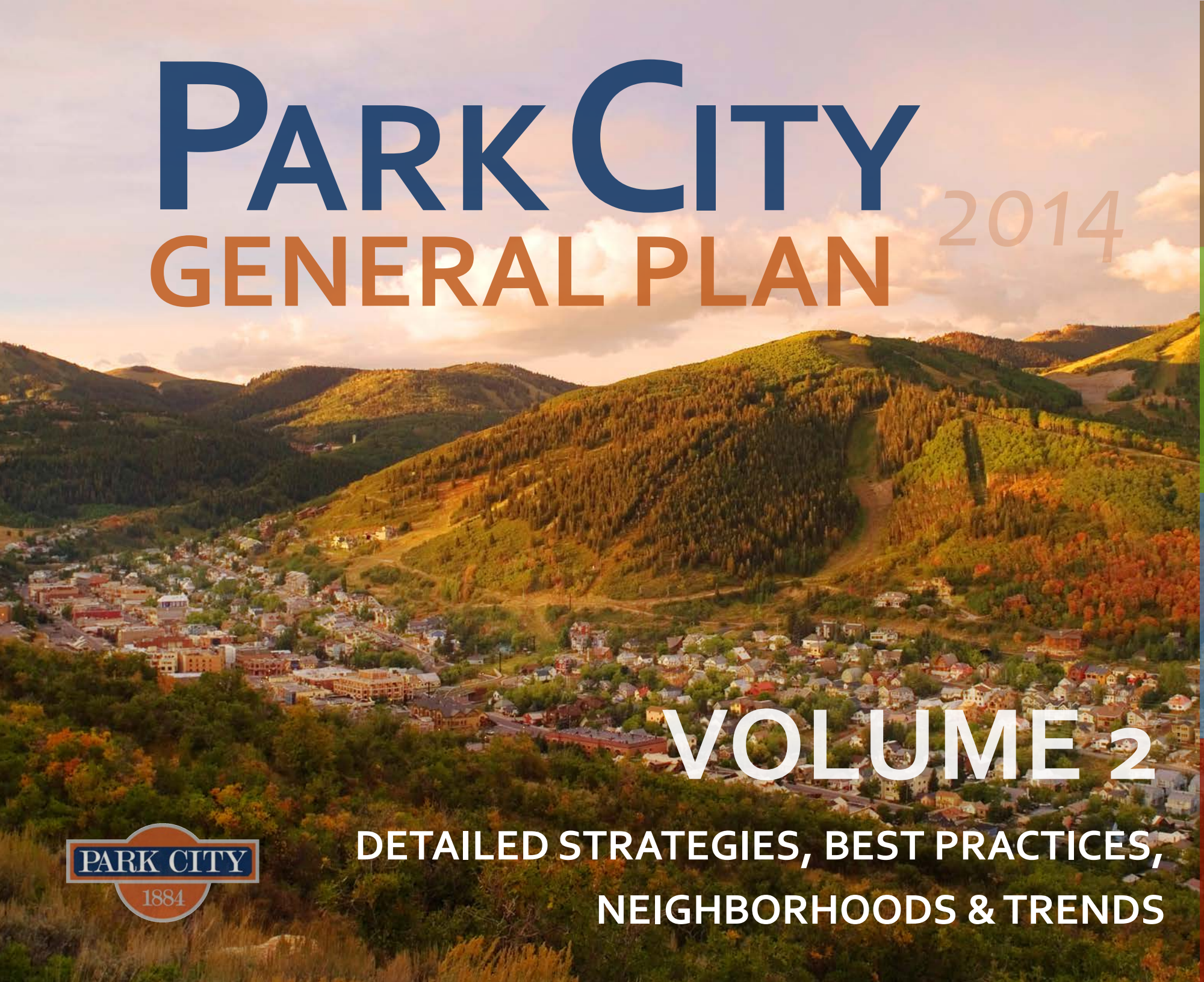
PARK CITY GENERAL PLAN 2014



VOLUME 2

DETAILED STRATEGIES, BEST PRACTICES, NEIGHBORHOODS & TRENDS

PARK CITY 1884

Planning Department
Park City Municipal Corporation

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SMALL TOWN

NATURAL SETTING

SENSE OF COMMUNITY

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MISSION

Keep Park City Park City

The General Plan is composed in four sections according the Park City Visioning Core Values:

- Small Town
- Sense of Community
- Natural Setting
- Historic Character

These Core Values were identified by the City's residents in 2009 as being the foundation upon which our Community should begin to look at its future, whether from a big picture perspective or an individual City or private development project.

This General Plan builds upon the City's Core Values and rather than have individual elements (e.g. Land Use, Transportation, Sustainability, etc.), this document recognizes that no individual element stands alone; all elements interact and impact each other. This document combines these elements into the appropriate Core Value, recognizing the inherent overlap of each.

VOLUME I

Volume I of this General Plan contains the Goals, Objectives, and Strategies for each of the four Core Values.

GOALS

The Goals are the ends toward which effort and action are directed or coordinated.

OBJECTIVES

In general, Goals and Objectives are somewhat interchangeable; however, objectives tend to contain more specificity than a goal.

Both Goals and Objectives are "whats", not "hows". There can be a number of goals and objectives to be achieved in order to achieve an overall Mission, but there is usually only one Mission.

STRATEGIES

A Strategy is how to achieve a goal or objective. It is a "how". A Strategy is a thoughtfully constructed plan or method or action that will be employed to achieve a desired result.

Two types of Strategies are outlined within this Plan: Community Planning Strategies and City Implementation Strategies. The first is designed to provide direction regarding needed planning programs, research or analysis to achieve the Goals and Objectives. The second set of strategies is designed to hold the City accountable in terms of implementing the projects necessary to accomplish this task at the ground level.

VOLUME II

Volume II of this Plan contains information that supports the Goals, Objectives, and Strategies outlined in Volume I. This includes the methodology recommended for accomplishing strategies, a section on neighborhoods, and an appendix which contains trends, analysis, and data for the City and region.

To achieve the Goals and Objectives and carry out the many Strategies will be a significant undertaking for the community; however the risk of not doing so is the loss of our community identity. Park City will need to work diligently over the next decade to maintain its Mission. Let this Plan guide the way to Keep Park City Park City.

