle congestion, and prioritize access for residents and high-occupancy travel.

STRATEGY 4B
Continue to implement the bike parking requirements of Ordinance No. 2023-18 for new development.

T5

PRESERVE PARK CITY'S SMALL TOWN FEEL
Park City will manage vehicular traffic and elevate pedestrian and bicyclist safety to preserve neighborhoods.

STRATEGY 5A
Implement Main Street circulation improvements to enhance safety and efficiency in Old Town and support a more walkable, less car-dependent downtown.

STRATEGY 5B
Continue to expand and implement traffic calming initiatives through the Neighborhoods First Streets Program.

T6 WALKABLE AND BIKEABLE NEIGHBORHOODS

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

STRATEGY 6A
Continue to build out the high-comfort active transportation network by implementing priority segments of the 2024 Bike and Pedestrian Plan.

STRATEGY 6B
Support winter access and maintenance to ensure year-round multimodal access.

STRATEGY 6C
Improve crossings and reduce barriers to ensure safety and accessibility on key corridors.

T7 SPECIAL EVENTS

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

STRATEGY 7A
Collaborate internally and with regional partners to prepare for the 2034 Olympic Games while ensuring that Games-related investments remain a valuable legacy for Park City long into the future.

T8 EMERGENCY PLANNING

Park City will evolve their emergency planning as conditions change.

STRATEGY 8A
Update evacuation plans and public communication protocols to ensure emergency plans remain current, known to the public, and well-linked to transportation needs.

T9 INNOVATION AND TECHNOLOGY

Park City will explore emerging trends in transportation as per changing conditions and evolving community needs.

STRATEGY 9A
Explore and evaluate new technologies to enable innovation in transportation.

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COMMUNITY CHARACTER

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

FOCUS AREAS

C1.Small Town Feel

C2. Sense of Community

C3. Land Use Growth

C4. Technology

C5. Historic Preservation

WHAT WE HEARD

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

Preserving a small-town feel ████████████ **58%**

Preserving the natural setting ███████████ **54%**

Making town more affordable and equitable ██████ **34%**

Improving transportation options █████ **30%**

Preserving historic character █████ **28%**
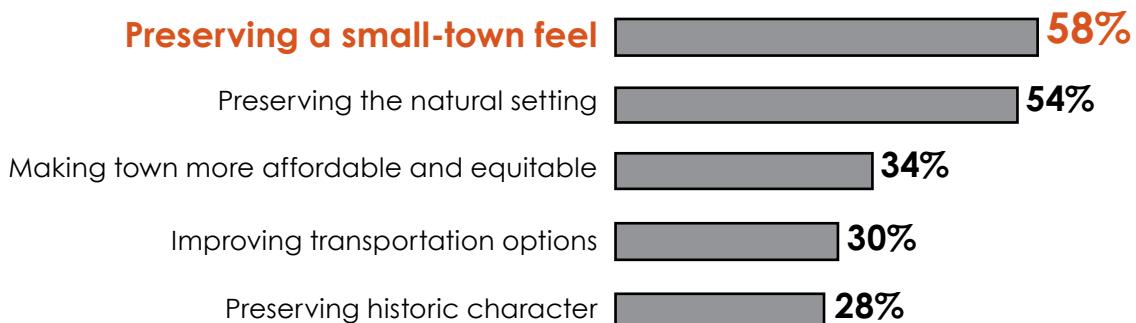
PREFERRED SCENARIO
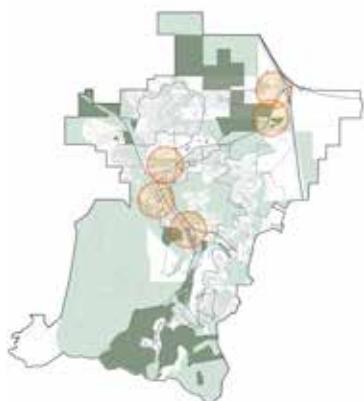
SCENARIO 1:
Neighborhood
Infill Development

38%

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

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

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

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

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

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

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COMMUNITY CHARACTER

INTRODUCTION

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

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

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

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

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

RECOMMENDATIONS

* Specific actions tied to each proposed strategy can be found in the Implementation Matrix under the Appendix chapter.

C1 SMALL TOWN FEEL

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

STRATEGY 1A
Maintain existing road network and prioritize limiting road width expansions for additional travel lanes.

STRATEGY 1B
Support and ensure the year-round and long-term resilience of the Park City economy.

STRATEGY 1C
Encourage small scale compatible commercial infill.

STRATEGY 1D
Increase Park City's walkability through an improved pedestrian friendly environment.

STRATEGY 1E
Support the continued success of the multi-seasonal tourism economy while preserving the community character.

STRATEGY 1F
Prioritize high quality design in new developments and redevelopment that respects the existing scale, style, and massing of buildings.

C2 SENSE OF COMMUNITY

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

STRATEGY 2A
Protect Park City's character and unique sense of place.

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

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C2

STRATEGY 2C
Strive for equity and plan for all groups within the community.

STRATEGY 2D
Provide easy access to trails and recreation opportunities.

STRATEGY 2E
Continue to support Arts & Culture and incorporate it into the public realm.

C3

LAND USE & GROWTH

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

STRATEGY 3A
Protect open space, discourage sprawl, and direct growth inward.

STRATEGY 3B
Create walkable mixed-use nodes that can accommodate new growth, while providing access to services, retail and transportation.

STRATEGY 3C
Evaluate potential station area planning around future BRT stops.

STRATEGY 3D
Encourage infill development and enable a variety of housing typologies that provide a diverse mix and respond to the needs of various demographic and socioeconomic groups.

STRATEGY 3E
Create a comprehensive plan for City properties and rights-of-ways to evaluate areas that need improvement in preparation of the 2034 Olympics and beyond.

C4

TECHNOLOGY

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

STRATEGY 4A
Support the Integration of Smart City Infrastructure and technology that supports energy efficiency and renewables.

C5

HISTORIC PRESERVATION

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

STRATEGY 5A
Develop a clear understanding of the ski era resources in Park City.

STRATEGY 5B
Confirm the key resources and sites related to Park City's Olympic host legacy.

STRATEGY 5C
Continue to document and monitor Mining Era resources, especially in Park City's residential and business districts, which provide the foundation of Park City's historic resources and character.

STRATEGY 5D
Continue to recognize preservation projects, share success stories to inspire future efforts, and provide technical resources to property owners.

STRATEGY 5E
Provide access to historic preservation best practices, recognizing the range and diversity of Park City's historic resources.

STRATEGY 5F
Continue to educate the community and visitors about the history and evolution of Park City.

STRATEGY 5G
Collaborate with the Park City Museum, Utah Historical Society, and other partners to help tell the story of less well-known aspects of Park City's history.

STRATEGY 5H
Continue to support the adaptive re-use of historic buildings through a variety of incentives.

STRATEGY 5I
Establish a range of options to incentivize the preservation of the documented historic resources associated with the ski era.

STRATEGY 5J
Continue to foster collaborative efforts to preserve, protect, and promote Park City's historic resources.

STRATEGY 5K
Proactively work to protect the historic mining sites and structures from both physical and environmental damage.

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COMMUNITY CHARACTER

C5

STRATEGY 5L
Continue to explore opportunities to integrate historic preservation with other initiatives, such as sustainability, workforce housing, arts/culture, and recreation/trails/open space.

STRATEGY 5M
Proactively work to protect Old Town's historic resources from wildfire damage.

STRATEGY 5N
Support the integration into Park City's older and historic neighborhoods of small-scale mixed-use components near existing clusters of commercial or mixed-use to discourage sprawl and support walkable neighborhoods.

STRATEGY 5O
Continue to regularly assess and evaluate the Regulations for Historic Districts and Historic Sites in the Land Management Code (LMC) for consistency and potential modifications that further preservation efforts while supporting a degree of flexibility.

STRATEGY 5P
Periodically review newly constructed infill projects for suitability and compatibility of infill development within the Historic Districts.

STRATEGY 5Q
Continue to support the activation of Main Street, promoting and strengthening this area as the historic core of Park City.

STRATEGY 5R
Support efforts for a multi-modal, pedestrian-friendly environment along Main Street and within Old Town.
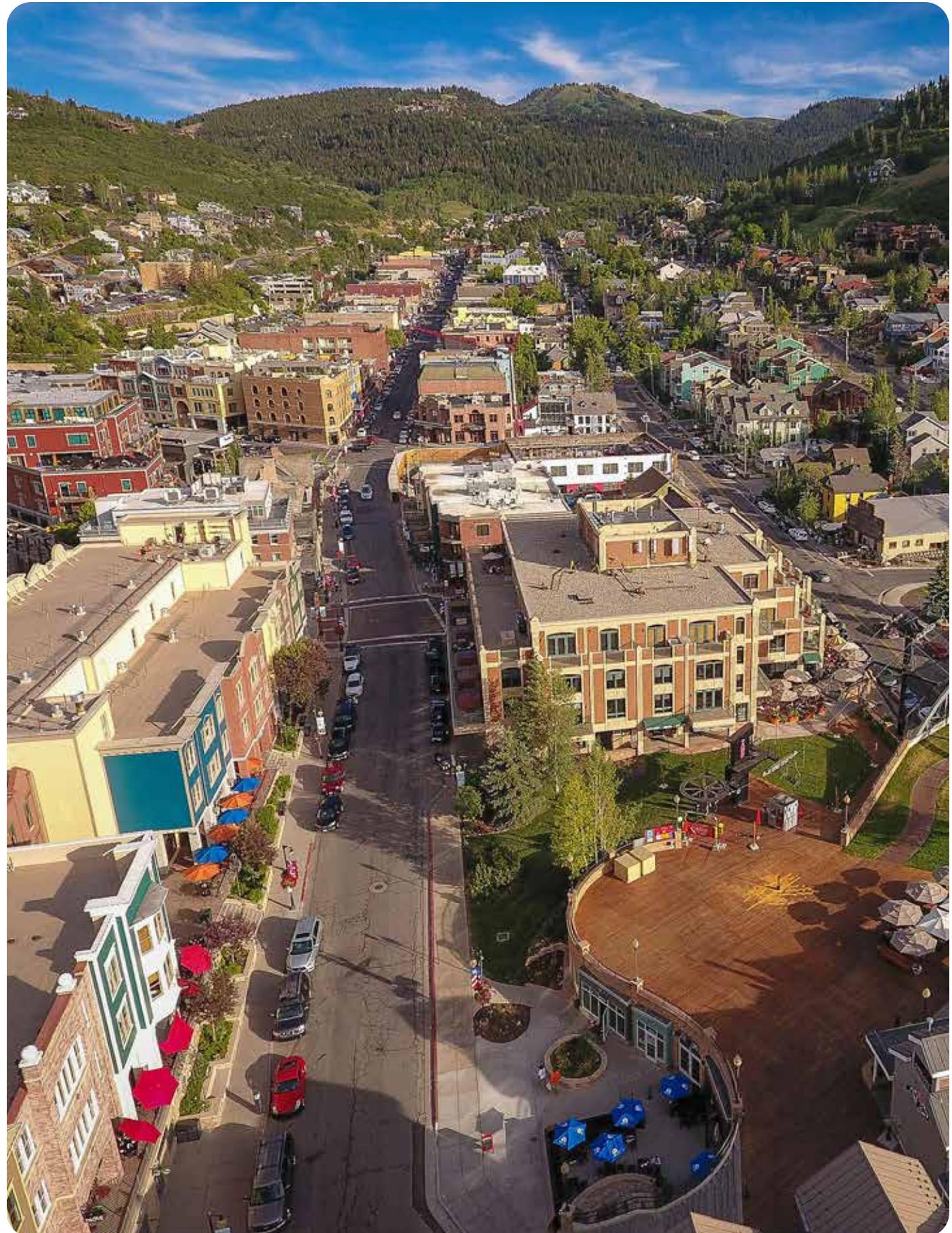
MODERATE INCOME HOUSING

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

FOCUS AREAS

H1. Variety of Housing Options

H2. Workforce Housing

WHAT WE HEARD

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

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

Housing Developments to Prioritize *(Survey)*

- Seasonal employee/workforce housing — **40%**
- Affordable housing — **29%**
- Senior housing/assisted living — **28%**
- First-time home buyer options — **26%**
- Attainable housing — **19%**
- Live-work units — **19%**
- Rental options — **18%**
- Duplexes/Triplexes/Townhomes — **17%**
- Tiny homes — **12%**
- Accessory dwelling units — **11%**
- Single-family detached homes — **11%**
- Multi-family housing — **8%**

This is the main concerns for those that are part time residents of Park City.

