



**PARK CITY COUNCIL MEETING MINUTES
445 MARSAC AVENUE
PARK CITY, UTAH 84060**

October 1, 2026

The Council of Park City, Summit County, Utah, met in open meeting on October 1, 2026, at 2:30 p.m. in the Council Chambers.

Council Member Ciraco moved to close the meeting to discuss property, personnel, and advice of counsel at 2:32 p.m. Council Member Toly seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Miller, Parigian, Toly, and Zegarra

CLOSED SESSION

Council Member Parigian moved to adjourn from Closed Meeting at 5:17 p.m. Council Member Zegarra seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Miller, Parigian, Toly, and Zegarra

WORK SESSION

Park City Transit 2026-27 Winter Service Plan:

This item was discussed during the regular portion of the Council meeting.

REGULAR MEETING

I. CONSIDERATION OF MINUTES

1. Consideration to Approve the City Council Meeting Minutes from September 17, 2026:

Council Member Ciraco moved to approve the City Council meeting minutes from September 17, 2026. Council Member Parigian seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Miller, Parigian, Toly, and Zegarra

II. CONSENT AGENDA

1. Request to Adopt Resolution No. 17-2026, a Resolution Designating October as Breast Cancer Awareness Month in Park City:

Council Member Parigian moved to approve the Consent Agenda. Council Member Ciraco seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Miller, Parigian, Toly, and Zegarra

Police Chief Wade Carpenter stated this resolution hit close to home in the Police Department because Officer Tyler Parker's wife, Cynthia, lost her battle with breast cancer this year. During the month of October, the Police Department would be wearing pink badges in recognition of Breast Cancer Awareness Month. They wanted to support those battling breast cancer and the families who supported them, and in memory of those lost to breast cancer this year, to include honoring Cynthia Parker.

III. ROLL CALL

Attendee Name	Status
Mayor Ryan Dickey Council Member Bill Ciraco Council Member Molly Miller Council Member Ed Parigian Council Member Tana Toly Council Member Diego Zegarra Adam Lenhard, City Manager Margaret Plane, City Attorney Michelle Kellogg, City Recorder	Present
None	Excused

IV. PUBLIC INPUT (ANY MATTER OF CITY BUSINESS NOT SCHEDULED ON THE AGENDA)

Mayor Dickey opened the meeting for any who wished to speak or submit comments on items not on the agenda.

Mary Olszewski 84060 referred to the Bonanza 5-Acre site and stated the bus system could bring people into the City. She noted that Studio Crossing had affordable units, and Dakota Pacific, Clark Ranch, open space in Richardson Flat, and the Sandridge Lots were proposed places for affordable housing. The senior center off Park Avenue would be moving and that parcel was not at an intersection and it could be used for affordable housing. It was also centrally located. She felt that instead of working on

traffic issues, the City was jumping ahead to address other issues. She read a quote from a former City Engineer that the Bonanza intersection fails.

John Spung 84060 stated that he knew the Council had a hard job and noted that some of the Council members had talked to him about the Bonanza 5-Acre parcel. He thought the project should be paused to come up with a better plan. He wanted to reconsider what was being proposed.

Kelly Pfaff 84060 indicated she emailed the Council and Planning Commission on the Bonanza 5-Acre. She looked forward to getting a response to the questions. She noted that she had listened to the last meeting's discussion on workforce housing.

Jan Jones-Schenk 84060 was concerned about managing the safety of the Bonanza intersection and hoped the Council considered the intersection as the Bonanza 5-Acre project was contemplated.