SMALL TOWN

NATURAL SETTING

SENSE OF COMMUNITY

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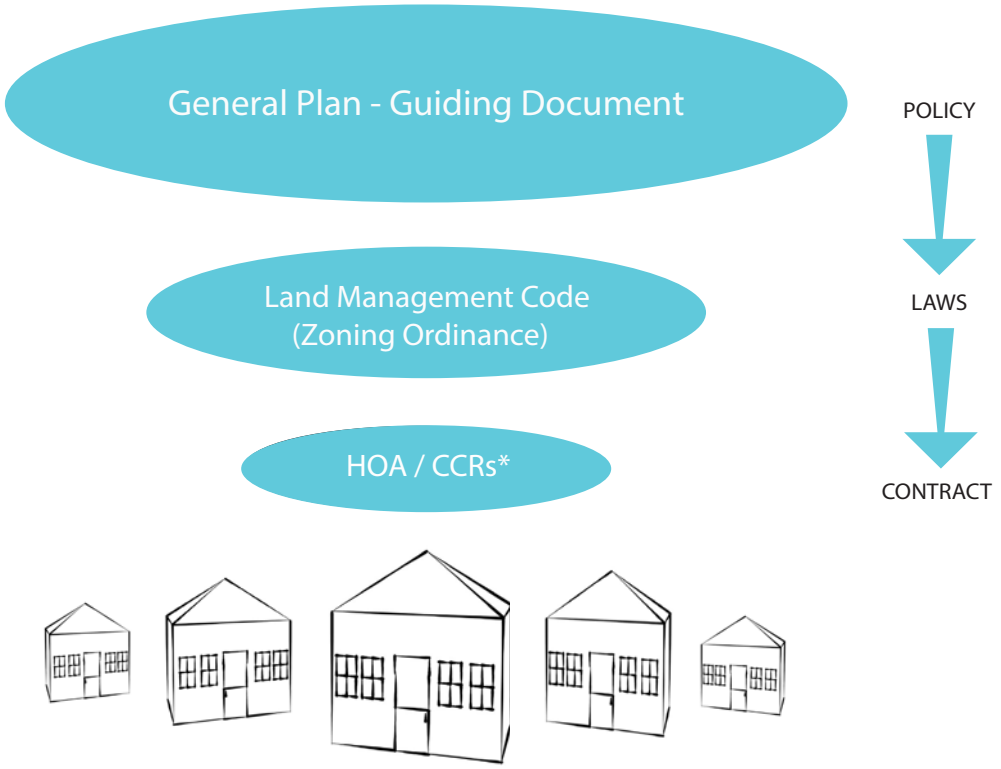
The Hierarchy of Land Use Documents



*May conflict with and be more restrictive than the Zoning Ordinance standards.

The hierarchy of land use in Park City is based upon the State of Utah's land use legislation. The General Plan is the guiding document for Park City - it is the blueprint for the future of the City. It is a long range policy plan that will guide future Land Management Code (LMC) and zoning decisions.

The LMC is the regulatory document that addresses specific zoning and land uses within respective zones. The LMC and associated Zoning Map provide for specific uses within noted districts on the Zoning Map.

Beyond these governmental tools for regulating land use are private Covenants, Conditions and Restrictions (CC&Rs) that are typically associated with Homeowners Associations (HOAs). These CC&Rs are enforced by their respective HOAs.

SMALL TOWN

DETAILED STRATEGIES

STRATEGY: Conservation Subdivision Design

Conservation Subdivision Design (CSD) is a method of open space preservation in which land developers cluster houses together on the least sensitive lands, preserving the remainder of land as open space, ideally between 30 to 75 percent. In return, developers are able to build the same number of units per acre as base density allows, keeping conservation subdivisions density neutral.

Randall Arendt is the chief proponent of CSD. He believes that, for the most part, engineers and surveyors have had too much influence in the design and construction of subdivisions in the United States over the past 50 years. The result has been cookie-cutter style site designs whose only goal is to maximize development on the property, with little regard for the topographical, ecological, and historical elements present on the site. CSD is an alternative that promotes smarter, more ecologically

Four Steps of the Conservation Subdivision Processes:

1. **Existing Resources/Site Analysis (ER/SA) Map:** The first step for development approval should require the developer to complete a detailed inventory and analysis of the site and surrounding area, identifying areas of natural, historic and geologic importance.

2. **Site Walk:** An inspection of the site should be undertaken by members of the Planning Commission, Planning staff, the developer, the landscape architect, the landowner and adjacent property owner. The site walk allows for greater familiarity of the site by all members involved in the planning and approval process.

3. **Conceptual Sketch Plan:** The developer submits a preliminary conceptual sketch plan overlaying an aerial image, allowing staff and officials to judge the design's protection of sensitive areas identified in the previous two steps. The creation of the sketch plan should follow these steps.

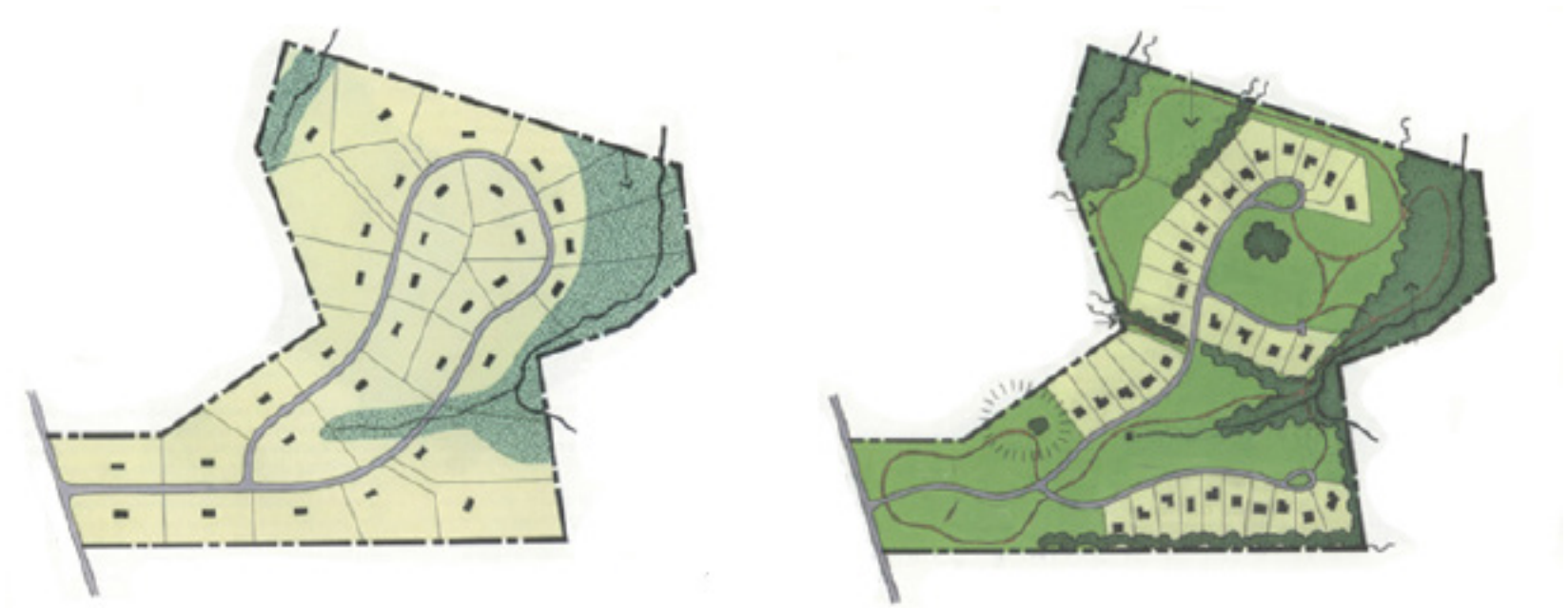
    a. Identify the areas of a site that are unbuildable (sensitive lands, wetlands, wildlife corridors, and flood planes) and areas that should be preserved. Unbuildable areas do not count towards open space requirements. Open space should connect to the greater, existing open space network.

    b. Locate homes around the protected space to maximize residents' enjoyment and utilization of the space.

    c. Add streets and trails.

    d. Create lot lines that subdivide the property.

4. **Landscape Architect or Urban Planner Design:** The site design should be completed by a landscape architect or a planner, who generally will have much more experience in creating healthy, livable places than will an engineer or computer program.



The side-by-side comparison of a traditional subdivision and a conservation subdivision design exemplifies how the natural setting may be further preserved through building pads and clustered lots.

sensitive development.[1]

This approach to subdivision design has many advantages over conventional design. Conservation subdivision designs typically cost developers less money to build. For example, developers often spend less on grading because the design incorporates the natural topography of the site. Arendt notes that his redesign of a 60 acre development in Texas saved the developer $250,000 in grading costs.