This is the main concern for those that make less than $100,000 a year.

This is the main concern for those that are 18-34 years old.

Preferred Types of Housing Developments *(Questionnaire)*

Mixed-Use Development

62%

Workforce Housing

52%

Medium- Density Housing

39%

MODERATE INCOME HOUSING

INTRODUCTION

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

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

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

RECOMMENDATIONS

* Specific actions tied to each proposed strategy can be found in the Implementation Matrix under the Appendix chapter.

H1 VARIETY OF HOUSING OPTIONS

Park City will incentivize housing options for all residents.

STRATEGY 1A

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

H2 WORKFORCE HOUSING

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

STRATEGY 2A

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

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WATER & OPEN SPACE PRESERVATION

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

FOCUS AREAS

W1. Water Preservation

W2. Open Space Conservation

W3. Sensitive Lands

WHAT WE HEARD

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

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

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

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

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

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

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

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

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

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WATER & OPEN SPACE PRESERVATION

INTRODUCTION

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

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

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

* Specific actions tied to each proposed strategy can be found in the Implementation Matrix under the Appendix chapter.

RECOMMENDATIONS

W1 WATER PRESERVATION

Park City will support initiatives that result in water reduction and efficiency through collaboration (or engagement), regulation, and continued support for water conservation.

STRATEGY 1A
Reduce water demand and protect water supply through collaboration, education, and technology

STRATEGY 1B
Protect and improve water quality through a holistic and collaborative approach.

STRATEGY 1C
Continue to maintain water infrastructure in a state of good repair.

W2 OPEN SPACE CONSERVATION

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

STRATEGY 2A
Protect and enhance natural environments for current and future generations through managing use, preventing degradation of environments, maintaining or improving ecological functions and biodiversity, and protecting existing natural areas from development.

STRATEGY 2B
Continue conservation efforts to increase the land preserved as open space.

STRATEGY 2C
Support efforts that maintain, add, and/or enhance natural features within urbanized areas of Park City to reduce heat island effect and improve access to green space for residents and visitors.

W3 SENSITIVE LANDS

Park City will maintain natural ecosystems that support wildlife health.

STRATEGY 3A
Support the maintenance and preservation of sensitive lands, including wildlife corridors.

STRATEGY 3B
Collaborate with surrounding local governments, conservation organizations, and community members to ensure that sensitive land considerations are integrated into regional planning efforts.

STRATEGY 3C
Continue to promote human health in areas affected by historic mining through comprehensive restoration programs.

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SUSTAINABILITY

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

FOCUS AREAS

S1. Environmental Leadership

S2. Wildfires

S3. Waste Reduction

S4. Energy Efficiency

WHAT WE HEARD

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

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

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

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

» Financial incentives such as rebate programs, tax credits or low-interest loans. **(75%)**

» Tiered pricing for water consumption to encourage conservation and reduce excessive use. **(58%)**

» Tiered pricing that accounts for energy use consumption of vacant homes. **(49%)**

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

» Protecting homes and businesses from wildfire, such as creating a defensible space between landscaping and/or hardening the building with exterior improvements like ignition-resistant materials.

» Landscaping changes to decrease water utilization and/or preserve native landscaping, such as xeriscaping, pollinator gardens, and/or drip irrigation systems.

SUSTAINABILITY

INTRODUCTION

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

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

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

RECOMMENDATIONS

* Specific actions tied to each proposed strategy can be found in the Implementation Matrix under the Appendix chapter.

S1 ENVIRONMENTAL LEADERSHIP

Park City leads efforts for environmental sustainability through programs, collaboration, partnerships, and training.

STRATEGY 1A
Develop Sustainability Education and Campaign to increase awareness of existing opportunities related to energy efficiency, renewable generation, indoor air quality, and electrification measures.

STRATEGY 1B
Develop sustainability programs to meet Park City's sustainability goals of full carbon neutrality by 2030 and 80 percent GHG reduction by 2050.

STRATEGY 1C
Develop a Climate Action and Resilience Plan and implement actions to further establish climate action efforts and environmental stewardship.

STRATEGY 1D
Coordinate with community groups, businesses, and resorts to establish and implement environmental standards and practices that promote sustainable tourism.

STRATEGY 1E
Continue to promote soil health through comprehensive soil remediation actions and monitoring programs.

STRATEGY 1F
Maintain an overarching consideration of fair and positive conditions through the implementation of all recommendations that tie to the community's values.

S2 WILDFIRES

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

STRATEGY 2A
Collaborate interdepartmentally to implement actions, protocols, and policies present in the most recent wildfire hazard plans, such as the 2023 Community Wildfire Risk Assessment.

STRATEGY 2B
Develop programmatic approaches to assess wildfire risk on a more individualized basis and thoughtfully target spot mitigation improvements.

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S3

WASTE REDUCTION

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

STRATEGY 3A
Establish waste reduction and diversion actions.

S4

ENERGY EFFICIENCY

Park City works to achieve net zero energy emissions through policy, technology, and action.

STRATEGY 4A
Prioritize policies that support next steps in achieving energy use reduction, adoption of renewable electricity, and future carbon neutrality.

STRATEGY 4B
Explore modifications to transportation policies that incentivize or require more efficient operations.
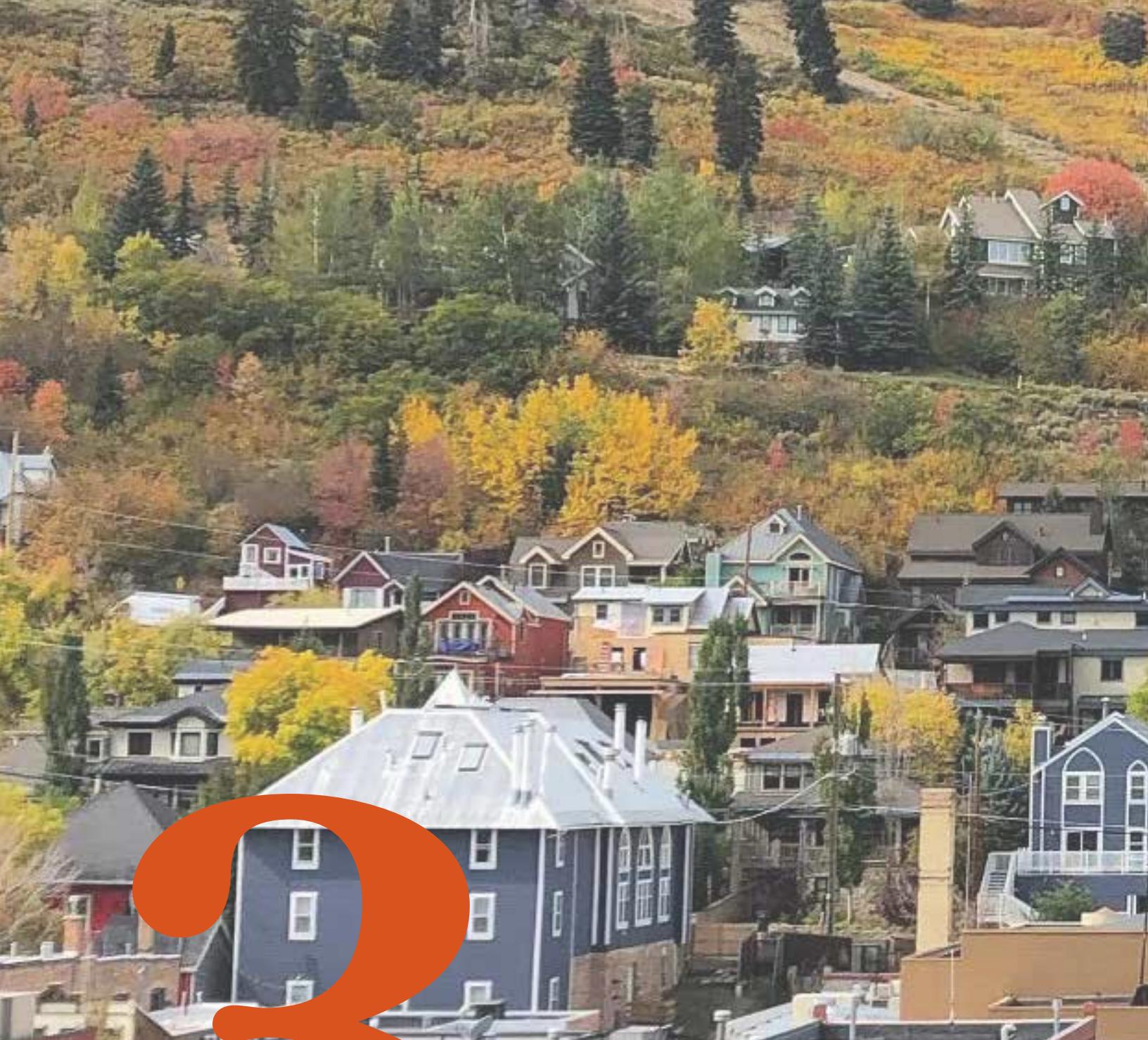
3