Cheryl Fox, Mike Florance, Maddy Hobbes, Jimmy May, Eric Morgan, Kelly Pfaff, Tom Seitz, Valerie Spung, Betsy Wallace (PLACE PC) eComment: "We kindly request this message be entered into the Public Records. This message serves as a letter of clarification on where PLACE-PC stands on Brinshore's current design of the Five-Acre Site and what we and our supporters see as a better path forward. Our goal is to work with our elected local legislative branch - not against - to find a better solution, so thank you in advance for your time and consideration. PLACE-PC is a grassroots coalition of concerned Parkites who are opposed to the Brinshore development plan for the 5-acre, city-owned site at the corner of Kearns Boulevard and Bonanza Drive. Over the summer, we organized a petition drive that resulted in nearly 2,400 signatures by local residents, including nearly 1,700 residents of 84060. The petition asks the Park City Council to withdraw the Brinshore Plan. The petition signers represent a varied group of Parkites as well as a significant portion of our approximately 7,100 adult residents. This level of public engagement demonstrates a broad and clear consensus that the Brinshore proposal is wrong for this location. Place PC's position is summed up in the language of the petition: We the undersigned respectfully request that the Park City Council withdraw its application for a mixed-use development on the 5-Acre parcel at the SW corner of Bonanza Dr. and Kearns Blvd. The proposed development plan would place 7 large buildings up to four stories tall and add hundreds of underground parking spaces, resulting in the permanent loss of Park City's last available in-town open space, the blocking of mountain views, the loss of community-owned land, and additional traffic congestion. We call on our City Council to pursue a different vision for this site: a public park for all Parkites, a central gathering place for recreation, local arts, municipal use, and community enjoyment. To be clear, we are not asking to tweak the current plan; we are asking to reject it altogether. We urge the City Council to: 1. Withdraw the Brinshore proposal in its entirety. 2. Clean up and landscape the five-acres to reduce the eyesore. 3. Establish a new process that will identify viable concepts for the property, evaluate their costs and benefits, and provide visual renderings so that the community can have an informed conversation. "More Park, Less City" does not mean "all park." We are a

diverse group. Our vision includes room for flexibility-whether that means an arts and culture hub, civic use, recreation, local businesses, open space, and workforce housing. The diversity of opinion should not be viewed as an obstacle. It can be the starting point for designing a truly community-driven project. The outcome should prioritize our mountain views at this important gateway to Park City while minimizing the impact of traffic at this already strained intersection. We look forward to working with our City Council to create a mountain town legacy that locals and tourists will treasure for years to come.”

Mayor Dickey closed the public input portion of the meeting.

V. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments:

There were no questions or comments from the Council members or staff.

Staff Communications Reports:

1. Land Use Appeal Fee:

VI. WORK SESSION (Continued)

Park City Transit 2026-27 Winter Service Plan:

Noam Levinsky and Alex Roy, Transportation Planning Department, presented this item. Roy reviewed the winter transit model for this coming winter. In the Short-Range Transit Plan, they identified that Quinn’s Junction was a key area to provide service. He referred to the Long-Range Transportation Plan and General Plan and stated data helped determine service and he noted one goal was to have 90% transit coverage in the City.

Levinsky explained the team was looking at a scheduling evolution and noted that at certain times during a day, the bus could be ahead of schedule and at other times, the bus could be behind schedule. They proposed a new flexible system to adjust arrival times. This would also include traffic-responsive frequencies and corridor-isolated vehicle scheduling. He noted this system would free up time and would allow additional service to the hospital and the Quinn’s Junction area.

Roy stated the new route would service Fresh Market, the hospital, the Peace House, and Studio Crossing subdivision. Levinsky gave three alternatives for the Council’s consideration: Alternative Three: Heber Valley Transit (HVT) had a commuter route to the hospital in the morning and afternoon but did not service that route during the five hours in between. He proposed having the Silver route deviate during the midday hours to include the hospital and that area. It would have 45-minute frequencies. Alternative Two would have a dedicated Pink route with a higher quality of service with more frequent run times, but it would require an additional bus. Alternative One would have

the same route as Alternative Two but it would be in service all day and it had the highest cost. Roy summarized the Transit Team's goal to find efficiencies, expand service, and improve reliability in Transit service.

Council Member Ciraco asked if they had thought about a way to capture the limited volume and load it onto the Silver route. Roy indicated they considered a circulator, but the Pink route would provide better service. Council Member Ciraco thought the circulator would be a smaller vehicle and it would cost less, and he was glad to hear they were exploring all options. Council Member Parigian asked where the data came from. Roy stated the data that informed schedules came from the bus running times. The ridership data came from other existing or previous route ridership data. Levinsky explained several factors that they looked at before arriving at their estimates. Council Member Parigian asked if the flexible runtimes would confuse people. Roy indicated the times would be consistent, but they might not be 30-minute blocks; some run times would be padded to accommodate for the traffic. Tim Sanderson, Transportation Director, asserted that the static schedule could say a bus would come at a certain time, but it might be late. The flex schedule had set run times, but they were not at set intervals.

Council Member Ciraco asked how the frequencies would be consistent, to which Levinsky stated they would put additional buses on the road. Council Member Miller asked how the new times would be communicated. Roy indicated these were big service changes and they were talking with the Communications Team on how to roll out the communications plan. The Council approved the 2026/27 winter transit scheduling plan.