Since lot sizes in CSD developments tend to be smaller and clustered together, developers do not need to invest as much capital in street construction. Again, Arendt was able to save a Tennessee developer $212,000 in street construction on his 86 lot development.[2]

In an analysis of conventional and conservation subdivisions in South Kingston, Rhode Island, Rayman Mohamed found, while controlling for other variables, that lots in conservation subdivisions, on average, cost the developer $7,400 less to produce than lots in conventional subdivisions. These same lots sold in an average of 9.1 months, compared to the 17 months for conventional lots. Moreover, they sold for around $13,000-$18,000 more per acre.[3]

STRATEGY: Zoning for Varied Lot Sizes and Further Subdivision of Existing Lots

Decreased Vehicle Miles Traveled: Land use patterns dictate the number of vehicle miles traveled (VMT). Dense developments in close proximity to existing commercial nodes and public infrastructure (schools, parks) reduce VMT, generate fewer emissions, and reduce transportation costs for municipalities and residents.

Protect Open Space:
A second benefit of smaller lot sizes is increased density which reduces pressure on undeveloped land and prevents sprawl. Undeveloped land plays a critical role in carbon sequestration and off-setting greenhouse gas emissions. Within Park City, the increased open space protects the core value of natural setting.

Cost Savings:
Thirdly, because more housing units can be built per acre, density reduces land and infrastructure cost, thus lowering the market price of each unit and creating opportunities for increased affordability of individual units. The higher concentration of people places greater demand on public transportation and local retail.

Diversifying Building Lots:
Strategically reducing and removing minimum lot size requirements through lot size averaging allows individual lots within a development to vary from the maximum density zoned, so long as the development as a whole averages to the maximum density. This tactic creates a mix of housing types—including granny flats, in-law apartments, and garage apartments—within an existing development, increasing the affordability and attainability of housing.

Housing Affordability:
Today, low income families face the challenge of choosing between basic necessities and housing due to escalating housing costs. According to the National Low Income Housing Coalition, there is not a county in the U.S. that can provide a two-bedroom apartment at a rate affordable to minimum wage earners.[4] Because housing prices fall away from employment centers, working families often choose to live outside of the cities they work to save on housing costs; however, for every dollar they save on housing expenses, working families spend seventy-seven cents more on transportation.[5]

The careful design of new developments, strategic subdivision of existing developed lots, and promotion of compact, mixed-use development creates livable communities of varied housing types that are affordable and attainable to a wider range of the working population. Neighborhood density encourages sustainability by fostering multi-modal transportation networks that provide a multitude of transportation options for residents of all ages and prevents low income workers from increasing their transportation expenses. Compact development also conserves open space, makes use of existing infrastructure, and supports sustainable development. Creating opportunities

for affordable and attainable housing near employment centers is essential to accommodating the local workforce, reducing sprawl, and preserving the economic vitality of the community.

Context Sensitive:

High density development does not have to take the shape of massive, urban skyscrapers. Reduced setbacks, smaller lot sizes, and subdivision of existing lots result in greater density. Cottage Housing Development (CHD) zoning is one planning technique to create clusters of small, single-family detached units sharing common open space, interspersed with sidewalks and short street blocks. Traditional neighborhood design, the prominent urban form prior to World War II, promotes pedestrian-friendly, compact design with a connected street network for pedestrians, bicyclists, and cars.

Transfer of Development Rights (TDRs):

TDRs allows property owners to pass existing development rights to predetermined neighborhoods seeking to increase their density. Within Park City, any proposed increase in density through the subdivision of existing lots - above and beyond the existing zoning allowances - should only be considered with the use of a TDR credit and in coordination with the impacted neighborhood's residents.

The City should coordinate with residents in various neighborhoods to determine the opportunities and potential effectiveness of increased density that might support attainable housing, "granny" flat options, caretaker cottages, etc.

Conover Commons Cottages located in Redmond, WA is a private development made up two-bedroom, two-bath, 1000 square foot homes.

STRATEGY: Strengthening Neighborhoods

To improve the livability of neighborhoods, dynamic options that address residents' daily needs at every stage of life should be available.

Diversify Housing

A variety of housing options for primary residents is essential to diversifying the neighborhood and attracting residents of all ages, socioeconomic classes, and walks of life. Options for housing types (single family to multi-family), ownership or rental, and a variety of sizes, are necessary to fulfill residents needs during all stages of life.

Mix of Uses

Meeting the everyday needs of residents by allowing some variety of uses within residential neighborhoods decreases dependency on the car while strengthening the neighborhood identity through increased points of interest. The existing density within a neighborhood generally guides the appropriate mix of uses. A small grocery store, coffee shop, and office space are examples of appropriate uses that can complement low density residential neighborhoods.

Neighborhood Identity

Clearly-defined ingress and egress into these neighborhoods help better define neighborhood borders and create unique community identities within boundaries. Each neighborhood should have a well-defined edge, such as open space or a naturally landscaped buffer zone, permanently protected from development. Where two neighborhoods adjoin along an established transportation route with existing development, a transition area should thoughtfully evolve.

Public Realm

A greater sense of community in the public and semi-public realm can be achieved by creating places for residents to meet, linger, and socialize with their neighbors. These community gathering spaces can take the form of a neighborhood park, trail, sidewalks, and community gardens. Within the semi-public realm these spaces may be designed as a front porch, front yard, or outdoor dining.

Public Transportation

Safe, reliable, and convenient public transportation options that reduce our automobile dependence, provide transportation to those unable to drive (children and elderly), and enhance the livability of a neighborhood.

Walkability

Sidewalks, bike lanes, and trails connecting key destinations within the neighborhood improve accessibility, allow for healthy alternative to the car and create recreational space. The combination of traffic calming and interconnected streets creates safe and convenient pedestrian and bicycle circulation while maintaining vehicular movement. By improving the livability of our residential neighborhoods we are strengthening our residential communities. Increasing opportunities for interaction between residents leads to friendships and bonds that translate into greater connectivity between neighbors, appreciation for diversity, and a common sense of purpose sharing a common ground. As residents express their community pride in the maintenance and upkeep of their homes, property values are sustained and often increase. Moreover, community residents are more apt to participate in decision-making processes when they value the character and identity of their neighborhood. Finally, strengthening these residential zones is key to maintaining the health of the City overall and its ability to provide desirable residential neighborhoods for new and existing residents.[8]

"Cottage housing is a new model of clustered single family housing that provides a transition between single family housing neighborhoods and higher density areas, creating a development pattern that maximizes land values, reduces infrastructure costs and provides housing next to services. As the region implements the 2040 Growth Concept, the long range growth plan, Metro is working to help communities address the stark differences in scale, density and use that often appear between established neighborhoods and newer, higher density commercial or residential development in town centers and corridors. These transitions under-utilize land and create a disjointed development pattern, often undermining the capacity of the region and the character of our communities."[9]

Oregon Metro

STRATEGY: Regional Planning

The Wasatch Back has a unique opportunity to learn from other regional planning efforts around the world and those as close as the Wasatch Front, to protect those community assets which the region values. The watershed, airshed, wildlife habitat and corridors, and vast view corridors of open space are just a few shared regional assets that define the small town aesthetic of the Wasatch Back. With growth in Park City, Summit County, Wasatch County, and Morgan County projected to more than triple by 2060, there is no better time than the present to begin regional planning. The very essence of what draws residents and tourists to the area is threatened without regional planning in place to guide the coming boom. To prevent future negative growth patterns in the region, Park City should work cooperatively with the communities of the Wasatch Back to implement the following 4 Regional Ahwahnee Principles.