NEIGHBORHOOD

PLANS & RECOMMENDATIONS

NEIGHBORHOOD PLANS

LEGEND

1. Quinn's Junction
2. Park Meadows
3. Thaynes
4. Prospector
5. Bonanza Park
6. Resort Center
7. Lower Deer Valley
8. Masonic Hill
9. Old Town
10. Upper Deer Valley
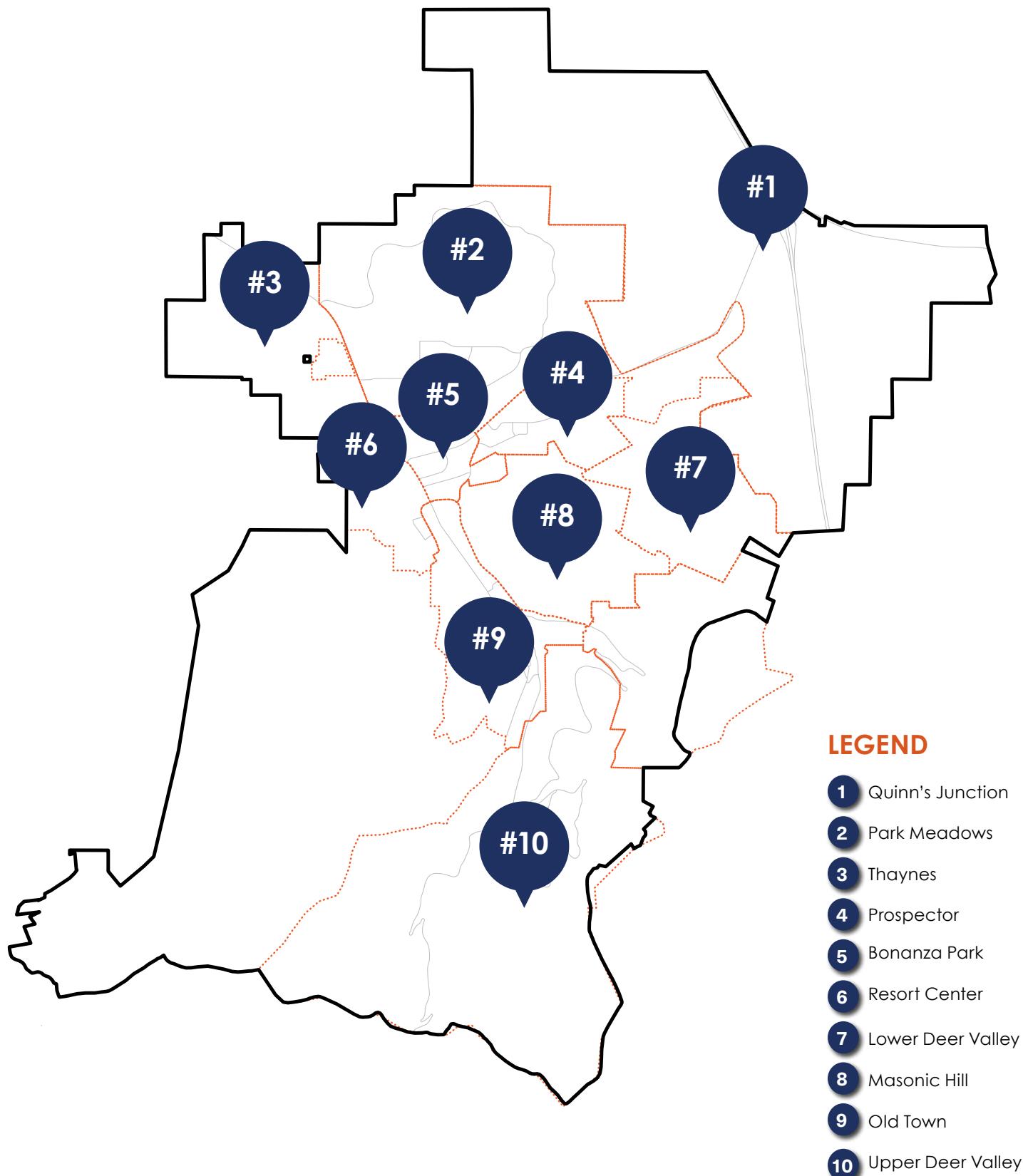
KEY TERMS

- **OCCUPANCY**

  1. Owner-Occupied: *A housing unit is owner-occupied if the owner or co-owner lives in the unit even if it is mortgaged or not fully paid for.*

  2. Renter-Occupied: *All occupied housing units that are not owner occupied, whether they are rented or occupied without payment of rent, are classified as renter-occupied units.*

  3. Vacant Units: *A vacant housing unit is classified as no one living in the dwelling, unless its occupant or occupants are only temporarily absent, and will be returning. Units temporarily occupied by people who usually live elsewhere (like those staying in a beach cottage or renting a vacation home) are also counted as vacant units. Census data breaks down vacant units into various categories, such as for rent, for sale, and seasonal/recreational/ occasional use.*

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

- **NIGHTLY RENTALS:** *A nightly rental, also known as a short-term rental or vacation rental, refers to a dwelling unit rented out for a short period, typically less than 30 days, to tourists or travelers.*


View of the City

QUINN'S JUNCTION

NEIGHBORHOOD SNAPSHOT

Total Acres: 2209 Acres

Population: 374

Average Density: 0.25 per acre

Occupancy:

59.4% Owner Occupied

12.4% Renter Occupied

28.2% Vacant Units

Daytime Population:

1048

865 Workers & Visitors

183 Residents

Nightly Rentals: Prohibited in Park City Heights and allowed in the market-rate Studio Crossing units.

Affordable Housing:

Park City Heights – 79 units

Peace House – 22 units

Studio Crossing – 185 units (under construction)

Sub-neighborhoods:

Park City Recreation Complex, National Ability Center, Park City Medical Campus, Studio Crossing, Park City Film Studio, Park City Heights

Source: 2024 ESRI Business Analyst Report, 2014 General Plan
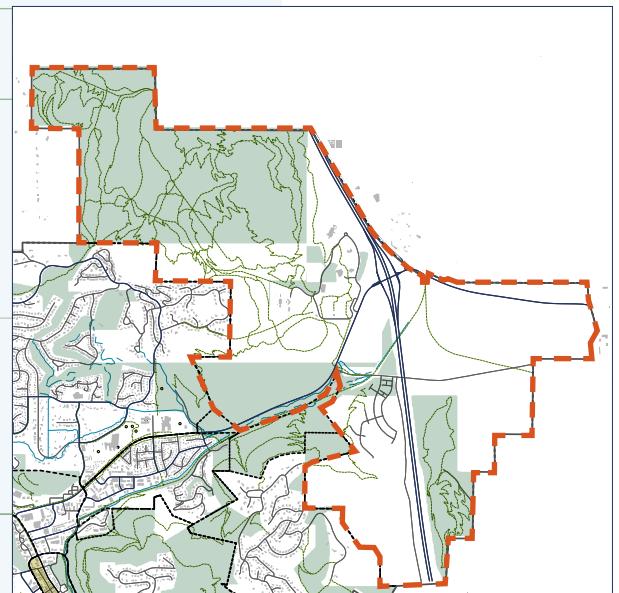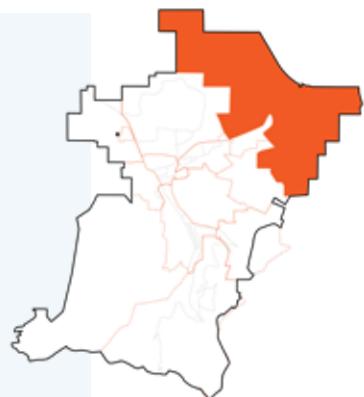
Quinn's Junction

Quinn's Junction

RECOMMENDATIONS

CREATE A SENSE OF PLACE

- *Preserve and define the eastern entry corridor identity.*
- *Mitigate the visibility of surface parking lots along the eastern entry corridor.*
- *Consider compatibility in uses along the boundary with Summit County developments, while distinguishing Park City's entry corridor.*
- *Encourage community-gathering spaces and events.*
- *Strengthen the neighborhood with pedestrian and cyclist connections between disparate land uses.*
- *Establish design guidelines to unify the look and feel of new development in the neighborhood.*
- *Enforce nightly rental restrictions in Park City Heights.*

PROPOSE CONTEXT-APPROPRIATE INFILL

- *Quinns Mixed-Use Node: Explore compatible infill with locally-serving retail, services, office, medium density housing, and workforce housing.*
- *Quinns Mobility Hub: Create a convenient and intuitive capture lot for transit connections that align with Re-Create 248 transit improvements. Integrate multiple transportation modes including transit, carpooling, and bicycle connections to reduce cars driving into town. Allow for services that support and enhance the transit ridership experience like retail and child care.*
- *Institutional Node: Support the Park City Medical Campus and Recreation Facilities through potential limited and compatible infill for employee housing and basic services to promote a more self-sustaining and less car-dependent area.*

IMPROVE TRANSPORTATION NETWORK AND OPTIONS

- *Ensure a convenient and intuitive park-and-ride and transit connection in the neighborhood that captures and mitigates peak traffic.*
- *Mitigate downstream traffic associated with the Park City School Campus and peak-hour traffic.*
- *Improve north-south trail and open space connectivity across S.R. 248 with pedestrian and bike upgrades.*
- *Enhance trails from Park City Heights to Richardson Flat, including safe street crossings.*

PARK MEADOWS

NEIGHBORHOOD SNAPSHOT

Total Acres: 1555 Acres	**Vacant Lots:** 31
Population: 2487	**Average Density:** 0.95 per acre

Occupancy:	Daytime Population:
58.9% Owner Occupied	1937
10.9% Renter Occupied	953 Workers & Visitors
30.2% Vacant Units	984 Residents

Historic Sites:	Parks:
2245 Monitor Drive	Creekside Park
2414 Monitor Drive	

Nightly Rentals: Prohibited in areas zoned Single Family. Allowed in the areas zoned Residential Development and Residential Medium Density except for Fairway Meadows, Meadows Estate, and West Ridge.

Affordable Housing:

Parkside Apartments – 42 units

Holiday Village – 80 units

In 2023, the City approved the Holiday Village and Parkside Apartments (HOPA) redevelopment proposed by Mountainlands Community Housing Trust to increase the affordable units from 122 to 317.

Neighborhood Icons:

Eccles Center

Park City Municipal Athletic & Recreation Center

Park Meadows Golf Club

Park City School District Campus

Sub-neighborhoods:

Boothill Condominiums, Broken Spoke, Cove at Eagle Mountain, Eagle Pointe, Fairway Hills, Fairway Meadows, Fairway Village, Finnegans Bluff, Four Lakes Village, Gleneagles, Holiday Ranchettes, Lakeview Cottages, Meadow Estates, McLeod Creek, Park Meadows, Parkview, Racquet Club Village, Risner Ridge, Saddle Condominiums, Sandstone Cove, West Ridge, Willow Ranch, Windrift Condominiums.
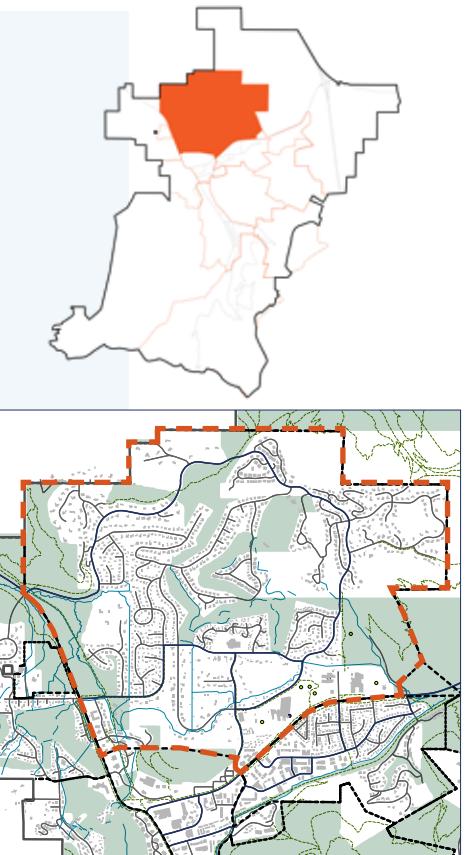
Source: 2024 ESRI Business Analyst Report, 2014 General Plan

Park Meadows

RECOMMENDATIONS

CONNECTIVITY

- *Implement traffic calming measures to slow vehicles and discourage through traffic.*
- *Install traffic signage to improve safety for children and wildlife.*
- *Improve sidewalk and multi-modal connections, and snow clearing in winter.*
- *Increase transit frequency – especially to connect residents to the resorts.*
- *Evaluate opportunities to connect residents to transit who are not proximate to a transit stop, including a potential neighborhood circulator or limited residential parking areas near transit stops.*
- *Establish new outdoor gathering spaces for residents.*

PRESERVE NEIGHBORHOOD CHARACTER

- *Preserve open spaces and wildlife habitats.*
- *Enforce designated trailhead parking to mitigate trail user parking in residential areas.*
- *Preserve a buffer between commercial clusters and the Park City School District Campus and residential areas.*
- *Partner with the Park City School District to improve circulation and traffic flow during peak times and to mitigate impacts on residential areas.*
- *Update home occupation regulations to protect the residential quality of life.*
- *For those areas within the neighborhood where nightly rentals are allowed, enforce regulations, including occupancy limitations, noise, trash, and parking. Evaluate potential prohibition of nightly rentals where allowed in primary resident areas.*
- *Mitigate outdoor pickleball in residential areas while allowing outdoor pickleball in recreation and commercial clusters.*
- *Update land use regulations to ensure compatibility as existing homes are demolished for the construction of new homes.*
- *Enforce the dark sky code and incentivize retroactive dark sky compliant lighting. Reevaluate seasonal lighting allowances.*
- *Comprehensively mitigate wildfire through targeted strategies.*

THAYNES

NEIGHBORHOOD SNAPSHOT

Total Acres: 660 Acres	**Vacant Lots:** 21
Population: 338	**Average Density:** 0.34 per acre

Occupancy:
57.5% Owner Occupied
10.5% Renter Occupied
32% Vacant Units

Daytime Population:
278
130 Workers & Visitors
148 Residents

Historic Sites:
McPolin Barn

Parks:
Rotary Park

Nightly Rentals: Prohibited.