Council Member Miller asked when Studio Crossing would have residents living there to use the buses. Levinsky stated 100 units were currently online and they would have their next phase done this December. Council Member Miller asked what the midday ridership looked like on the Silver route. Levinsky stated midday had a lower ridership. Roy indicated there would still be two buses that went to Richardson Flat during midday, so if a Pink route was created, there would be communication on how to get to Richardson Flat.

Council Member Miller asked if there was a way to coordinate with HVT so the service was not duplicated. Levinsky stated the HVT schedule was published so he would schedule the City buses in between HVT service. Council Member Miller asked if they had considered expanding the service later in the evening for Studio Crossing so people could access the commercial amenities in that area.

Council Member Toly asked who the ridership would be for the proposed Pink route. She didn't think there were many employees in Park City who worked at the hospital. She felt there was a big need for transit to the Ice Arena and the National Ability Center (NAC). She wondered if this was a little premature. Roy stated they wanted to be proactive with this service, and many people went to the hospital for appointments

during the day. Council Member Toly asked when the service would start, to which Roy stated it would start early December. Regarding Transit to the Ice Arena and NAC, they could not go there yet because of access issues, but they were working on that. Levinsky noted there were hospital employees in affordable housing in the City. He also noted the proposed route was close to Round Valley.

Mayor Dickey asked about the costs, to which Roy stated the cost could be taken from the summer budget and added to the winter budget. Mayor Dickey asked where the cost would be used if the new Pink route was not implemented, to which Roy indicated they could increase frequency in summer services.

Council Member Zegarra asked how long they would test the ridership for the new route pilot program. Roy stated they would test it for the whole winter season and potentially an entire year. Council Member Ciraco expressed concern that this might be a little early to implement. He knew Studio Crossing would have more residents coming online, but leasing those units would take time. He hoped to see more people on the Richardson Flat route. He supported doing nothing or Alternative One. He would really support the Pink when Studio Crossing was built out. Sanderson indicated putting the Pink on hold could give his team time to figure out how to bring in NAC and the Ice Arena.

Council Member Parigian didn't want to commit to a full bus route if we didn't know the ridership. He thought people rode the bus if there was a parking shortage. Commuters to the hospital were in a different situation. He asked if this would service Clark Ranch, if that got built. Roy stated the Clark Ranch would be more feasible as a circulator. Council Member Parigian supported pausing the new route but thought an interim step could be prudent.

Council Member Ciraco wanted to wait on the Pink route but wanted it ready to go next year when Studio Crossing was built out. He hoped to increase the frequency of the 20 Tan route in Park Meadows. Council Member Zegarra knew it took time to raise awareness for a route and supported Alternative Two. Council Member Toly favored pausing the route. Council Member Miller asked for more data and a bridge option to create awareness. She requested that the route include Round Valley and the NAC. Mayor Dickey agreed with Council Member Ciraco and favored a test with increasing the frequency of the 20 Tan route to see if ridership increased. Sanderson stated they could put another vehicle on the 20 Tan route, but he warned it would not double the ridership. He would look to see if they had an available smaller vehicle.

Roy summarized they would pause the proposed Pink route, get data on who potential riders would be on the Pink route, look at the viability of increasing frequencies on the Tan route, and support service modifications for the scheduling change.

VI. NEW BUSINESS

1. Consideration to Approve Ordinance No. 2026-21, an Ordinance Enacting Land Management Code Section 15-4-7.2 Detached Accessory Dwelling Units to Establish Allowances Required by 2026 Senate Bill 284:

Rebecca Ward, Planning Director, presented this item and reviewed the State Legislature amended the code that would allow for a new type of accessory dwelling unit (ADU) and the City was amending the LMC to align, for the most part, with the state. She noted these amendments would allow a property with at least 11,000 square feet to apply for a detached accessory dwelling unit (DADU). These amendments were the most restrictive the state would allow, noting the unit height would not exceed 18 feet. She indicated there could be subdivision limitations and those would remain in effect.

The Planning Commission recommended a variance from the state code regarding parking and asked that it align with the requirements for apartments - one space for units under 2,000 square feet and two spaces for units over 2,000 square feet.

Ward reviewed previous applications for ADUs, and through the Planning Commission review, they learned that the majority were built to increase living space for the property owner and were not constructed for rental units. The Planning Commission recommended that the Council consider incentivizing requirements for ADUs that would be rentals.

Council Member Toly asked if HOA's could override this code, to which Ward indicated it would depend on the type of subdivision. Council Member Toly asked if Old Town could not have ADUs. Ward stated Old Town could have accessory apartments or if lots were combined, the lots could accommodate ADUs. Council Member Toly wanted to incentivize people to build ADUs for rentals. She asked how parking would work in Old Town. Ward stated the parking was flexible and they could provide tandem parking. Council Member Toly felt the code needed to be more lenient to encourage ADUs.