1. The regional land-use planning structure should be integrated within a larger transportation network built around transit rather than freeways.

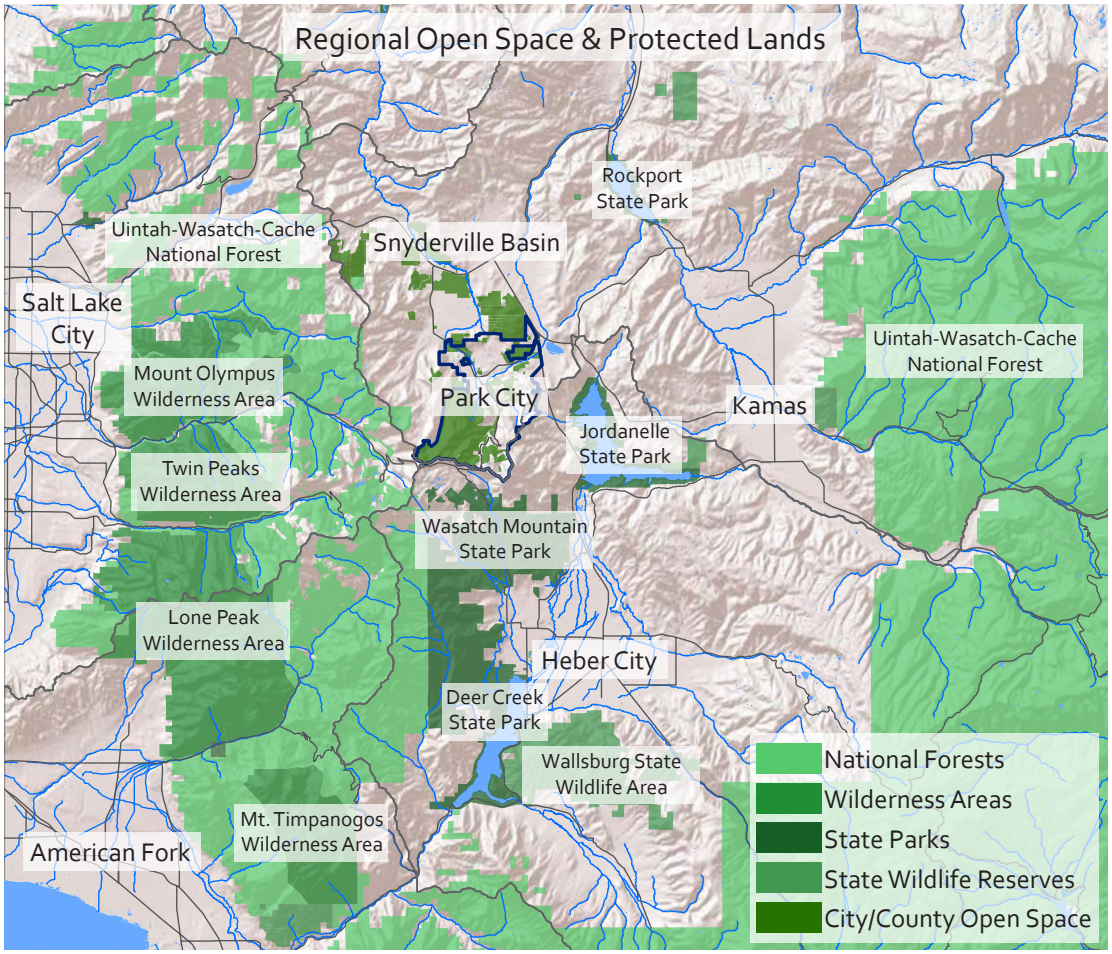
Well thought out regional planning projects future land use and population densities and identifies transportation demands related to the projections. This data is utilized to plan for future multi-modal transportation including trail connections, dedicated bicycle and public transportation lanes, and automobile options. By prioritizing transit, rather than widening roads for increased throughput of cars, the character defining narrow roads and clean air of the Wasatch Back can be preserved. A current example of regional multi-modal transportation planning is the rail trail connection from Echo Reservoir to Park City. The Wasatch Back could adopt future paved and unpaved trails to connect all the communities in the region creating horseback riding, running, and cycling options complementary to the lifestyles of our residents and the community's health.

Regional transportation planning currently exists for multi-modal transportation in the form of trails, bus routes, roads, and highways. The existing rail trail is a great example of an alternative to highways that connect communities throughout the region. Paved and unpaved trails connecting the communities of Wasatch Back would complement the outdoor lifestyle of the residents.

2. Regions should be bounded by and provide a continuous system of greenbelt/wildlife corridors to be determined by natural conditions.

Many residents of Wasatch Back chose to live in the Wasatch Back due to the seemingly vast tracks of open space that exist within and around our communities. The reality is that many of the spaces viewed along the side of highways, roads, and trails throughout the Wasatch Back have development rights that the current owner has not opted to utilize to its full development potential. Incremental development that sprawls into previously undeveloped land is of great threat to the remaining countryside.

To secure continuous systems of greenbelt/wildlife corridors that bind the region, three steps must be taken. First, a natural resource study should be conducted at the regional level to identify continuous natural systems and wildlife corridors that exist. Second, a regional visioning process must be conducted to identify those attributes to the regions (view corridors, recreation areas and trails, agriculture lands, etc.) that are highly valued by residents in their existing state and therefore should be protected. The final step is to create regional agreement, represented through an adopted regional master plan, identifying those areas intended to remain as very low density or open space and those appropriate for future development or increased intensity of land use. This strategy protects the ecology of the region and the natural aesthetic that defines the region.



STRATEGY: Regional Planning (continued)

3. Regional institutions and services (government, stadiums, museums, etc.) should be located in the urban core.

Intentional planning to locate community resources in the community center supports continued reinvestment in existing centers. Although redevelopment in the community centers may be more costly and challenging than greenfield development, the long range benefits far outweigh the initial additional cost.

The "return on community" is high and includes support for existing local businesses that have invested in the area, decreased vehicle miles travelled due to centralized destinations, and continued reinvestment in the public realm – "placemaking". The charm of the community centers is maintained along with the community's pride.

4. Materials and methods of construction should be specific to the region, exhibiting a continuity of history and culture and compatibility with the climate to encourage the development of local character and community identity.