Affordable Housing:
None

Neighborhood Icons:
McPolin Farm, Park City Golf Course North of Thaynes
Canyon Drive

Sub-neighborhoods:
Aspen Springs, Iron Canyon, Thaynes Canyon, Thaynes Creek
Ranch Estates

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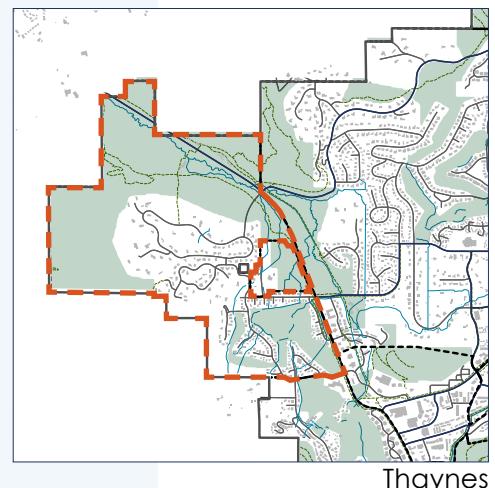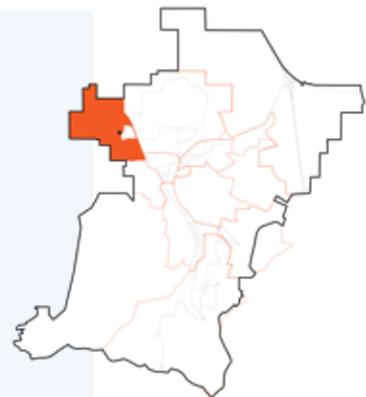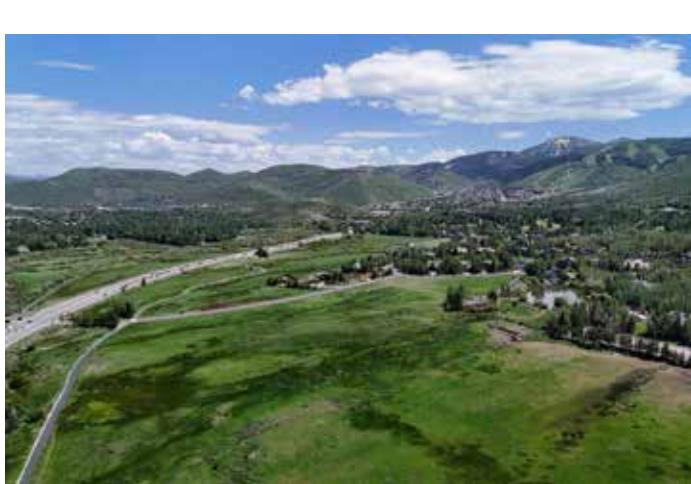
Thaynes

Thaynes

McPolin Barn

RECOMMENDATIONS

PRESERVE THE MCPOLIN BARN ENTRY CORRIDOR

- *Protect open space acreage along the entry corridor.*
- *Maintain the 250-foot Entry Corridor Protection Overlay setback along S.R. 224 to preserve Park City's mountain character and sweeping views.*
- *Uphold the platted restrictions limiting disturbance areas within residential lots.*
- *Update vantage points for context sensitive infill within the residential neighborhood.*
- *Implement comprehensive wildfire mitigation through targeted strategies in coordination with homeowner associations.*

INCREASE CONNECTIONS

- *Provide wildlife and pedestrian crossings for the open space corridors bisected by S.R. 224.*
- *Improve amenities and resident and pedestrian connections to transit stops along S.R. 224.*
- *Connect the pedestrian and bicyclist network within the residential areas.*

RETAIN THE PRIMARY RESIDENT NEIGHBORHOOD CHARACTER

- *Implement traffic calming measures to discourage speeding and through traffic.*
- *Designate and enforce trailhead parking to mitigate impacts in residential areas.*
- *Evaluate parking updates for Rotary Park to mitigate impacts in residential areas.*
- *Uphold the nightly rental prohibition.*

PROSPECTOR

NEIGHBORHOOD SNAPSHOT

Total Acres: 255 Acres	**Vacant Lots:** 31
Population: 1590	**Average Density:** 0.95 per acre

Occupancy:
23.7% Owner Occupied
32.6% Renter Occupied
43.6% Vacant Units

Daytime Population:
2297
1914 Workers & Visitors
 383 Residents

Historic Sites:
2465 Doc Holiday Drive

Parks:
Prospector Park

Nightly Rentals: Prohibited in Prospector Park and Chatham Crossing Subdivisions.

Affordable Housing:

Aspen Villas – 88 units

Carriage House – 1 unit

Central Park City Condos – 11 units

Prospector Square – 23 units

Silver Meadows Estates – 49 units
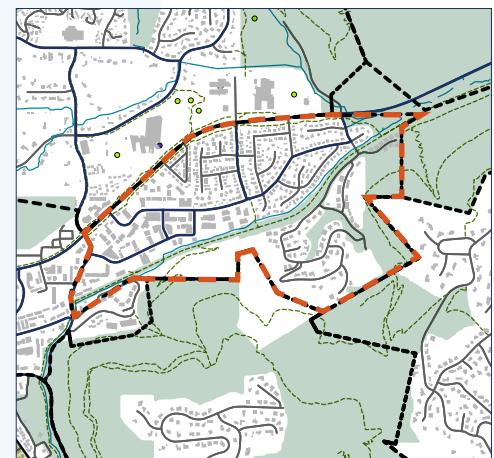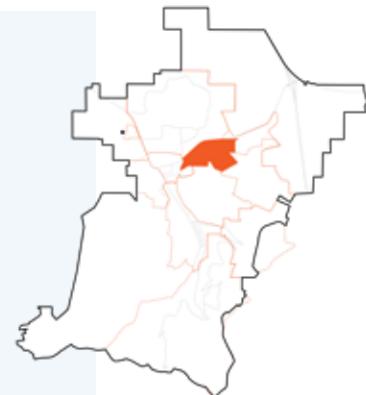
Neighborhood Icons:

Rail Trail

Silver Creek

Sub-neighborhoods:

Canyon Crossing, Chatham Crossing, Fenchurch Condos, Prospector Park, Prospector Square, Prospector Village, Silver Meadows Estates

Source: 2024 ESRI Business Analyst Report, 2014 General Plan

Prospector

Prospector

RECOMMENDATIONS

SUPPORT A VIBRANT COMMERCIAL DISTRICT

- *Develop an area plan emphasizing better connectivity, business growth, and neighborhood preservation.*
- *Partner with Prospector Square businesses to ensure functional and vibrant commercial pedestrian walkways and activated outdoor areas.*
- *Consider residential infill in commercial areas to allow a mix of uses.*
- *Enhance a sense of place through beautification of rights-of-way and strategic neighborhood improvements.*
- *Improve connectivity between Old Town, Bonanza Park, and Prospector neighborhoods, especially for pedestrians and bicyclists.*
- *Optimize shared parking, including fleet vehicle parking, within Prospector Square to efficiently support businesses and residents.*
- *Continue transit frequency and improve bus stops amenities.*
- *Update the neighborhood boundary to extend to west Bonanza Drive and south to the Rail Trail to encompass properties within the Prospector Square Subdivision.*

PRESERVE RESIDENTIAL NEIGHBORHOOD CHARACTER

- *Mitigate traffic during peak times, especially along Kearns Boulevard.*
- *Implement traffic calming measures to slow vehicles and discourage through traffic in residential areas. Consider potential roundabouts to improve traffic flow.*
- *Designate and enforce trailhead parking to mitigate trail users parking in commercial and residential areas.*
- *Maintain and preserve open space south of the Rail Trail and east of the neighborhood.*
- *Enforce nightly rental regulations, including occupancy limitations, parking, trash, noise, etc. in areas where they are allowed to protect the residential quality of life.*
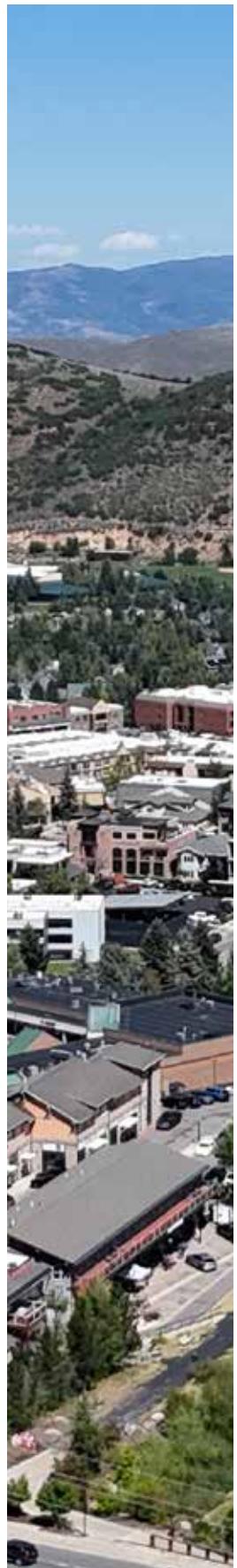
BONANZA PARK

NEIGHBORHOOD SNAPSHOT

Total Acres: 200 Acres	**Vacant Lots:** 1
Population: 729	**Average Density:** 1.15 per acre

Occupancy:	Daytime Population:
38.0% Owner Occupied	1553
41.9% Renter Occupied	1265 Workers & Visitors
20.1% Vacant Units	288 Residents

Historic Feature:

In the 1940s, the Daughters of Utah Pioneers installed a memorial commemorating the settlers of Park City along the south of Kearns Boulevard near the Park Avenue intersection. The old town hall bell was later added to the site.

Parks:

Olympic Park

Welcome Plaza

Nightly Rentals: None

Affordable Housing

Snow Creek Cottages – 13 units

Rail Central – 24 units

Claimjumper Condos – 1 unit

1616 Short Line Drive (Transit Housing) – 13 units

Ironhorse and Fireside – 94 units

EngineHouse, a public-private development, will deliver 99 deed restricted units targeting 60% AMI.