Council Member Ciraco clarified that these amendments would not affect subdivisions that currently don't allow ADUs. He asked if square footage limitations could be set for DADUs, to which Ward indicated it had to be smaller than the original home, per state code. Council Member Ciraco thought people would want to maximize home size and would build flat roof buildings. He asked if the property owner would have to live on the property to qualify for the DADU, to which Ward affirmed and noted they would have to record a deed restriction in the case the unit was rented. Council Member Ciraco asked if the owner could live in either building on the property, to which Ward indicated the state code dictates that owner must live in the main dwelling unit. The ADU code did not have an ownership requirement, so the main dwelling could be a nightly rental and the rental restrictions only applied to the ADU. Council Member Ciraco didn't think the code would incentivize these units being built.

Council Member Parigian asked if these amendments could be used to maximize living space for the residents. Ward stated the DADU wouldn't have to be rented. The state

required the deed restrictions on DADUs in order to track how many were being used as rentals. Council Member Parigian asked if there was an advantage of going through the DADU process rather than a home expansion. Ward stated property owners might favor going through the DADU permit process because they could build a larger unit. She added the same setbacks were required, but there was an 18-foot height limitation so that would be a difference. Council Member Parigian asked if there was a penalty if these amendments were not enacted. Ward stated if the City didn't enact this, people could still apply with the state allowances.

Mayor Dickey opened the public hearing.

Toby Tolpinrud 84060 asked how the DADU requirement of the property owner living on the property as well as the deed restriction that the DADU unit be rented at least 90 days per year and not be a nightly rental would be enforced.

Mayor Dickey closed the public hearing.

Mayor Dickey clarified that the property owner would be required to live in the primary residence on the property. Ward added the recommendation was to require the deed restriction to be recorded. There would be public notice given to the neighbors and there would be a public hearing. The municipality would do their best to track and enforce these requirements.

Council Member Miller requested that an effort be made to find a way to incentivize ways to build ADUs or DADUs so more rental units would become available. She also wanted to incentivize renting internal accessory units. She asked if the 18-foot height restriction could be adjusted, to which Ward affirmed. Council Member Toly thought ADUs needed to be part of workforce housing discussions. Council Member Zegarra stated he liked having pre-approved plans that other cities were offering residents interested in building ADUs or DADUs. He asked if the Council needed to amend the ordinance to set the proposed parking requirement for two car spaces for units over 2,000 square feet, to which Ward affirmed. Council Member Ciraco thought more work should be put into this code in order to incentivize property owners to build these DADUs. Council Member Parigian knew these amendments needed to be passed but noted the City code had this in some form already.

Adam Lenhard, City Manager, asked the Council if they wanted to follow the proposed code, or the state code which allowed the property owner to live in either unit on their property. The Council supported the owners living in either unit. Mayor Dickey summarized the Council would like to discuss the ADU policy further and look for ways to incentivize them. He asked if the Planning Commission's goal was to make the DADUs as restrictive as possible. Ward indicated the Planning Commission's recommendation was to make the DADU the most restrictive within the state code, but they had reviewed the accessory apartment code and the pilot programs. If the Council

wanted the Planning Commission to consider pilot programs, they would do that. Mayor Dickey heard from the Council that they would like a discussion on those pilot programs.

Council Member Toly moved to approve Ordinance No. 2026-21, an ordinance enacting Land Management Code Section 15-4-7.2 Detached Accessory Dwelling Units to establish allowances required by 2026 Senate Bill 284, with amendments that the owner could live in the DADU or in their primary home and that one parking space be required for units under 2,000 square feet and two parking spaces be required for units over 2,000 square feet. Council Member Miller seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Miller, Parigian, Toly, and Zegarra

Council Member Miller moved to close the meeting to discuss property, at 7:23 p.m. Council Member Zegarra seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Miller, Parigian, Toly, and Zegarra

Council Member Toly moved to adjourn from Closed Meeting at 7:41 p.m. Council Member Ciraco seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Miller, Parigian, Toly, and Zegarra

VII. ADJOURNMENT

With no further business, the meeting was adjourned.

Michelle Kellogg, City Recorder

An aerial photograph of a mountain town covered in snow. The town is nestled in a valley, with snow-covered mountains in the background. The houses and buildings are densely packed, and their roofs are covered in a thick layer of snow. The overall scene is a winter wonderland.