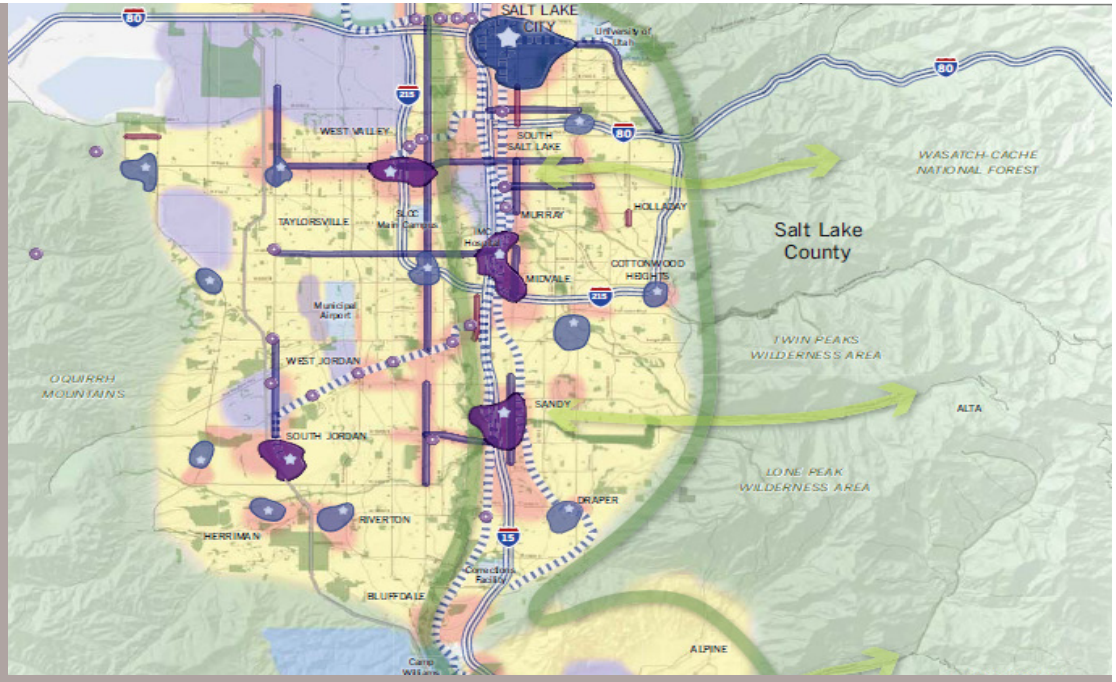
Adopting design standards throughout the region that build off of the established local vernacular can prevent the recent "anywhere USA" phenomenon. As a region dependent on tourism, it is especially important to maintain the identity of the Wasatch Back to provide visitors with the unique aesthetic and cultural experience of the West. Preserving the existing historic cultural resources is one of the most important steps to maintaining the local character and community identity. Infill which complements the existing cultural resources can be achieved through zoning for compatible mass and scale and adopting architectural standards that require the use of materials and methods of construction specific to the region.

With growth in Park City, Summit County, Wasatch County, and Morgan County projected to more than triple by 2060, there is no better time than the present to begin regional planning. The very essence of what draws residents and tourists to the area is threatened without regional planning in place to guide the coming boom.

Regional Planning: Wasatch Choice for 2040

Led by 18 mayors and elected county officials, the Wasatch Front Regional Council (WFRC) has developed the long-range transportation plans for the Salt Lake City metropolitan area for decades. As the Regional Council developed these transportation plans, it became apparent that certain development patterns were more transportation-efficient than others. Therefore, the Regional Council, in association with the Mountainland Association of Governments in Utah County and Envision Utah, decided in 2005 to engage in a visioning process for growth and development called the Wasatch Choices 2040 Vision. This Vision, in turn, served as the foundation for the transportation planning effort resulting in the current Regional Transportation Plan.

In consultation with city and county planners, engineers and local elected officials, WFRC staff refined the Wasatch Choices 2040 Vision based on updated modeling analysis.



The Wasatch Choice for 2040 is the Vision renewed. The Regional Council released it as a draft in January 2010 to begin the public discussion about how the region should develop. This discussion included a formal public comment period from February 1st through March 12th. The Regional Council adopted the final version on May 27, 2010.

This "Choice" points the way forward for us to focus growth in a variety of activity centers across the region, many of which are coordinated with our existing and near-term transportation system: freeways, rail lines, rapid bus ways, and key boulevards. While these centers are coordinated with *today's* transportation system, *tomorrow's* new transportation investments will be planned to *serve* these activity centers, areas of growth, and our region's special districts – like the airports and the universities.

The Wasatch Choice's centers are located where regional destinations have grown, where economic activity has clustered, or in strategic locations that are pointed in this direction. The Vision suggests that these centers should expand to provide ever-broadening choices for residents to live, work, shop and play; a mix of all of these activities is welcome.

Centers should work with the long-term market, helping provide opportunities to residents who want to live close to work, walk or bike to shop, and have both great transit and road access – desperately needed as our population ages, gas prices and congestion increase, and the cost of transportation for work and play inches upward, and available land shrinks.

We enjoy an unparalleled quality of life along the Wasatch Front. People from all over the world are drawn to our stunning scenery, rich opportunities, and friendly spirit. As one of America's fastest growing regions, we cannot take our high quality of life for granted. How we grow will affect how we and our children will live. Important choices face us, and the path we take will have long-term consequences.

Implementing the Wasatch Choice for 2040 will result in a more livable community for all.

Implementing *The Wasatch Choice for 2040* will provide significant quality-of-life benefits:

- Saves billions of dollars in infrastructure, housing and transportation costs that can go back into our pockets
- Gives us more time to do what we care about most
- Improves air quality for our health and economic growth
- Maintains the character of existing neighborhoods
- Preserves key farms and open space
- Provides housing for people of all life stages and incomes
- Uses less of our limited water resources
- Creates more active neighborhoods, supporting improved public health
- Enhances our ability to recruit and retain jobs and highly skilled workers
- Provides more choices for how we and the next generation will live, work, play and travel

By implementing the Vision, we can accommodate growth, enjoy more financial security, build first-class communities, and preserve the stunning beauty of our state. While the benefits of the Vision are compelling, there are barriers to implementation. Some communities lack public support for or appropriate ordinances to develop mixed-use economic centers. In some cases, developers and lenders resist investing in new development types. Some community plans don't square with market reality and, consequently, don't move forward. Moreover, coordinating among many property owners and other stakeholders is challenging. What we need are good local examples of vibrant, successful "centers" that solve these and other challenges.

"Wasatch Choice for 2040" www.wasatchchoice2040.com (December 2012).

STRATEGY: Complete Streets

The purpose of Complete Streets is to ensure that streets are designed to enable safe access for all users. In order for a street to be considered a complete street, pedestrians, bicyclists, motorists and transit riders of all ages and abilities should be able to safely move along and across the street.

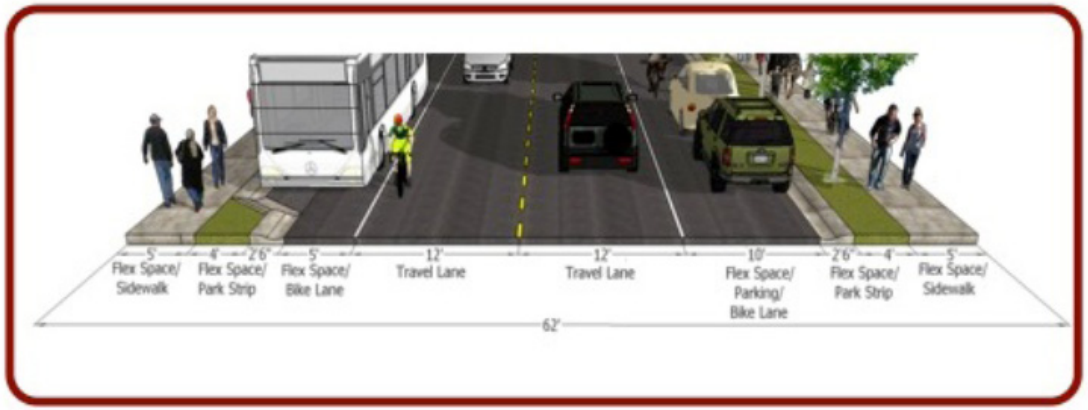
In less populated areas of Park City, a complete street may look quite different from a complete street in a more heavily traveled or denser part of the City. Nevertheless, both should be designed to balance safety and convenience.