Neighborhood Icons:

Cemetery Rail Trail

Sub-neighborhoods

Claimjumper Condos, Homestake Condos, Fireside Condos, Ironhorse Apartments, Snow Creek Cottages
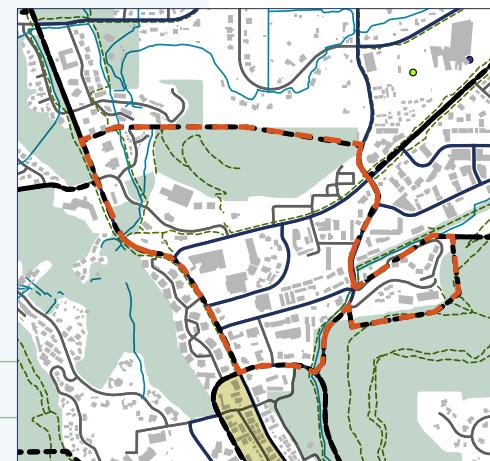
Bonanza Park

56 |

RECOMMENDATIONS

IN 2024, THE CITY ADOPTED THE BONANZA PARK SMALL AREA PLAN, ESTABLISHING SIX GOALS FOR THE NEIGHBORHOOD

- *Mixed Use: Create a mixed-use neighborhood with livability in mind.*
- *Local: Support locally-owned businesses and entrepreneurship.*
- *User-Friendly: Create a safe and intuitive network for pedestrians, cyclists, and transit users.*
- *Inclusive: Expand the availability of affordable and workforce housing units.*
- *Green: Create a more welcoming and sustainable community.*
- *Cultural: Weave arts and culture into the community fabric.*

RESORT CENTER

NEIGHBORHOOD SNAPSHOT

Total Acres: 265 Acres

Population:

5850 (average daily visitors/employees)

1800 (off-peak season daily visitors/employees)

17,000 (peak season daily visitors/employees)

13,000 (Average peak season daily visitors/ employees)

Occupancy:

9.6% Owner Occupied

3.3% Renter Occupied

78.1% Vacant Units

Average Density: 3.45 per acre

Historic Sites:

Silver King Consolidated Spiro Tunnel Complex

1895 Three Kings Drive

175 Snows Lane

205 Snows Lane

Affordable Housing:

Silver Star- 20 units

Resort Center

Neighborhood Icons:

Glenwood Cemetery, Park City Golf Course, Park City Mountain Resort, Three Kings Water Treatment Plant, White Pine Touring Company

Sub-neighborhoods:

Park Avenue Condos, Payday Condos, Hotel Park City, Rothwell Subdivision, Silver King Condos, Shadow Ridge Condos, Silver Star, Snowflower Condos, Thaynes Canyon Subdivision Phases 4 and 5, and Three Kings Condos.

Source: 2024 ESRI Business Analyst Report, 2014 General Plan

RECOMMENDATIONS

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

- *Resort Center Mobility Hub and Infill: Integrate uses that support the guest experience at the resort base area, incorporate multiple transportation modes, and integrate workforce housing, offering an affordable alternative for seasonal and year-round employees. The hub will serve as a key transfer point within the transportation network to provide easy access to Bus Rapid Transit and other transportation methods like connections from the Salt Lake City International Airport and the resort area.*

- *Evaluate the Land Management Code to address opportunities for seasonal workforce housing types like single-room occupancy and dormitory development (see Housing Action 2A.10).*

- *Maintain the rural character of the transition area between the Resort Center and Thaynes neighborhood and Historic District compatibility between the Resort Center and Old Town.*

- *Create small open-space pockets with landscaping and seating to activate the neighborhood in summer.*

IMPROVE CONNECTIVITY

- *Continue coordination with the resort on paid parking and parking reservations and to improve traffic circulation during peak times.*

- *Install traffic calming measures in residential areas to discourage speeding and through traffic.*

- *Enhance pedestrian and bicyclist crosswalks and infrastructure within the neighborhood to nearby community assets like City Park, the library, senior center, trails, and open space.*

- *Improve transit frequency for locals and residents.*

- *Create a Resort Center and Old Town overlay to improve connectivity and transitions between the two neighborhoods.*

- *Install clear wayfinding signage to the Upper Resort Center and other tourist destinations.*

- *Close sidewalk gaps to create continuous pedestrian routes that improve skier flow.*

- *Add secure, visible bike racks at key nodes to support recreational opportunities during summer.*

SUPPORT BUSINESS OPERATIONS AND WORKFORCE ACCESS

- *Reconfigure loading zones to streamline delivery processes for businesses*

- *Establish employee parking options (on-site or off-site with shuttle/transit).*

LOWER DEER VALLEY

NEIGHBORHOOD SNAPSHOT

Total Acres: 1332 Acres

Population: 550 | **Average Density:** 0.61 per acre

Occupancy:

21.5% Owner Occupied

3.6% Renter Occupied

74.9% Vacant Units

Daytime Population:

1960

1703 Workers & Visitors

257 Residents

Affordable Housing:

St Regis- 4 units

Nightly Rentals: Prohibited in Hidden Oaks.

Unbuilt Units:

36 residential lots

Snow Park Village

In 2025, the Planning Commission approved Phase I of Snow Park Village for an underground parking structure. The Phase II vertical development includes 219 Residential Unit Equivalents, 21,890 square feet of commercial uses, and support uses and is pending review.

Sub-neighborhoods:

Snow Park Condos, including Trails End, Lakeside, Aspen Wood, Fawngrove Pinnacle, Amber Daystar, Bristlecone, The Lodges, Silver Baron, Courchevel, Powder Run, St. Regis, and Black Diamond Lodge. Queen Esther Village, Nordic Village, Deer Lake Village, Deer Crest, Snowtop, Hidden Meadows, Hidden Oaks, Royal Oaks, Fox Tail, Hanover-Queen Esther, Morning Star, Snow Park, Solamere.

Source: 2024 ESRI Business Analyst Report, 2014 General Plan
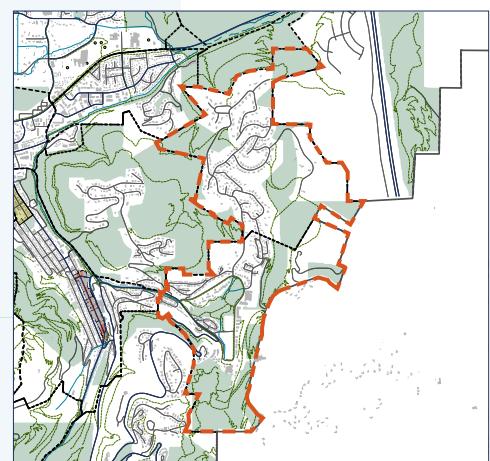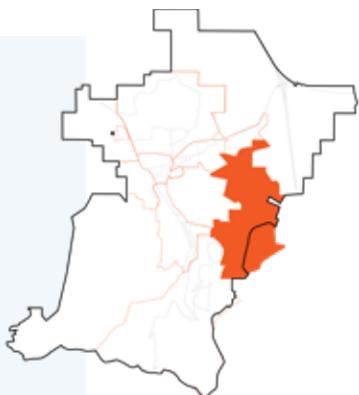
Lower Deer Valley

Lower Deer Valley

RECOMMENDATIONS

BALANCE THE RESIDENT AND VISITOR EXPERIENCE

- *Mitigate peak traffic – not only in the neighborhood but downstream due to impacts within the neighborhood.*

- *Evaluate new egress connections to Highway 40/Deer Valley East Village for emergency egress, and/or to ease traffic during peak times with careful consideration not to impact Lower Deer Valley residential areas.*

- *Improve resident access to transit. Where routes do not go to residents, allow residents access to transit through limited residential parking permits or a neighborhood circulator.*

- *Improve pedestrian and bicyclist connectivity within the neighborhood and to Masonic Hill and Old Town.*

- *Evaluate more gathering places for locals like parks.*

- *Update neighborhood wayfinding signage to enhance the visitor experience.*

- *Improve management of nightly rentals, including occupancy limitations, parking, noise, outdoor lights, and trash management.*

- *Designate and manage sufficient trailhead parking areas to mitigate trail user impacts in residential neighborhoods.*

- *Enhance the aesthetic arrival experience to Lower Deer Valley.*

PROTECT OPEN SPACE AND NATURAL RESOURCES

- *Preserve the visual and aesthetic experience of arriving in Lower Deer Valley.*

- *Protect view corridors and open space.*

- *Implement wildfire mitigation strategies in partnership with the resort and homeowner associations.*

- *Balance e-bike use impacts on trails.*

MASONIC HILL

NEIGHBORHOOD SNAPSHOT

Total Acres: 620 Acres	**Vacant Lots:** 30
Population: 471	**Average Density:** 0.59 per acre

Occupancy:

33.5% Owner Occupied

31.1% Renter Occupied

35.4% Vacant Units

Daytime Population:

279

 57 Workers & Visitors

222 Residents

Nightly Rentals: Prohibited in the Aerie Subdivision, Sunny Side, April Mountain, and Mellow Mountain Estates.

Sub-neighborhoods:

Aerie, April Mountain, Condos along Deer Valley Drive, Mellow Mountain, Overlook at Old Town, and Sunny Side.

Source: 2024 ESRI Business Analyst Report, 2014 General Plan
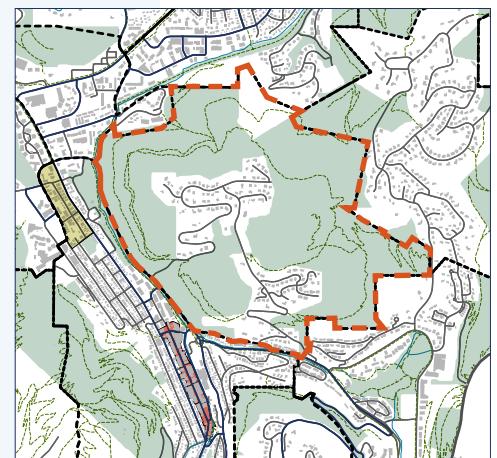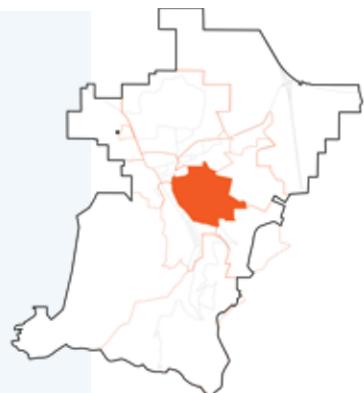
Masonic Hill

View of the neighborhood

RECOMMENDATIONS

PROTECT THE BALANCE BETWEEN OPEN SPACE AND RESIDENTIAL CLUSTERS

- *Preserve the natural environment within the neighborhood to conserve wildlife habitat through limits of disturbances, prohibition of tall fencing, establishing building pads for platted areas, and incentivizing native vegetation.*

- *Implement comprehensive wildfire mitigation through targeted strategies.*

- *Manage noxious weeds on City-owned open space and coordinate weed control in partnership with property owners.*
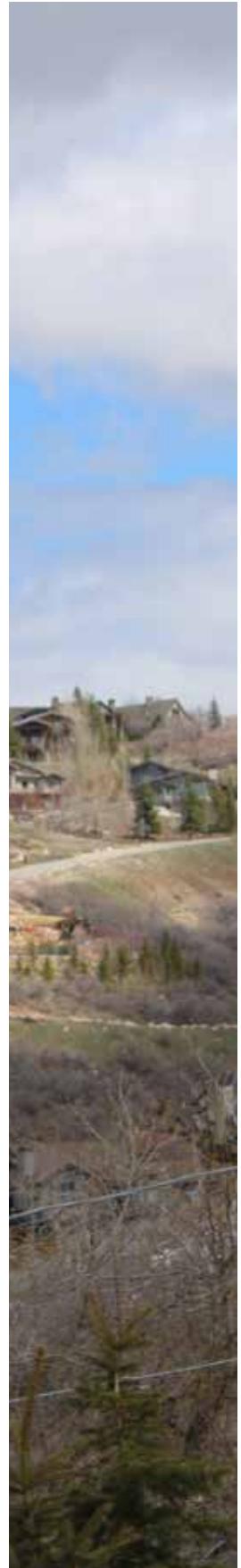
IMPROVE CONNECTIONS

- *Comprehensive improvements are needed at the Aerie Drive and Deer Valley Drive intersection for pedestrians, bicyclists, and vehicles.*

- *Better connect Masonic Hill with Old Town, Lower Deer Valley, and the Bonanza Park neighborhoods for pedestrians and bicyclists.*

- *Explore, assess, and implement limited residential parking and bike racks near transit to help residents access transit or consider a transit circulator for the neighborhood.*

PROTECT RESIDENT QUALITY OF LIFE

- *Maintain balance between primary residents and nightly rentals and enforce nightly rental regulations, including occupancy limitations, parking, noise, outdoor lights, and trash management.*

- *Mitigate trail use and trailhead parking impacts to the residential areas.*

- *Enforce construction hour limitations and on-street parking restrictions.*

- *Implement traffic calming measures to discourage speeding and through traffic.*