Winter Service Planning

2026-2027

Alex Roy, Assistant Transportation Planning Manager
Noam Levinsky, Transit Service Planner
10/1/2026



Agenda

1. Bus Scheduling Strategy
2. Service to Quinn's Junction (Studio Crossing, Hospital, NAC)
 - a. Background
 - b. 3 Proposed Alternatives
3. Direction from Council



Transportation Planning Goals



Short-Range Transit Plan

Ensure a continually improving and evolving transition system that is “best in class” for mountain resort agencies

Transportation Performance Metrics and Service Standards

Residential Coverage: 90% coverage within a half mile of fixed route





Bus Scheduling

A Strategic Evolution

PARK CITY
1884

Scheduling Evolution

	Simple	Data Informed
Core Idea	Timetables are designed around consistent departure times each hour.	Timetables are designed based upon data analysis and past performance trends.
Benefit	Customer Simplicity	Reliability/Efficiency
Challenge	Does not reflect actual performance	Increased reliance on trip planning software or timetable reference
Best Application	Systems with consistent travel times	Systems with high variability in traffic/demand

Comparison

Existing Framework

- Static runtimes
- Static, clock-facing frequencies
- Inter-reliant vehicle scheduling

Proposed Framework

- Flexible runtimes
- Traffic-responsive frequencies
- Corridor-isolated vehicle scheduling



— What will I notice? —

- My bus will arrive on-time more often
- My bus may come at a different time
- Published frequencies vary across day
- Some additional trips provided at no cost