"Park City will have a multi-modal transportation system with complete streets and balanced availability of pedestrian, bicycle, transit and auto travel."

Park City Traffic and Transportation Master Plan Goal #1

Tourism Most importantly, Park City is a tourist destination that offers an abundance of year-round outdoor activities. The streets are essential to the visitor experience and should prioritize recreational opportunities and easy access to the various amenities. Many visitors come looking to escape their typical city commute and find great pleasure and relaxation from enjoying a car free vacation. Complete Streets provide more opportunities for guests, residents, and workers to get out of the car and take in the resort community at a slower pace.

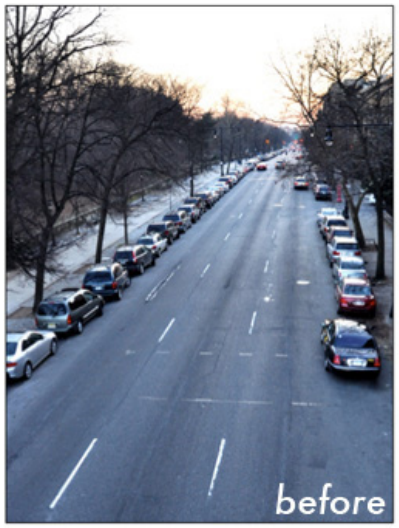
Liveable Communities Complete Streets play an important role in livable communities, where all people – regardless of age, ability or mode of transportation – feel safe and welcome on the roadways. A recent study found that people who live in walkable communities are more likely to be socially engaged and trusting than residents of less walkable neighborhoods. Additionally, they reported being in better health and happier more often[11]. The social benefits of complete streets compliment the City's core value, Sense of Community.



The 2011 Park City Traffic and Transportation Master Plan reinforces the City's goal to create complete streets. Above: Major Residential Collector cross section from PC TTMP.

There is no singular design prescription for Complete Streets. Each one is unique and responds the needs of the city. In Park City, a complete street policy may include:

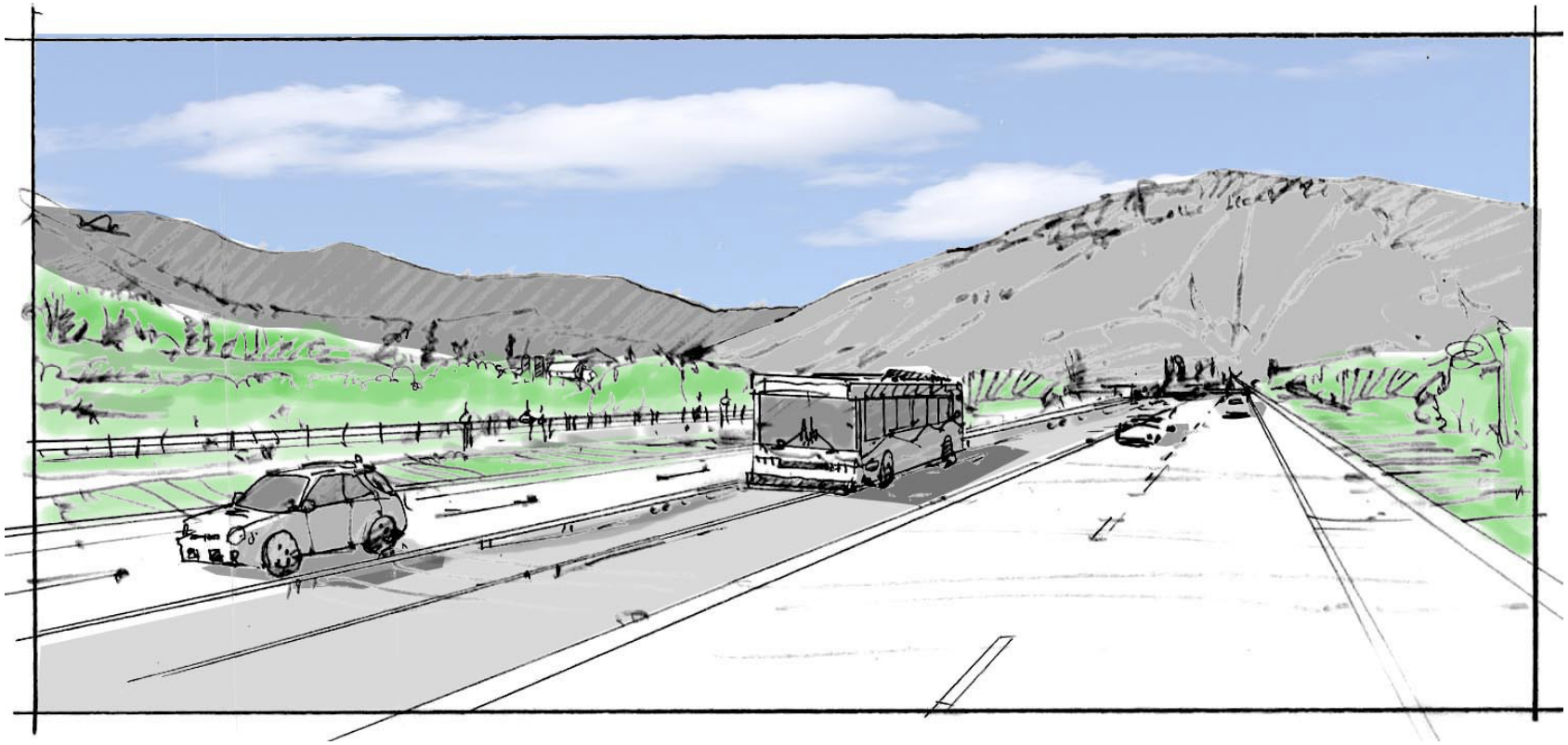
- A community vision for how and why the community wants to complete its streets
- Specifics as to who "all users of the street" would include.
- Requirement for compliance with Complete Street policies for both new and redeveloped/retrofit street projects, including design, planning, maintenance, and operations, for the entire right-of-way.
- Creates clear criteria and process for exceptions, including review by specified public boards.
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
- Is adoptable by all agencies involved in road construction and maintenance.
- Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs.
- Directs that Complete Streets solutions will complement the context of the community.
- Establishes performance standards with measurable outcomes for each mode.
- Includes specific next steps for implementation.