OLD TOWN

NEIGHBORHOOD SNAPSHOT

Total Acres: 532 Acres	**Vacant Lots:** 50
Population: 1338	**Average Density:** 3.91 per acre

Occupancy:

17.2% Owner Occupied

11% Renter Occupied

70.3% Vacant Units

Daytime Population:

4259

3926 Workers & Visitors

  333 Residents

Historic Districts:

Historic Residential Low –
Density

Historic Residential – 1

Historic Residential – 2

Historic Residential Medium

Historic Commercial
Business

Historic Recreation
Commercial

Parks:

City Park, Library Park,

Skateboard Park

Old Town

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

Affordable Housing:

Washington Mill – 8 units
The Line Condos – 22 units
1465 Park Avenue – 8 units
The Retreat at the Park – 8 units
Woodside Park Phase I – 11 units
Habitat Homes on Marsac Avenue – 2 units
516 Marsac Avenue – 3 units

Neighborhood Icons:

Main Street Historic District, Historic Mining Era Structures, Miner's Hospital, Park City Library and Santy Auditorium, Poison Creek Pathway, Shoe Tree, Park City Museum

Sub-neighborhoods:

Deer Valley Drive, Lower Old Town, Upper Old Town, Rossi Hill
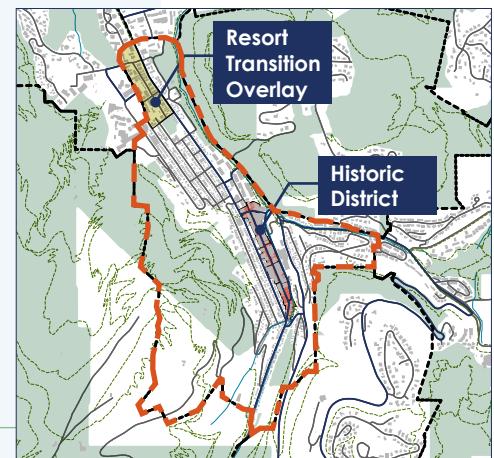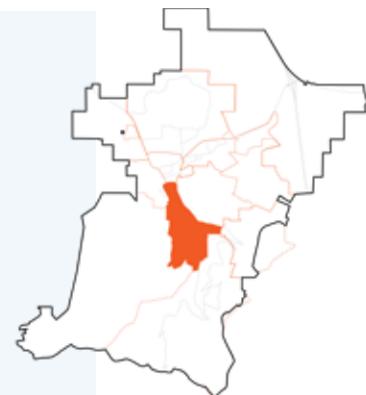
Source: 2024 ESRI Business Analyst Report, 2014 General Plan

RECOMMENDATIONS

PRESERVE THE HISTORIC NEIGHBORHOOD CHARACTER

- *Maintain and protect the City's unique Historic Districts.*

- *Update the Historic District regulations regularly and identify opportunities to support compatible infill and to streamline the review process for simple remodels.*

- *Incentivize historic building improvements through continued Historic District grants.*

- *Evaluate undergrounding of powerlines and other wildfire mitigation measures to protect Old Town and the City's historic assets.*

PROTECT RESIDENT QUALITY OF LIFE

- *Improve management of nightly rentals, including occupancy limitations, parking, noise, outdoor lights, and trash management. Consider a "Good Neighbor" initiative through outreach and education to highlight local regulations for management companies and visitors.*

- *Explore affordable and attainable housing infill in Old Town compatible with the Historic Districts.*

- *Enforce trailhead and neighborhood parking restrictions.*

- *Comprehensively address construction challenges in the dense neighborhood due to narrow rights-of-way, limited parking, and construction impacts.*

- *Relocate or better screen trash, recycling, and dumpsters in commercial areas. Evaluate updates to the Land Management Code to allow flexibility for commercial screening.*

- *Enforce trash and recycling receptacle regulations due to narrow streets, especially in winter. Evaluate updates to the Land Management Code to allow flexibility for residential screening.*

BETTER CONNECTIVITY

- *Connect visitors and employees to Main Street through transit and capture lots.*

- *Evaluate on-demand transit services, a circulator, or limited residential parking areas near transit for residents who do not live near a transit stop.*

- *Continue the trolley on Main Street/Swede Alley with consistent routes and predictable schedule.*

- *Evaluate updates to Old Town parking policies – both commercial and residential parking permit programs – to manage on-street parking limitations.*

- *Improve the pedestrian experience with increased crosswalks and safer winter-friendly sidewalks (Main Street, especially) and install ADA-accessible improvements.*

- *Improve pedestrian and bicyclist connections to adjacent neighborhoods like the Resort Center, Lower Deer Valley, Masonic Hill, and Bonanza Park.*

UPPER DEER VALLEY

NEIGHBORHOOD SNAPSHOT

Total Acres: 2343 Acres

Vacant Lots: 43

Population: 501

Average Density: 0.34 per acre

Occupancy:

19.3% Owner Occupied

5.2% Renter Occupied

75.5% Vacant Units

Daytime Population:

1293

1139 Workers & Visitors

154 Residents

Historic Sites:

Ontario Mine

Judge Mine

Parks: None

Nightly Rentals: Allowed in all but affordable deed restricted units.

Affordable Housing:

Grand Lodge – 1 unit
Silver Strike – 1 unit
Ironwood – 1 unit
Arrowleaf Lodge – 3 units
Montage – 10 units
Little Belle – 1 unit
Stag Lodge – 1 unit
Sterlingwood – 1 unit
Mt. Cervin – 1 unit
Deer Valley Club – 1 unit
Bald Eagle – 1 unit
Founders Place – 6 units
Sommet Blanc – 6 units

Neighborhood Icons:

Deer Valley Resort

Sub-neighborhoods:

American Flag, Bald Eagle, Empire Pass, Silver Lake, Huntsman Estates, Lookout at Deer Valley, Belleterre, Moonshadow, Bannerwood, Northside Village, The Montage, Sommet Blanc, Red Cloud, Empire Village, Argent, One Empire Pass, Village at Empire Pass, Arrowleaf, Larkspur, Belles at Empire Pass, Paintbrush Homes, Grand Lodge Condos, Ironwood, Nakoma

Upper Deer Valley

66 |
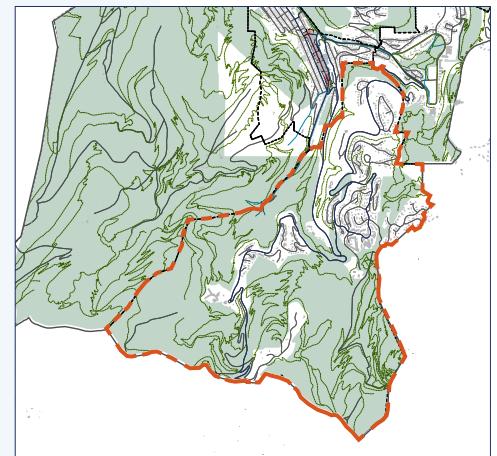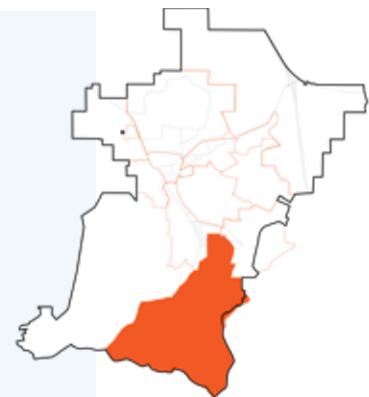
RECOMMENDATIONS

PROTECT OPEN SPACE

- *Continue investing in open space and preservation for locals to enjoy.*
- *Evaluate annexing Bonanza Flat into the City boundary.*
- *Retain buffers of native landscaping to preserve the natural shield that defines the neighborhood.*
- *Preserve the aesthetic as a grand scale within the forest.*
- *Comprehensively address wildfire mitigation and evacuation routes for residents and visitors.*

BALANCE RESORT AND RESIDENT AREAS

- *Improve nightly rental enforcement in the area, addressing impacts like occupancy limitations, outdoor lighting, trash management, parking, noise, etc.*
- *Evaluate updates to zoning to prohibit nightly rentals in areas that have transitioned to primary residential communities.*
- *Enforce trailhead parking to mitigate trail user impacts in residential areas.*

IMPROVE CONNECTIVITY

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

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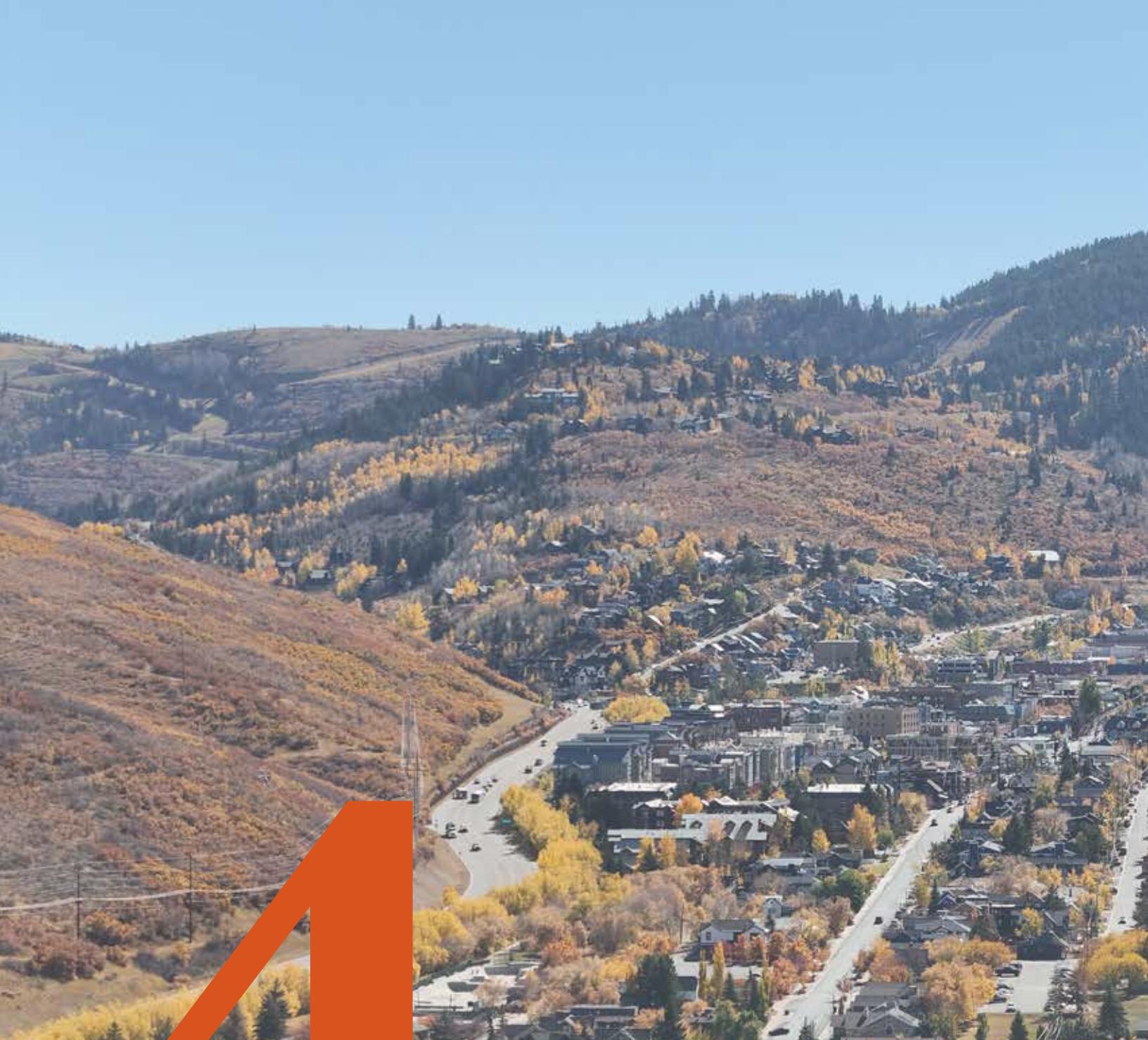
FUTURE LAND U