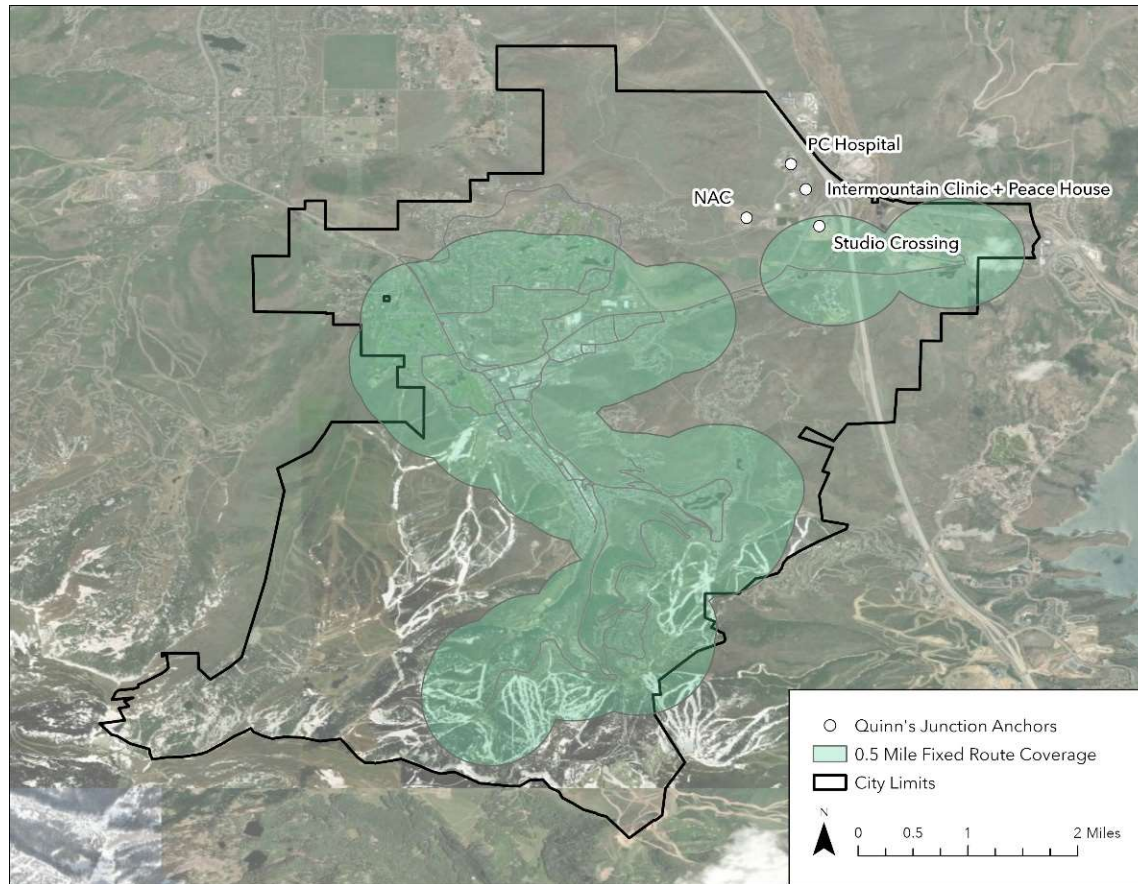
Photo: Town Lift / Randi Sidman-Moore





Service to Quinn's Junction

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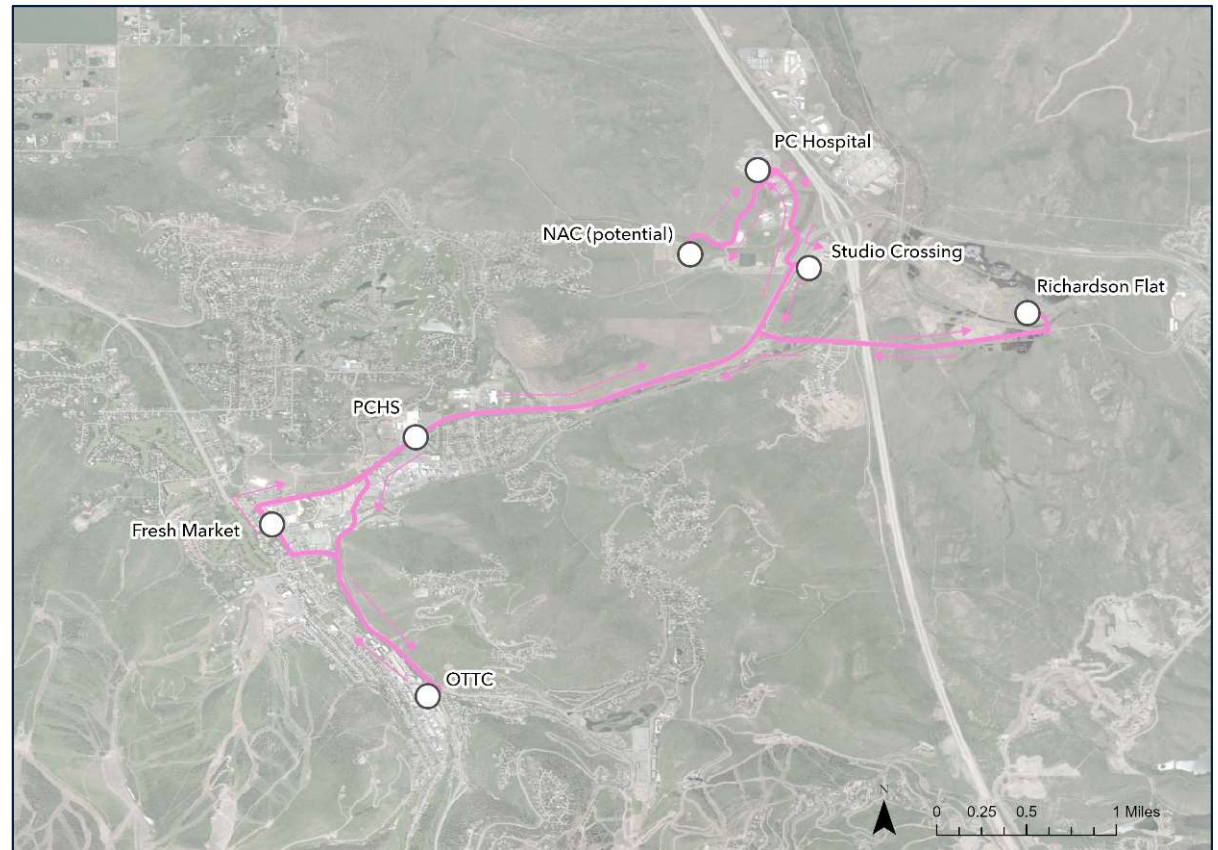