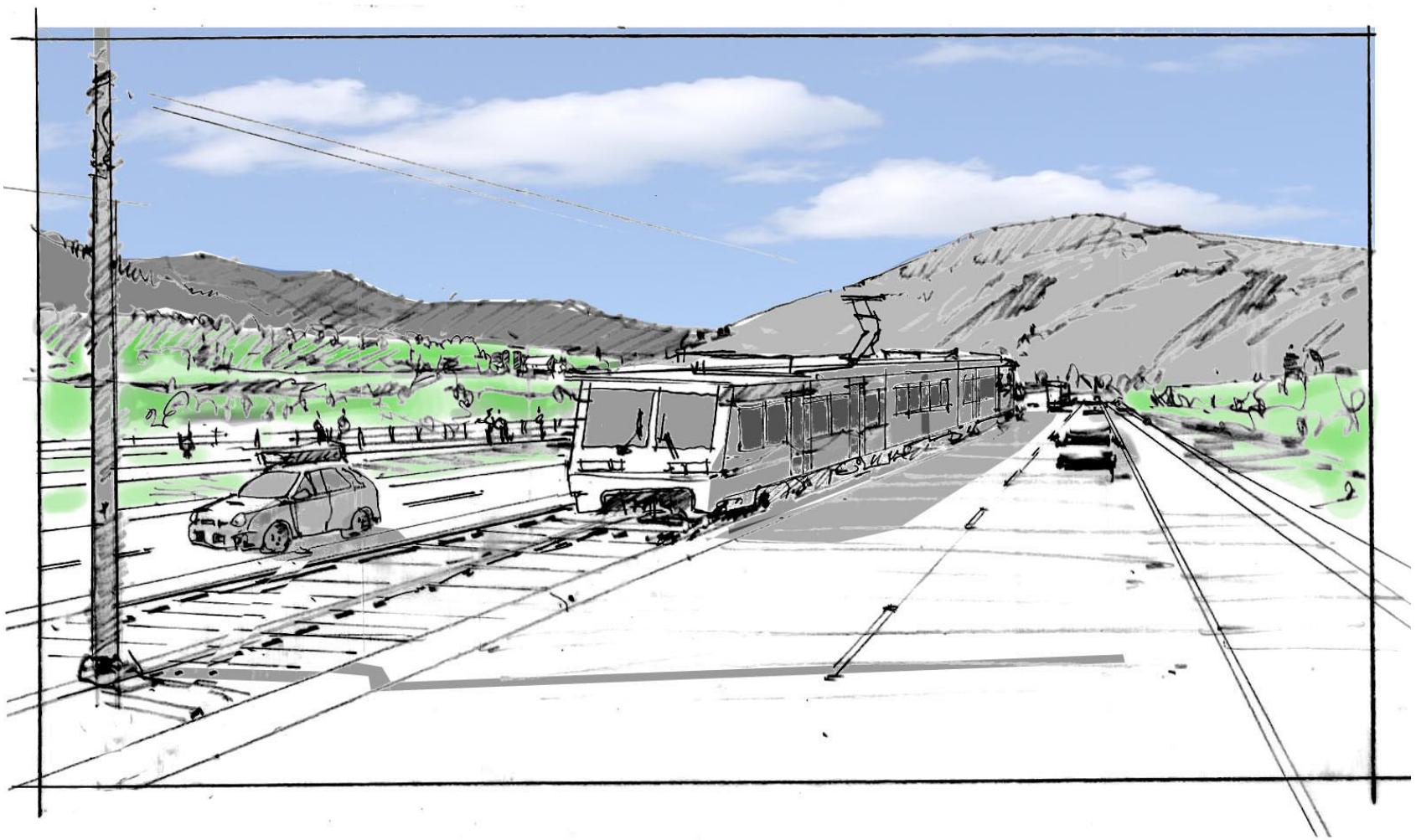
This example of a complete street in illustrates a "road diet" (reduction in vehicle lanes), new cycling lanes, improved pedestrian crosswalks, etc. Additional complete streets concepts might include turning lanes for a road, improved streetscape to separate pedestrians and vehicles, or even surface treatments to slow vehicles.

Health The Centers for Disease Control and Prevention recently named adoption of Complete Streets policies as a recommended strategy to prevent obesity. One study found that forty-three percent (43%) of people with safe places to walk within 10 minutes of home met recommended physical activity levels; among individuals without safe places to walk, just twenty-seven percent (27%) met recommended physical activity levels. Easy access to transit can also contribute to healthy physical activity: nearly one third (1/3)of transit users meet the Surgeon General's recommendations for minimum daily exercise.[12]

Savings Typically, Americans spend an average of 18 cents of every dollar they earn on transportation, with the poorest fifth of families spending more than double that figure.[13] A two-person adult household that uses public transportation saves an average of $6,251 annually compared to a household with two cars and no public transportation accessibility.[14] This figure could be higher for those who commute to Park City from the outlying areas. Park City's dedication to offering multi-modal transportation options decreases transportation costs, helping the City attain its goal of retaining full time residents.



As transportation evolves in Park City, the main corridors will introduce more efficient modes of public transportation. Bus rapid transit (BRT) could be a reality in the near future; followed by a trolley connection between Park City locations and Kimball Junction. This image of a BRT lane on SR 224 going to Kimball Junction should be explored.



The opportunity to move from BRT to a trolley line along the SR 224 corridor could link the neighborhoods of Park City with the commercial center at Kimball Junction.

STRATEGY: Re-thinking Parking

Control of parking has been around since the 1950s. The main theory is that if developed sites don't provide their own off-street parking, drivers will try to park on neighboring streets.

In creating ratio requirements for parking standards, planners often do not conduct site specific analyses to establish parking requirements. Usually national surveys of the peak parking occupancy observed at suburban sites are referred. The Parking Generation report published by the Institute of Transportation Engineers (ITE) is generally utilized. Transportation engineers survey parking occupancy to report a "parking generation rate" that relates the peak parking occupancy. ITE's 1987 edition of Parking Generation indicates that the vast majority of the data is derived from suburban developments with little or no significant transit ridership. Another method that cities often use to regulate mandatory off-street parking is simply by borrowing other cities' requirements. Minimum off-street requirements can create an excess supply of parking, encourage unnecessary driving, and makes congestion worse. Additionally, these standards can also encourage people to build unsightly surface lots instead of inviting storefronts.

In his book *The High Cost of Free Parking, Donald Shoup* wrote, "With free parking available almost everywhere, almost everyone can go almost anywhere without resorting to public transportation, carpooling, biking, or their own two feet." [1]

Currently Park City offers a free transit system. The transit system provides easy access of recreational areas, residential neighborhoods, our Historic District, and Kimball Junction without the worries of having to drive a vehicle and find available parking. A reduction in the number of required off-street parking spaces, after thorough analyses, will provide flexibility in building design, maintain or enhance pedestrian-oriented urban design, and allow more efficient use of buildable space, which in turn reduces rents, including housing costs. Progressive cities have switched direction from minimum off-

street parking requirements to maximum off-street parking requirement. In other words, maximum requirements have placed a cap on the total allowable number of parking spaces.

In conjunction with maximum parking standards, shared parking can be utilized to use parking space generated by two or more land uses without conflict or encroachment. The benefits of shared parking include variations in the accumulation of vehicles by hour, day, and season at the individual land uses. It also results in relationships among the land uses that end in visiting multiple land uses on the same auto trip. *Planning and Urban Design Standards* published by the American Planning Association (APA) indicate the following

related to shared parking: *The key goal of a shared parking analysis is to find the balance between providing adequate parking to support a development or area from a commercial viewpoint and minimizing the negative aspects of excessive land area or resources devoted to parking*.

A combination of decreasing the number of the current parking ratio requirements and a thorough land use/transportation analysis (i.e., density, transit, shared parking, connectivity, and pedestrian accessibility to goods and services), should be analyzed by the City to make sure there is existing adequate off-street parking. This process should be adopted instead of an arbitrary minimum standard that creates a surplus of parking. By decreasing the current parking ratio to reach an accurate requirement and utilizing shared parking, the City can influence unnecessary driving, decrease congestion, and encourage people to build inviting storefronts instead of unsightly surface lots. The very likely reduction in the number of required off-street parking spaces will provide flexibility in building design and will either maintain or enhance pedestrian-oriented urban design.

A reduction of the number of required off-street parking spaces, after thorough analyses, will provide flexibility in building design, maintain or enhance pedestrian-oriented urban design, and allow more efficient use of buildable space, which in turn reduces rents, including housing costs. Progressive cities[1] have switched direction from minimum off-street parking requirements to maximum off-street parking requirement.