USE NODE TYPES

NODE TYPES MAP
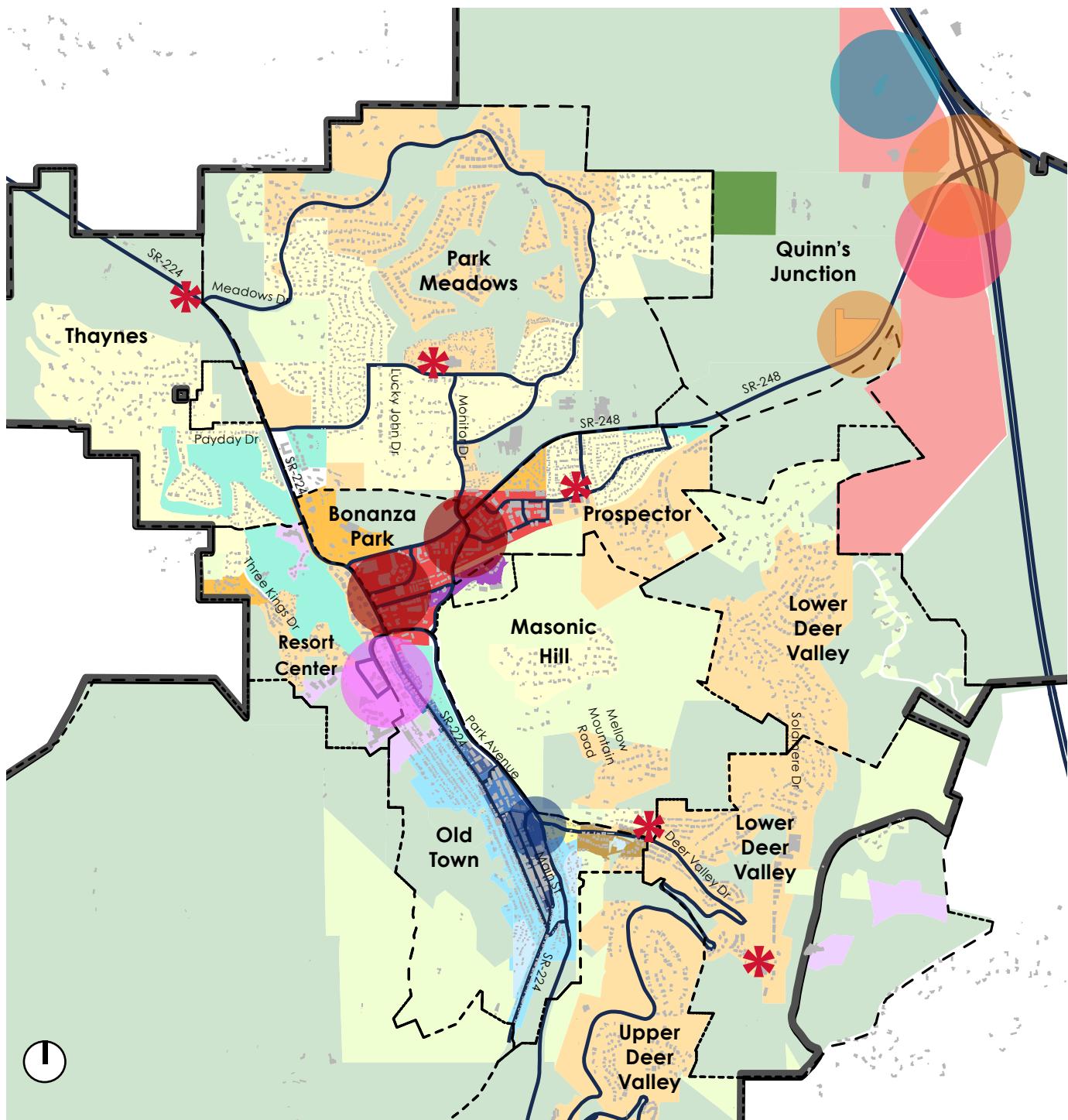
ZONING LEGEND

Community Transition	
Estate	
General Commercial	
Single Family	
Urban Park Zone	
Light Industrial	
Medical Cannabis Production Establishment Overlay	
Preserved Open Space	

Historic Commercial Business	
Historic Recreation Commercial	
Historic Residential	
Historic Residential- Low Density	
Historic Residential-Medium Density	
Historic Residential 2: Subzone A	
Historic Residential 2: Subzone B	

Residential- Low Density	
Residential- Medium Density	
Residential Development	
Residential Development- Medium Density	
Public Use Transition	
Recreation Commercial	
Recreation Open Space	
Regional Commercial Overlay	

The Node Types Map includes existing zoning to illustrate the current neighborhood character and anticipated development patterns in each neighborhood. Specific Node Types are identified as circles on the map - these are opportunities for context-sensitive development that implements goals around commercial, mixed-use, and housing development found in the General Plan Themes. Neighborhood Mobility Hubs are identified on the map, and are intended to support first-and-last mile transportation connections within existing neighborhoods. Each node type includes a general description, anticipated future land use mix, and character imagery.

NODE TYPE LEGEND

⬤ Quinn's Junction Community Mixed-Use Node

⬤ Quinn's Junction Mobility Hub

⬤ Quinn's Junction Institutional Hub

⬤ Bonanza Park Mobility Hubs/Corridor Infill Node

⬤ Resort Center Mobility Hub/Corridor Infill Node

⬤ Old Town Mobility Hub/Corridor Infill Node

✳ Neighborhood Mobility Hubs
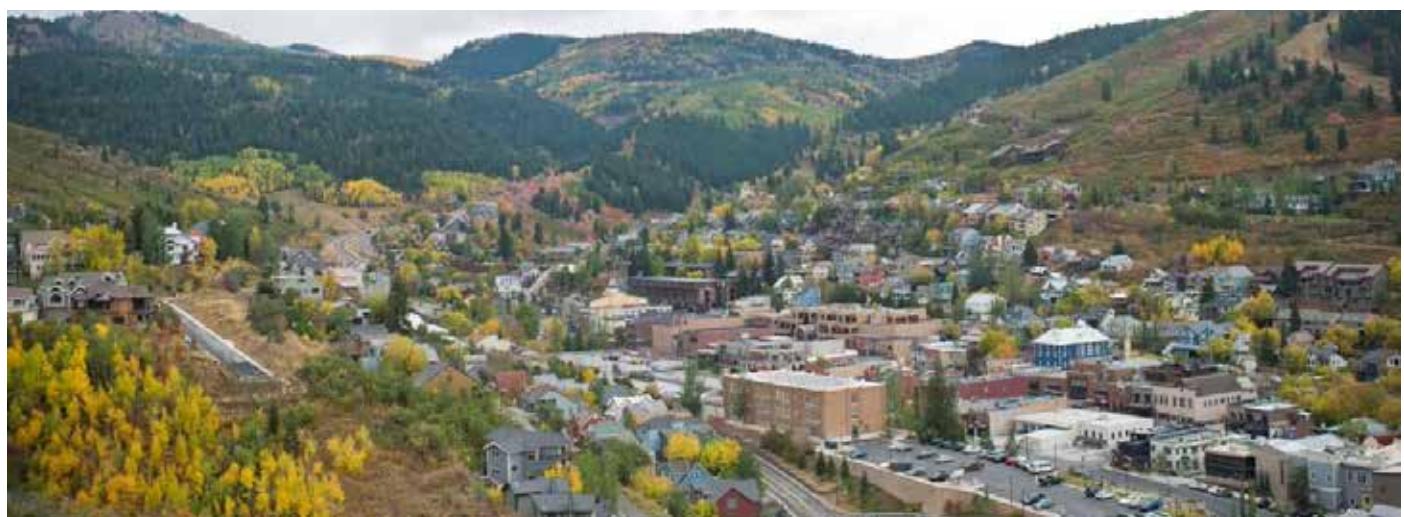
NODE TYPES DESCRIPTION

QUINN'S JUNCTION COMMUNITY MIXED-USE NODE

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

FUTURE LAND USE MIX

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

QUINN'S JUNCTION MOBILITY HUB

The Mobility Hub in Quinn's Junction is a centralized location that integrates multiple transportation modes, and serves as a key transfer point within the regional transportation network. It should be located adjacent to the Quinn's Junction Community Mixed-Use Node. This mobility hub should include a larger capture lot with basic services that serves as gateway to Park City and incentivizes commuters to use transit to travel into Park City and adjacent employment centers.


FUTURE LAND USE MIX

- ■ Commercial
- ■ Institutional

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QUINN'S JUNCTION INSTITUTIONAL HUB

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

FUTURE LAND USE MIX

- Institutional
- Medium Density Mixed Use
- High Density Residential

BONANZA PARK MOBILITY HUBS/ CORRIDOR INFILL

The Bonanza Park Mobility Hub/ Corridor Infill areas are centralized locations that integrate multiple transportation modes, medium density residential infill (within a 1/4 mile radius), as well as basic services and retail. This node reinforces the existing character of Bonanza Park and focuses on increasing walkability, aligning with the goals of the recently adopted Small Area Plan of creating a livable mixed-use neighborhood, where local owned business and entrepreneurship are incentivized, and affordable and workforce housing are part of new development. These hubs should become safe and walkable areas, with an integrated network for transit users, pedestrians, and cyclists.

FUTURE LAND USE MIX

- Commercial
- Medium Density Mixed Use
- Medium Density Residential

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RESORT CENTER MOBILITY HUB/ CORRIDOR INFILL

The Mobility Hub/ Corridor Infill Node in Resort Center will integrate medium and high density housing typologies, as well as workforce housing, services, and retail. It should offer an affordable alternative for seasonal and year-round employees, and incorporate mixed-use in an area that current lacks these uses, with the goal of creating a more walkable environment and decreasing car dependence.

FUTURE LAND USE MIX

Medium Density Mixed Use

Resort Commercial

High Density Residential

Commercial

OLD TOWN INFILL

The Old Town Infill Node focuses on strengthening the historic character of the neighborhood while doing strategic residential infill in underutilized surface-level parking lots that have been identified as potential redevelopment opportunities. The infill is aimed to bring workforce into Old Town while preserving the Historic Main Street character and scale. This would improve connectivity, enhance resident's quality of life, stabilize the workforce and business success, and boost economic vibrancy.

FUTURE LAND USE MIX

Medium Density Residential

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NEIGHBORHOOD MOBILITY HUBS

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

DW LEGACY DESIGN®

Legacy Design is the defining element of our practice. It is our commitment to an elevated level of design inquiry to arrive at the optimal solutions for clients. The process ensures that our projects reflect the critical issues facing the built environment and that they deliver measurable benefit to clients and communities. It is the foundation of the firm's workshop culture and guides all projects.