Background



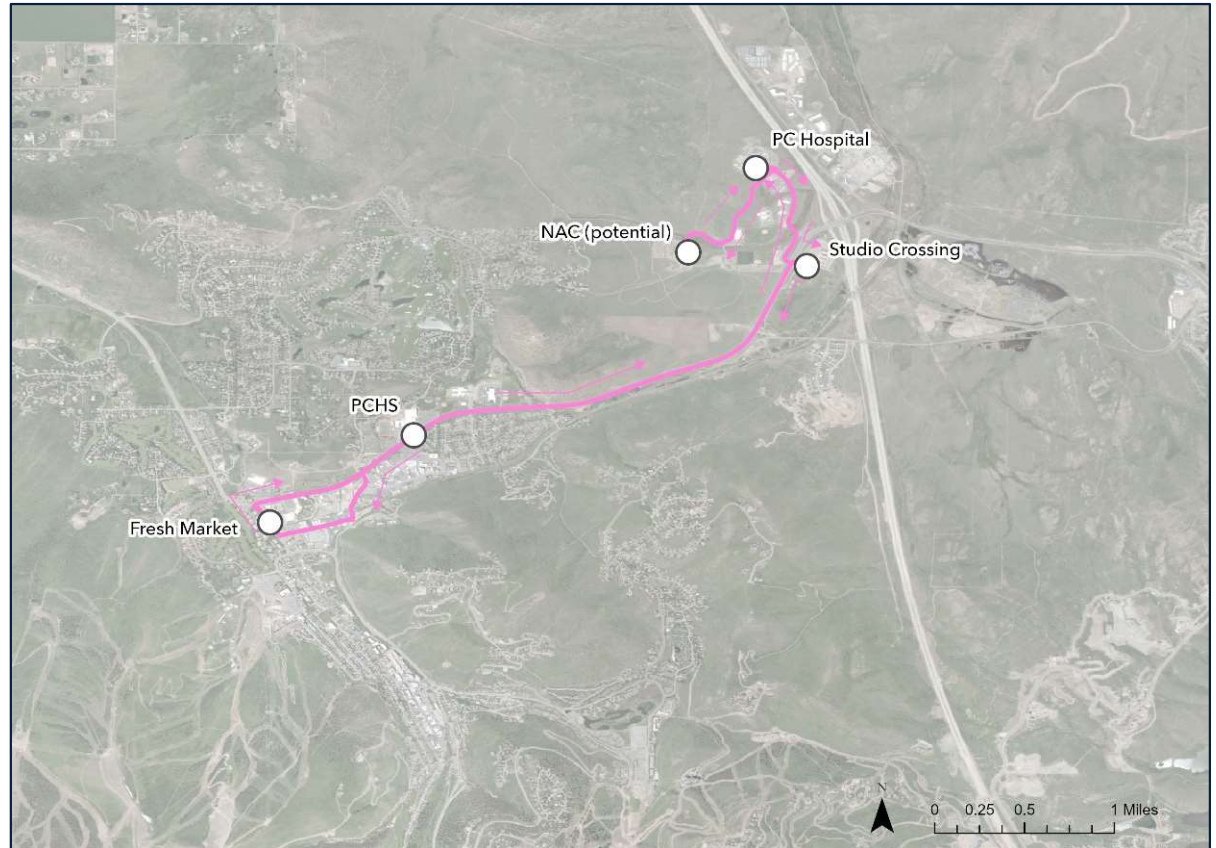
— Alternative 3 — Silver Deviation (Midday)

- Low quality of service, reduces 6-Silver frequency/ridership
- Created by merging 6-Silver with 10-Pink during midday hours
- Service Hours 8:45 AM – 4:00 PM
- 40-45 minute frequencies
- No additional cost