STRATEGY: Parking in Old Town

Park City Municipal Corporation currently employs a neighborhood parking permit system on most Old Town residential streets. This system is devised into four separate parking zones (zones A, B, C, F) within Old Town (see map).

Resident and employee permits in Zone C allow for parking in China Bridge and the Gateway Upper Level over the posted time limits. Resident permits in Zone C can park up to 72 hours in the above mentioned garages and employees are permitted to park up to 24 hours. Resident permits in Zones A, B, and F allow for on-street parking on residential streets for up to 72 hours. The Parking Code and area signs may indicate additional regulations. Additionally, a resident living within one of these three zones is eligible to receive up to five (5) on-street parking permits.

Due to the pre-automobile characteristics and 19th Century historic development patterns of Old Town and the limited supply of off-street parking, careful consideration should be given in regards to the regulatory requirements for off-street parking and how on-street neighborhood parking is managed.
As population and economic growth transpire and infill of undeveloped lots and remodels of existing homes occur in Old Town, parking demand in Old Town neighborhoods can be expected to rise, exceeding on-street supply in many cases. On-street parking spaces are a finite city service, and it is important for neighborhoods to efficiently and effectively manage existing facilities as a scarce and valuable resource.

This will require careful coordination between the neighborhood, the Planning Department, and the Parking Department. If excess demand is placed upon the limited on-street parking supply in Old Town and local neighborhoods cannot resolve the issues through neighborhood coordination, certain parking management tools may need to be employed.

Because the existing supply of on-street parking in Old Town is restrained by geographical boundaries (physical, legal, etc...), these tools are largely demand-side management techniques and may include the following:

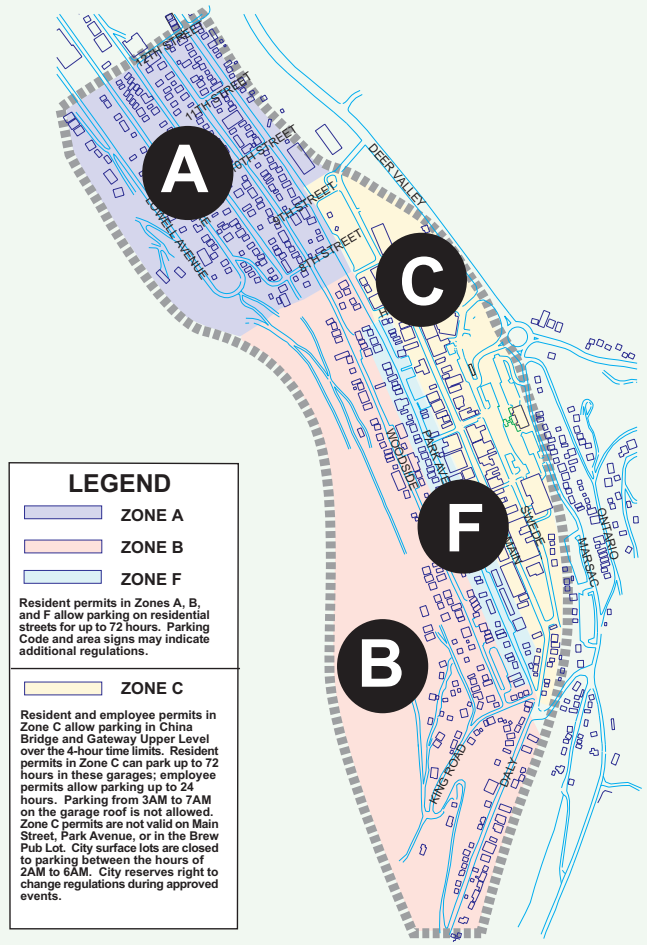
1. Inventory and identify the existing on-street parking supply and demand within the respective neighborhood parking zones.

2. Move towards a needs based on-street parking permit program. In other words, inventory the existing off-street parking for private properties within the residential zones and assess their need for on-street parking permits against the existing supply and demand.

3. Consider the use of variable pricing and complementary strategies as a way to manage demand for parking at on-street locations and off-street facilities managed by Park City Municipal Corporation.

PARKING AREA MAP - PART 2

Permit Parking Zones



Park City Municipal Corporation, Park City, Utah — Department of Public Works

STRATEGY: Six Steps to Reduce Vehicle Miles Traveled

ve·hi·cle miles trav·eled (VMT)

/vēekel/mil/traveld

Noun

the sum of all miles traveled by automobile.

1 Build Complete Streets. Invest in alternatives to solo driving, such as:

- **Transit (standard bus, bus rapid transit (BRT), light rail, train). Improving accessibility, frequency, quality, routes, pricing, ease of use, etc.**
- **Biking. Adding lanes, improving trails, bike sharing program, connectivity, safety, etc.**
- **Walking. Adding and improving sidewalks, pedestrian paths, connectivity, cross-walk safety, etc.**

2 Improve land use.

- **Increase density near established centers.**
- **Adopt anti-sprawl growth policy.**

3 Support Carpooling.

- **Add freeway High Occupancy Vehicle (HOV) lanes.**
- **Create programs that would support carpooling i.e. online carpooling database, etc.**

Reducing VMT helps ease traffic congestion, improve air quality, and decrease green house gas emissions.

4 Vehicle sharing programs.

- Encourage community car share program.
- Provide dedicated public parking spaces throughout town at low or no cost for car share programs.
- Provide charging stations for electric vehicles

5 Pricing policies that raise the cost of driving and parking.

- VMT tax, tolls, or congestion pricing in downtown areas.
- Reducing the availability of on- and off-street parking to encourage alternate forms of transportation.

6 Education

- Encouraging opportunity for physical exercise.
- Practicing sustainable principles.
- Improve parking enforcement.

Connectivity between the ski resorts will be an ever engaging topic in the next decade. Participating within regional conversations to prioritize environmental best practices, decrease regional vehicle miles travelled, ensure connectivity between resorts and commercial nodes, and preserving the back country ski experience will lead to the best outcome for all parties involved. A gondola from Main Street to Deer Valley has been discussed and one possible layout is depicted above with a landing at the top of Main Street. The concept of extending the gondola to the Transit Center at the bottom of Main Street should also be considered.

Ahwahnee Principles

The Local Government Commission (LGC) is a nonprofit, nonpartisan, membership organization that provides inspiration, technical assistance, and networking to local governments and community leaders. In 1991, the Local Government Commission brought together a group of architects who have been leaders in new ideas on land use planning. The group was tasked with creating a set of community principles that reflect the new planning ideologies for sustainability. The group was also asked how each community should relate to the region and create a set of regional principles and to define how these principles could be implemented by cities and counties. The results, which were presented at a conference at the Ahwahnee Hotel in Yosemite National Park, CA, became known as the Ahwahnee Principles. These principles are incorporated throughout the Park City General Plan as a means to a more sustainable future. A sustainable future for Park City is dependent upon regional planning efforts. The Ahwahnee Principles included four (4) regional principles acknowledging that successful long range planning goes beyond a City boundary.

1. The regional land-use planning structure should be integrated within a larger transportation network built around transit rather than freeways.

2. Regions should be bounded by and provide a continuous system of greenbelt/wildlife corridors to be determined by natural conditions.

3. Regional institutions and services (government, hospitals, museums, post office facilities, etc.) should be located in the urban core.

4. Materials and methods of construction should be specific to the region, exhibiting a continuity of history and culture and compatibility with the climate to encourage the development of local character and community identity.