No.	UPDATE/REVISION	FEEDBACK	RESPONSE/ACTION	
1	Target of 80 pages: don't focus on going too small and losing the content	Updated		
2	Keep clear format as we have it. Move Action items to Appendix	Updated		
3	Have bookmarks in the document for ease of navigation	How to read document spread added		
4	Executive Summary: 4-5 pages			
TRANSPORTATION THEME				
5	Action 2A.5: eliminate the timeline but keep the Action "consistently review data as conditions change…."		Removed the timeline	
6	Strategy 3A- Explore long term…add long term feasibility and effectiveness of..	Maybe specify flex lanes for transit use only? Confirm with the City. Remove reference of road references in the sentence and keep it high level- explore flex lanes…	Updated strategy language	

7	3A.1 Flex Lanes: keep as an Action. Concept is fine, and the city should explore it.	Remove road references and make it high level- explore flex lanes to manage peak flows without requiring roadway widening. -**Explore peak traffic pricing and seasonal capacity improvements without roadway widening.**	Explore peak traffic pricing and seasonal capacity improvements without roadway widening.	
8	Move 3A.1 down after 3A.2	separate the congestion pricing and flex lanes in the strategy	Updated	
9	3E.2 city avoids streetlights with the dark sky's initiative, maybe add something like "......while maintaining dark sky compliance"		Updated	
10	3C.1 It is important to clarify who controls the narrative on that Action, as sometimes interests are not aligned between city and business partners (resorts). A central group should control that narrative (cities transportation department), and not the resorts. Not driving individually should be part of the message so it's beneficial for everyone		Updated	
11	4A.3 – study on utilization of surface parking lots in the city: is this the best way to use the space?		Updated	

12	4A.1 – two resorts are the largest employers and bring in hundreds of employees every day. We need to encourage our largest resort employers to bring in their employees in a manner that they are not driving their cars to work every day. Use shuttles and buses. Would like to see this goal stated in the GP/ Is there an option to have a bonus or incentive in the code where this could be incorporated (for upcoming developments). Add something to Action 4A.1 related to employees specifically that could be a guiding recommendation that the city could review as part of the larger resort applications. We can also add something in the transit section about "incentivizing employer based shuttles in new master plans" Reword the action as -further increase might be too descriptive.	use the term dynamic pricing? Add it as a separate point for employee transit plan	Updated	
13	3D.2 – maybe separate construction employee's incentives or requirements (like using a van). Could there be something in the building permit fee structure or the plan check where the contractors are required to create a transportation plan for their employees that is audited and enforced.		Updated	

14	4A.2- Capture lots can intercept the parking revenue that currently resorts make from parking fees – if they charge less and have a good shuttle/ bus system, the city could be capturing that revenue – suggest changing language to "address efficacy of paid parking programs and…"		Added additional language to the action.	
15	Potential to move 4A.6 higher in the list		Updated	
16	6B.4 – is implementing a heated sidewalk aligned with sustainability goals? Check with that group during the July 23rd meeting			

17	Relating all the strategies back to the vision statement (about providing innovation) feels like there is not enough about technology and innovation: autonomous vehicles, drone deliveries, and other type of transportation that are emerging ("city should monitor new technologies to enable innovation in transportation)	Explore machine learning and artificial intelligence tools and resources to cost-efficiently gather transportation data and monitor conditions. Explore advanced air mobility options for integration with mobility hubs, coordinating with UDOT and other regional specialists to develop regulations and procedures to govern vertical air travel as appropriate. Develop a program to install electric vehicle charging spaces on city streets, and to retroactively install electric vehicle parking spaces in existing residential and commercial development. Engage with regional and national experts in discussion regarding the advancement of autonomous vehicle technology to stay ahead of infrastructure and operational requirements.	Added as a focus area- **Innovation and Technology** (Park City will explore emerging trends in transportation as per changing conditions and evolving community needs.) Strategy 9A: Explore and evaluate new technologies to enable innovation in transportation. (Add all the below points as actions)	
18	Is there a way to keep efficiency but scale down the size of the transportation system (for example large format buses). Could there be a statement on scale?		No change	
	Land Use Node Types Map			
19	Keep nodes within city limits in Quinn's Junction area/ move orange bubble to the south, next to Quinn's Jct. label	Updated		
20	Studio Crossing area – could be a location for the larger mobility hub/ code amendments in that area would be part of that	Updated		

21	Circles could be expanded to include more potential area and include the Clark Ranch property or Miller site	Updated		
22	The bubble on Old Town could be smaller (or a different shape)	Updated		
23	Infill should be de-emphasized in Old Town area where HP is more important	Rewrite node description	Revised- The Old Town Infill Node focuses on strengthening the historic character of the neighborhood while doing strategic residential infill in underutilized surface-level parking lots that have been identified as potential redevelopment opportunities. The infill is aimed to bring workforce into Old Town while preserving the Historic Main Street	
	Community Character			
24	1D.1 – make it more action oriented/ maybe reference the city's 2024 Active Transportation Plan/ maybe say "implement the recommendations of the recently adopted Active Transportation Plan"/ develop a gap		Updated with revised language	
25	1E.1 – should we reference the Chamber of Commerce and the Sustainable Tourism Plan? Remove the reference.		Updated	
26	3A.3 – typo		Updated	
27	3A.7 – should we include natural resources? Maybe on 3A.3			
28	3C.1 – typo: HTRZ not HRTZ		Updated	
29	5N.1 – update to say "in key historic districts" not neighborhoods.		Updated	
	Moderate Housing			
30	1A.5: Capitalize word code		Updated	

31	1A.4: Allowing duplex within single-family neighborhoods. Should remain as a long-term goal. Ensure public outreach and neighborhood meetings are done to check which neighborhoods are compatible. Relocate this to the last of the actions.		Updated	
	Sustainability			
32	2A.6: Add a link to the text.		Added	
33	Is 2A.8 is implementable given state laws on building codes and design standards		No change	
34	3A.3 and 3A.8 repeated; remove one of them.		Removed	
35	Add language to evaluate powerlines that are above ground in the city.		Added	
36	4A.3 and 4A.4 are the same; consolidate.		Removed	
37	4A.6 and 4A.7 are the same; consolidate.		Updated	

Small Town

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

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

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

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

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

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

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

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

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

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

3.15 Implement neighborhood traffic calming measure.

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

Natural Setting

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

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

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

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

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

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

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

online.

4.17 Continue to maintain environmental programs that embrace the City's responsibilities to protect public health and environment as set forth in the Park City's Soils Ordinance and Environmental Management System.

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

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

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

4.20 Work with community partners and conservation groups to increase the effectiveness of the City's practices supporting its mission of environmental stewardship. Ensure that public participation continues to be integral to the City's environmental best practices.

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

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

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

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

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

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

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

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

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

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

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

On January 21, 2021, the City Council adopted Ordinance No. 2021-05, establishing dark sky regulations for outdoor lighting to minimize light impacts to wildlife and neighbors, preserving starry night skies. Since the adoption of the dark sky regulations, the City is retrofitting streetlights and upgrading the 118 streetlights leased from Rocky Mountain Power with dark sky compliant lights, and has brought City properties into compliance with the new regulations.

5.18 Encourage public-private partnerships to pursue large-scale renewable energy projects with the intent of reducing the CO_2 output from community's electricity use.

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

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

renewables to cover the entirety of their annual electricity demand.

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

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

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

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

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

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

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

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

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

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

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

Sense of Community

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

To incentivize construction of long-term rental infill, on December 16, 2021, the City Council adopted Ordinance No. 2021-51 reducing regulations for Accessory Apartments to incentivize development, including removal of the requirement that the property owner live on site, removal of a cap on the number of Accessory Apartments allowed within a 300-foot radius, reducing the minimum size to 280 square feet, and allowing Accessory Apartments in the Community Transition Zoning District.

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

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

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

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

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

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

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

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

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

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

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

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

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

10.8 Support future efforts to host a second Winter Olympics.

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

The United States Ski and Snowboard Association agreement for the MARC to continue to be 'An Official Training Center' for the US Ski and Snowboard Team was renewed through the 2034 Olympic Games.

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

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

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

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

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

In 2017, the City Council adopted Ordinance No. 2017-45 to define Conventional Chain Business as a business with ten or more other locations that operate with standardized menus, products, apparel, architectural design, and/or signage and logo. Conventional

Chain Businesses are limited to no more than seven in Storefront Property within the HRC Zoning District and no more than 17 in Storefront Property within the HCB Zoning District.

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

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

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

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

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

In July of 2020, the City Council adopted Resolution No. 18-2020 appropriating 1% of Capital Improvement Project funds to be spent to acquire and integrate public art.

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

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

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

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

On June 16, 2022, the City annexed approximately 1,200 acres in the southeast Quinn's Junction area and zoned the property Recreation and Open Space and Entry Corridor Protection and Sensitive Land Overlays to bring City-owned property allocated for open space and potential affordable housing into the City boundary (Clark Ranch), and to zone the property to reflect development restrictions on the 560-acre Richardson Flat parcels ([Ordinance No. 2022-18](#)).

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

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

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

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

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

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

Historic Character

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

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

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

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

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

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

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

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

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

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

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

The Utah Legislature enacted H.B. 1003 in the first special session of 2021, restricting municipality regulation of building design elements for single-family and duplex dwellings. The Utah Legislature initially included these restrictions for Historic Districts. However, the City was able to carve out an exception for Historic Districts that were established prior to 2021.

15.9 Continue to update review criteria for development on steep slopes to prevent incompatible mass/scale within the historic districts based on findings of periodic reviews of ongoing projects.

The Steep Slope criteria were revised in 2015 (Ordinance No. 15-35, updating the trigger for a Conditional Use Permit), 2016 (Ordinance No. 2016-44, clarifying criteria),

2019 (Ordinance No. 2019-07, shifting some reviews from the Planning Commission to staff), 2020 (Ordinance No. 2020-42, updating the Historic District codes for consistency), and 2023 (Ordinance No. 2023-49, shifting review back to the Planning Commission due to changes with building permit reviews under Utah Code).
This year, the City Council adopted Ordinance No. 2025-11 to update the application materials and required retaining wall standards for construction on Steep Slopes in the Historic Districts.

15.10 Promote and augment the Historic Preservation Board's Historic District Grant program, establish a revolving loan fund, and inform property owners of state and federal preservation tax credits.

The City initiated a grant program in 1987 but placed the program on hold in 2014 due to changes to government accounting rules and hired a consultant to evaluate the program and make recommendations. Pursuant to consultant and Historic Preservation Board recommendations, the City Council reinitiated the grant program in FY2021.

15.12 Examine lot sizes in Old Town to determine if a maximum lot size would provide more compatible mass and scale for new structures as well as additions to existing structures.

On October 26, 2023, the City Council adopted Ordinance No. 2023-50 to establish maximum residential lot sizes in the Historic Residential – 1, Historic Residential – 2, and Historic Residential Medium Zoning Districts.

On May 23, 2024, the City Council adopted Ordinance No. 2024-10 extending this to the Recreation Commercial Zoning District, which is adjacent to Historic Zoning Districts.

16.1 Maintain and enhance the long term viability of the Historic District as a destination for residents and tourists by providing necessary public facilities, construction mitigation plans, businesses with a diverse mixture of goods and services, comfortable public access, opportunities to linger, gathering areas, and cultural tourism attractions.

In 2017, to maintain the Historic Main Street District as the heart of the City for residents and visitors the City Council adopted Ordinance No. 2017-31, Ordinance No. 2017-65, and later Ordinance No. 2018-16 to incentivize vibrant commercial storefronts, requiring properties in the Historic Districts to have an active business license and to be engaging in business for at least 60 days per quarter to qualify for a Single Event Alcoholic Beverage License. This was a collaboration between small business owners, residents, and City staff.

16.2 Create opportunities for affordable and attainable housing in neighborhoods adjacent to and along Main Street that support local businesses.

In April of 2021, the City Council adopted updates to allow compatible Affordable Master Planned Developments in the Historic Commercial Districts (Ordinance No. 2021-18).

16.10 Reexamine the City's existing Vertical Zoning Ordinance that requires commercial retail shops along Main Street; consider strengthening the Ordinance.

In 2016, the City Council adopted Ordinance No. 2016-02 to address diminished retail and restaurants and increased residential and office spaces along the HRC and HCB streetscape to improve the vitality and vibrancy of Main Street.

Uses within the first story of buildings along Main Street are limited to retail and restaurants inviting to the passing pedestrian. New office, real estate showrooms, and parking uses are no longer allowed.

There are vested uses that are allowed to continue, including real estate offices. However, new uses must comply with the Vertical Zoning ordinance. If vested non-conforming uses terminate, the new use will be required to comply with Vertical Zoning.