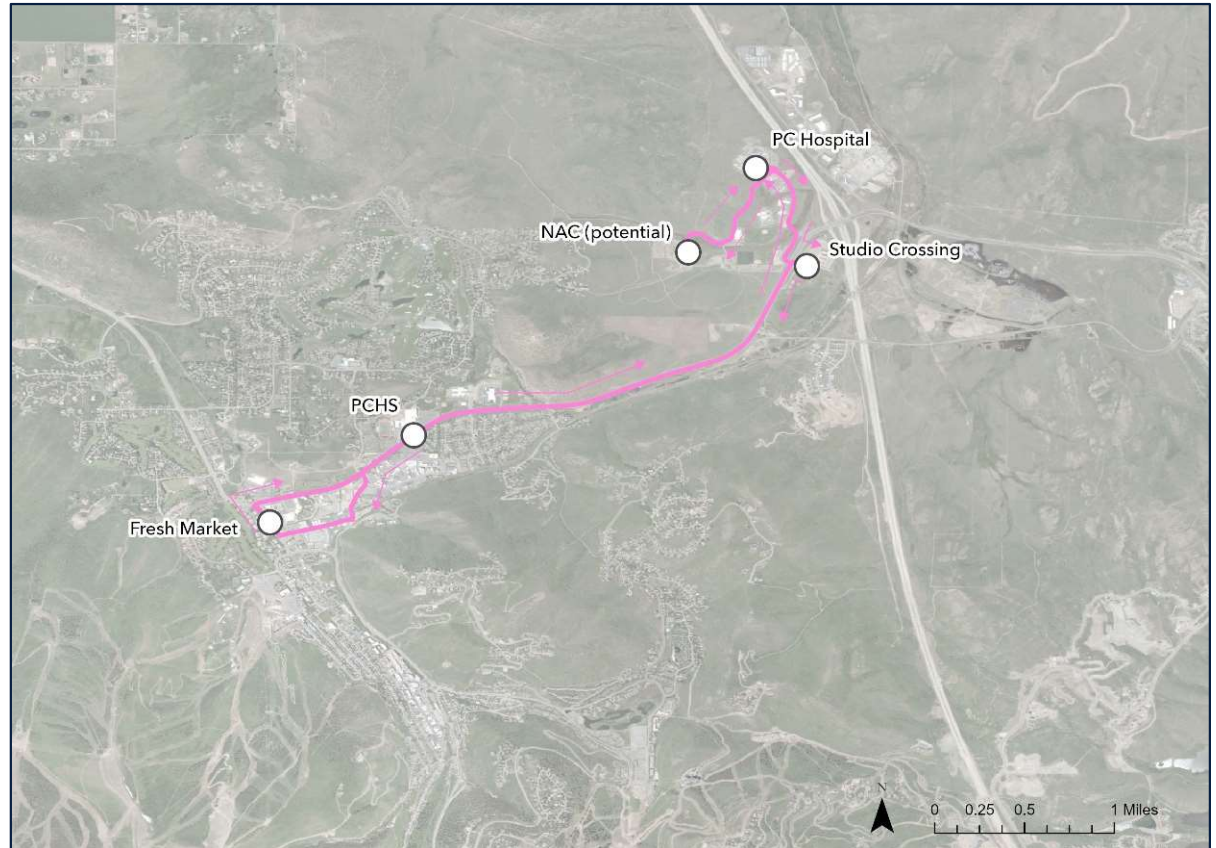
— Alternative 2 — Dedicated 10-Pink Route (Midday)

- High quality of service, with gaps for Studio Crossing residents
- Fills midday service gap
- Service Hours 8:45 AM – 4:00 PM
- 30-35 minute frequencies
- Moderate cost



— Alternative 1 — Dedicated 10-Pink Route (Full Day)

- Highest quality of service, especially for Studio Crossing residents and Hospital workforce
- Service Hours 6:30 AM – 10:00 PM
- 30-35 minute frequencies
- Highest cost



Comparison

	Coverage	Frequency	Estimated Daily Ridership	Estimated Cost/Day	Tradeoffs
Alternative 1	6:30 AM – 10:00 PM	30-35 min.	150	\$1,912.35	-
Alternative 2	8:45 AM – 4:00 PM	30-35 min.	115	\$1,008.33	No early/late Studio Crossing service
Alternative 3	8:45 AM – 4:00 PM	40-45 min.	Reduced 6-Silver ridership + approx. 60 Pink riders	\$0	Reduced 6-Silver frequency and ridership at midday

Direction

- Does Council have questions or feedback regarding the implementation of the Winter 2026/27 scheduling strategy?
- Seeking direction from Council on expanding service to Quinns Junction (NAC, Hospital, and Studio Crossing) via a new 10-Pink route. Which, if any, of the alternatives would council prefer, based on cost estimates and service levels?

LAND MANAGEMENT CODE AMENDMENT

Detached Accessory Dwelling Units



Detached Accessory Dwelling Units

The Utah Legislature enacted Senate Bill 284 *Local Land and Water Modifications* that establishes allowances for DADUs effective October 1.

The Planning Commission held a work session and public hearings on July 8, August 12, August 26, and September 23 and unanimously forwarded a positive recommendation with one modification related to parking.

Detached Accessory Dwelling Units

The draft code:

- Allows them on Single-Family Lots 11,000 SF or greater
 - Limits height to 18 feet
- Requires compliance with plat, development agreement, or other governing documents that may be more restrictive than zoning
 - Prohibits them in front yards
 - Requires sufficient utility capacity
 - Requires parking
 - Requires additional review in Historic Districts
 - Requires the property owner to live on site
 - Prohibits nightly rentals and requires a 90-day term
 - Requires a deed restriction to be recorded
- Requires an administrative permit, public notice, and public hearing

Detached Accessory Dwelling Units

In addition to code allowances, potential pilot programs or incentives may be considered. If so, the Planning Commission recommends the City Council:

Take into consideration requirements that if incentivized, the ADU is made available as a rental.

Detached Accessory Dwelling Units

Recommendation:

Open a public hearing and consider adopting Ordinance No. 2026-19.

